

City of Ryde Development Control Plan 2014

Part: 4.1 Eastwood Town Centre

Translation

ENGLISH

If you do not understand this document please come to Ryde Civic Centre, 1 Devlin Street, Ryde Monday to Friday 8.30am to 4.30pm or telephone the Telephone and Interpreting Service on 131 450 and ask an interpreter to contact the City of Ryde for you on 9952 8222.

ARABIC

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ARMENIAN

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CHINESE

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FARSI

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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

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1.0 INTRODUCTION

1.1 Purpose of this Part

The purpose of this Part is to provide development controls relating to the future development of Eastwood Town Centre. This DCP is one of a series of planning initiatives targeting the renewal and revitalisation of the City's traditional business centres of Eastwood, West Ryde, Ryde, Gladesville and Meadowbank.

This Part should be read in conjunction with the following documents:

- *Ryde Local Environmental Plan 2014*
- *Eastwood Centre Planning Study and Master Plan*
- *Glen Street/Lake Side Road Precinct Master Plan 2010*
- *Section 94 Development Contributions Plan 2007*
- *State Environmental Planning Policies (SEPP) including SEPP 65, Design Quality for Residential Flat Buildings.*

1.2 Objectives of this Part

Objectives

This Part aims to revitalise Eastwood Town Centre through controls and provisions which:

1. Facilitate the creation of town centres that contain a mix of land uses that service the needs of visitors and communities within the centre catchment;
2. Encourage new development and enhance existing buildings;
3. Describe the desired form scale and bulk of new buildings;
4. Improve pedestrian amenity and develop a sense of community place;
5. Create a people-friendly place with active street life;
6. Increase the number of people living within walking distance of public transport services;
7. Provide for safe and convenient motor vehicle access and parking;
8. Protect and enhance items of environmental heritage within each centre; and
9. Provide for safe, well used and attractive public spaces.

1.3 Land affected by this Part

This Part applies to land within the Eastwood Village Precinct, Lakeside Road and Glen Street Precinct as identified in Figure 4.1.01.

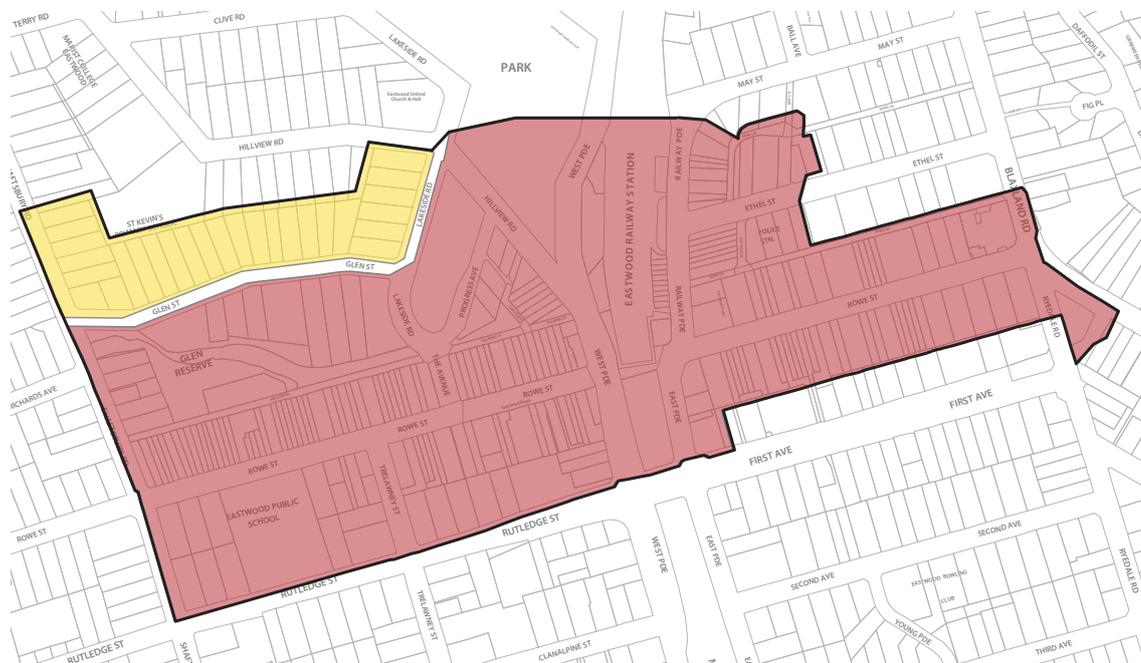


Figure 4.1.01 Eastwood Town Centre

This Controls in Section 3.0 refer to the Eastwood Village Precinct and the controls in Section 4.0 refer to the Glen Street and Lakeside Road Precinct (highlighted in yellow in Figure 4.1.01)

1.4 Structure of this Part

This Part provides guidance for future development Town Centre. It includes a statement indicating the desired future character for Eastwood, to which Council and the community have committed.

Section 3 of this Part refers to Eastwood Village Precinct and contains development controls which address the following:

- Mixed use development;
- Stormwater management;
- Architectural characteristics;
- Access & parking;
- Pedestrian access & amenity;
- Advertising & signage; and
- Environmental management.

It is critical that the development controls for Eastwood Town Centre be considered together to achieve the planning objectives for the Centre. For instance height planes and urban design components will collectively guide the bulk, form and scale of development. No single component is necessarily more important or significant than another, they inter-relate to achieve desired planning.

Section 4 of this Part refers to the Glen Street/Lakeside Road Precinct shaded in yellow in Figure 4.1.01. Section 4 identifies objectives and controls that will shape the future development of Glen Street and Lakeside Road Precinct to create attractive, accessible and unique urban environments in which to live, work, shop, and visit.

The Glen Street and Lakeside Road Precinct sites have been tested with regards to built form, public domain, design and traffic. The detailed development controls for these sites are provided in Section 4.0.

Specific built form development controls for the sites include building heights, building setbacks, active street frontages, awnings and built form sections.

2.0 PLANNING PRINCIPLES

2.1 Ryde Local Planning Study

Council, as part of its commitment to Town Centre Revitalisation, has developed an Urban Villages strategy for the City's traditional centres. An Urban Village is a place in a City which has the characteristics of a village and may be defined as an urban precinct located around a public transport interchange, incorporating:

- A mix of land uses;
- Attractive and well used public spaces;
- A safe and convenient pedestrian environment; and
- Urban design elements which promote community pride and identity.

In assessing any development application relating to land within Eastwood Town Centre, the council must take into consideration the aim of this Part that development should be consistent with the planning principles set out below.

2.1.1 Planning Principles for Eastwood Town Centre

The planning principles for Eastwood Town Centre are:

1. Regional Role

- a. Development should contribute to the status of Eastwood as an important business, employment and residential location.
- b. Development is to promote a compact working and living environment to maximise the efficient use of resources and infrastructure provision.

2. Integrated Planning and Development

- a. Planning and development is to ensure that social, economic, environmental and urban design issues are considered together and with proper regard for their mutual and cumulative impacts.
- b. All planning, design and development activities must take account of and effectively respond to the linkages and interfaces between public space and private land.

3. Public domain

- a. Development is to create the setting and contribute to the public domain so as to ensure high quality, safe and accessible public space that can be enjoyed by shoppers, residents and workers.
- b. Development of the public domain is to enhance the integration between individual precincts and their surrounding areas.
- c. Public space areas will be set aside for public use and enjoyment. Development that enhances the enjoyment of public spaces, such as outdoor dining will be encouraged.
- d. Car parking facilities should not prejudice pedestrian and cycle use of the public space.
- e. Public spaces will be enhanced and created wherever practicable.

4. Urban Form

- a. Building form is to reflect its location in relation to transport nodes, existing residential and commercial precincts, be architecturally rich, define and enhance the public domain and allow for mixed uses.
- b. Building form is to be articulated both in height and mass to provide interest resolve urban design and environmental issue.

- c. Buildings are to be of high quality and adaptable to a variety of uses over time.
- d. Buildings are to support and be integrated into the public domain network to achieve coherence and purpose.
- e. Heritage items and significant landscape elements are to be protected and enhanced.

5. Land use Mix

- a. Development is to provide a variety of housing types and employment-based activities and contribute to the character of the Village.
- b. Development is to contribute to an integrated mixed use development pattern containing a wide range of housing, employment and recreation opportunities.
- c. Development is to facilitate the increase and diversity of employment opportunities, which are to be compatible with achieving a high quality, mixed shopping, living and working environment.

6. Transport and Access

- a. Development is to promote the reduction of motor vehicle dependency and actively encourage the use of public transport, walking and cycling.
- b. An accessible environment for people with disabilities and mobility difficulties is to be created to ensure access equity.
- c. The intensity of development is to be in accordance with the capacity of existing and proposed public transport and road systems.
- d. Parking provision is to acknowledge accessibility by foot, bicycle and public transport.

7. Environmental Performance

- a. Development is to create a safe and comfortable environment for shoppers, residents and workers in both the private and public space.
- b. Development is to be designed having regard to:
 - i. Wind effect; reflectivity; noise attenuation; solar access and energy
 - ii. conservation; water conservation and re-use; stormwater management; use of recycled materials; and waste reduction.
 - iii. The development of public spaces must contribute to greater bio-diversity, habitat protection and improved air and water quality.

2.2 Eastwood Town Centre – Character Statement

2.2.1 Existing Character Statement

The Eastwood Commercial Centre is an important retail and commercial centre and transport in the City of Ryde that is well served by public transport. There has been shopping at Eastwood since the 1880's when the railway was constructed. Growth in trade built up as Eastwood and surrounding suburbs grew in the twentieth century. Retail and commercial development extends to the east and west bisected by the railway line. Eastwood has a 'village character' with a traditional development generally 2-3 storeys in height.

Eastwood has a concentration of professional services, retail and food outlets. It has seen a gradual increase in the quantity of floor space used for professional services and business purposes that is in turn boosting employment generation and retail trade in the centre.

Within the centre there are also parks, child care centres, schools, fire station, police station, community facilities and churches.

2.2.2 Future Character Statement

In the future, Eastwood will be a place designed for the enjoyment and utility of pedestrians and a place which allows convenient access for people between home, work, shopping and leisure.

It will also be a place that has:

- a high level of aesthetic amenity at street level;*
- safe attractive and convenient public spaces;*
- a vibrant, viable and profitable commercial centre;*
- well-used robust and attractive active and passive recreation and public space;*
- an appropriate mix and arrangement of land uses, which satisfactorily serve and integrate with the surrounding residential activities.*

There are some opportunities for mixed use growth in the centre, which includes residential, retail and commercial uses. Eastwood must avoid competing with the larger regional centres and establish itself as a niche market, concentrating on convenient retailing.

It is likely that the centre will attract office services, with demand likely to come from small to medium sized office firms. To ensure that the village character of the centre is retained, new developments that accommodate office and commercial activities, medical and professional suites with activity at street level should be encouraged.

Residential development will also be encouraged. Shop-top and medium density housing should be located within the centre.

3.0 DEVELOPMENT CONTROLS - EASTWOOD URBAN VILLAGE PRECINCT

3.1 Mixed use development

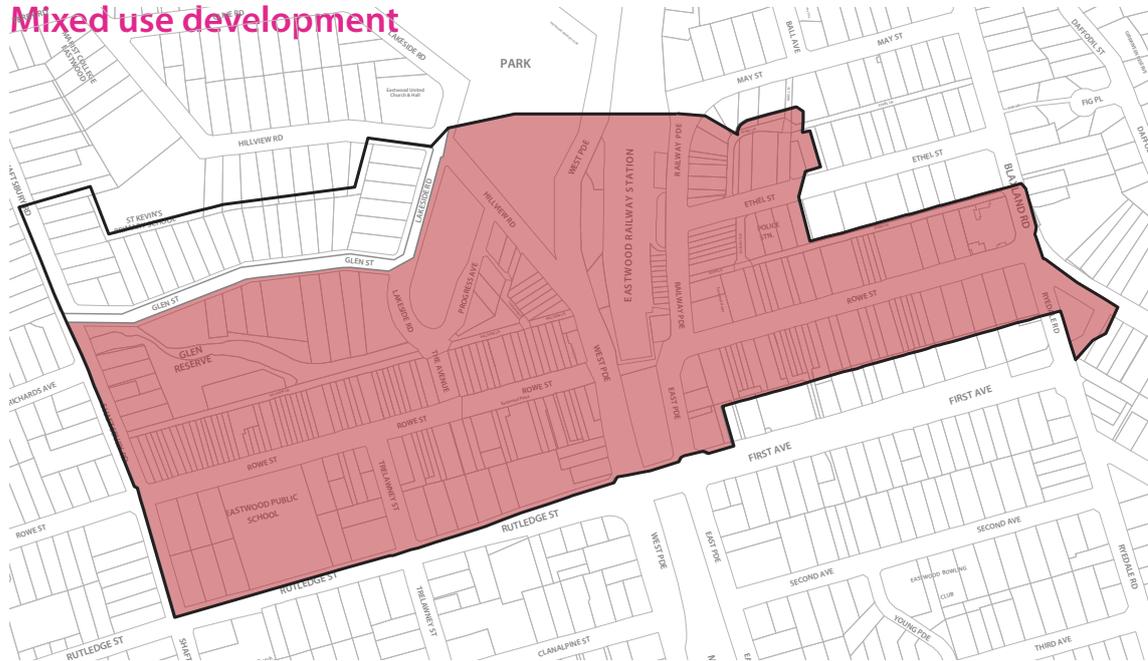


Figure 4.1.01b Eastwood Village Precinct

Council seeks to encourage development forms and arrangements that contribute to the overall goal of developing its centres as urban villages.

Objectives

1. To establish diverse land uses, services and facilities within the Centre;
2. To encourage the development of well used safe and attractive public places; and
3. To increase the number of persons living close to public transport.

Controls

- a. Active public uses, such as restaurants, cafes, community facilities, entries to business premises and retail should be located at street level. Refer also section 3.5.1 of this DCP Part

Note: These uses would tend to attract higher volumes of pedestrian traffic, resulting in a safer environment particularly after dark and would also result in adjacent public areas being better utilised (for example, side street cafes).

- b. Public and commercial uses should be accommodated in the level/s immediately above street level. Such uses may include professional offices, medical suites, leisure uses such as gymnasias, cinemas, theatres, places of worship and meeting rooms. Residential dwellings that include home offices may also be accommodated on this level.
- c. Residential land uses are discouraged at the street level within the Eastwood Urban Village Precinct. Residential development may be provided at upper levels of development.

- d. Buildings are to be designed to overlook public and communal streets and other public areas to provide casual surveillance.
- e. Private living spaces and communal or public spaces should be clearly identified and defined.
- f. Sufficient lighting is to be provided to all pedestrian ways, building entries, driveways and car parks to ensure a high level of safety and security for residents
- g. Pedestrian and communal areas to be well lit and designed to minimise opportunities for concealment.
- h. Pedestrian entry to the residential component of mixed use developments should be separated from entry to other land uses in the building/s.
- i. The use of outdoor restaurant seating whether on private or public land is a favoured land use in the urban village. Applicants should refer to Council's Footpath Activity Policy and Outdoor Dining Policy.

3.2 Flooding and Stormwater Management

The quality and quantity of stormwater runoff directly affects the functionality of Eastwood and the Lane Cove River. The extent of stormwater inundation in Eastwood has widespread potential to impact on the majority of the commercial district.

Building and public domain design should have regard to potential inundation and public safety.

Objectives

1. Minimise and control nuisance stormwater inundation;
2. Provide the safe passage of less frequent stormwater inundation events;
3. Protect downstream properties from stormwater inundation due to upstream development;
4. Maintain acceptable water quality; and
5. Maximise land available for urbanisation.
6. Protect public safety

Controls

- a. A stormwater inundation impact assessment and stormwater management strategy is to be submitted for all developments to the satisfaction of Council.
- b. Floor levels within any new development should be a minimum of 300mm above the calculated flood level for the 100 year ARI event.
- c. Developments should comply with Part 8.2 Stormwater Management and Part 8.6 Floodplain Management of this DCP for flood controls for Eastwood/Terry's Creek Flood Plain.
- d. Where development is considered to constitute minor modifications or does not intensify the use of the property. A stormwater impact assessment or stormwater management plan may not be required.

Note: Further information on risk of flooding and any proposed stormwater infrastructure in the catchment can be obtained from Council's Development Engineers, during normal business hours.

3.3 Architectural Characteristics

Architectural characteristics refer to the individual elements of building design that collectively contribute to the character and appearance of the built environment. The provisions in this section of this development control plan are intended to encourage high quality design for new buildings, and an attractive public domain.

3.3.1 Setbacks

Eastwood comprises a “village” character that is, in part, provided by the scale and massing of buildings to the streetscape.

Objectives

1. To ensure that the existing traditional scale element of the streetscape is retained
2. To reinforce the established and accepted streetscape characteristics of Eastwood when considered from the pedestrian perspective.
3. To clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security;

Controls

- a. Buildings must comply with the maximum height limit shown on the Height of Buildings Map under Ryde Local Environmental Plan 2014.
- b. Setbacks at the upper levels shall be provided. Parapets, fronting retail/pedestrian priority streets (see Section 3.5) should reflect existing predominant parapet lines.

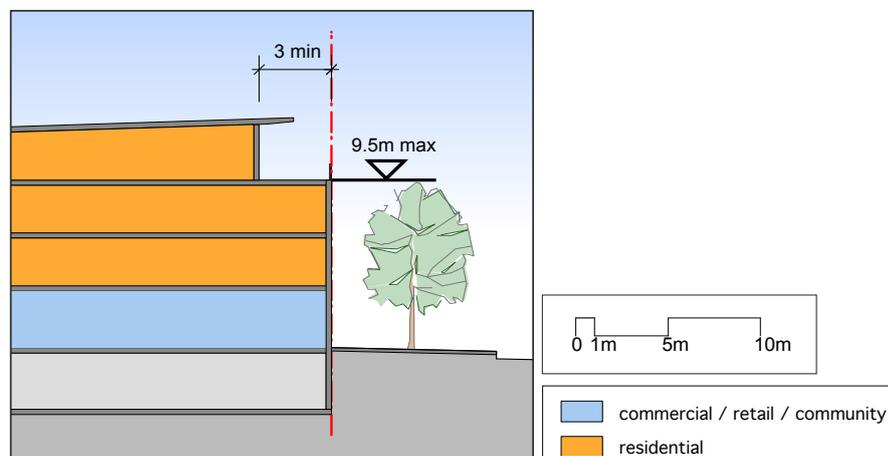


Figure 4.1.02 Building Height Setback

- c. New buildings are to have street frontages built predominantly to the street alignment (front boundary) for up to 9.5 m measured from the street level.
- d. Buildings may be constructed to the side and rear boundaries for up to 9.5 m from street level.
- e. Buildings (including balconies) must be setback a minimum of 3 m from all boundaries above 9.5 m from street level.
- f. Buildings may be setback from the street alignment where:
 - i. The site is adjacent to a freestanding heritage building. In this case the setback of the new building from the street alignment should match the setback of the heritage building; or
 - ii. The new development contributes an appropriate public space at the street frontage.

3.3.2 Urban Design/Exterior Finishes

The maintenance and improvement of the public domain is dependent on a consistent approach to the design of new development including the articulation and finish of building exteriors.

Objectives

1. To contribute positively to the streetscape by means of high quality architecture;
2. To provide architectural interest especially at visually prominent parts of buildings such as lower storeys and roof tops;
3. To present appropriate design responses that complement the streetscape;
4. To maintain a pedestrian scale in the articulation and detailing of the storeys levels of the building; and
5. To contribute to a visually interesting skyline.

Controls

- a. Building exteriors are to be designed to avoid extensive expanses of blank glass or solid wall.
- b. Balconies and terraces should be provided, particularly where buildings overlook public spaces.
- c. The siting and configuration of buildings should take into account the impact on surrounding development and public spaces in terms of amenity, shadowing and visual privacy. In this regard at least 2 hours of sunlight access must be maintained in public spaces in Rowe Street.
- d. The tops of buildings are to be designed so that they:
 - i. Integrate with the design of the building and conceal plant and equipment; and
 - ii. Promote a visually distinctive and interesting skyline.

3.3.3 Corner Allotments

Developments on corner sites should address the intersection that they front.

Objectives

1. To ensure buildings situated on corner allotments provide for visual interest and address the intersections that they front.

Controls

- a. The design of buildings on corner allotments must address the following:
 - i. The height of adjacent buildings;
 - ii. Ensure that the building turns the corner;
 - iii. The incorporation of distinctive architectural features to enhance the streetscape, for example clocks, flag poles, public spaces, etc;
 - iv. Giving the corner a splayed, concave, convex or square recess treatment such that it signifies the intersection; and
 - v. Design incorporating the removal of clutter such as power poles and advertising signage from around intersections.



Figure 4.1.03 Examples of Corner Treatments

3.4 Access & Parking

The access and parking provisions in this section are intended to control the design of parking.

3.4.1 Parking Design and Location

To provide for a reasonable amount of safe and convenient car parking within the centre.

Objectives

1. To encourage additional on-street parking in appropriate locations.
2. To ensure that off-street parking does not interfere with the safety of pedestrians.
3. To encourage high quality design.

Controls

- a. The creation of additional on-street car parking is encouraged. Opportunities to amplify on-street car parking through reconfiguration of car spaces (i.e. angled parking) should be explored with Council.
- b. Car parking should be located below ground level. Where this is not practicable (e.g. due to flood impacts) parking must not be visible from the street.
- c. In order to minimise vehicular conflict between residents' delivery and customer vehicles, car parking associated with residential uses should be separated from parking for other land uses.

3.4.2 Location of Vehicle Access and Footpath crossings

This section seeks to minimise the effects of vehicle crossings over footpaths that disrupt pedestrian movement, threaten safety and influence the quality of the public domain.

Objectives

1. Reduce the number of vehicle access points and associated footpath crossing.
2. The design and location of vehicle access to development is to minimise:
 - i. Conflicts between pedestrian and vehicles on footpaths, particularly along pedestrian priority streets; and
 - ii. Visual intrusion and disruption of streetscape continuity.

Controls

- a. New vehicle access points are restricted in retail/pedestrian priority streets. Where practicable, vehicle access is to be from lanes and minor streets rather than major pedestrian streets or major arterial roads such as Rutledge Street, First Avenue, or Blaxland Road.
- b. Service vehicle access is to be combined with parking access and limited to a maximum of one access point per building.

3.4.3 Design of Vehicle Access

Vehicular crossings need to be managed to ensure that they do not detract from the visual harmony of the streetscape.

Objectives

1. Minimise the number of vehicular crossing for any development.
2. Reinforce the rhythm of the streetscape through the provision of visual interest.

Controls

- a. Vehicle access is to be a single crossing, perpendicular to the kerb alignment.
- b. Vehicle access ramps parallel to the street frontage will not be permitted.
- c. Active uses or items of visual interest above vehicle access points are required in the horizontal line of sight of pedestrians.
- d. Vehicle entries to buildings are to be well designed and include high quality finishes to walls and soffit. No service ducts or pipes are to be visible from the street.

3.5 Pedestrian Access & Amenity

Pedestrian amenity incorporates all those aspects of developments that affect the quality and character of the public domain. The pedestrian amenity provisions are intended to achieve a high quality of urban design and pedestrian comfort in the public spaces of Eastwood. The pedestrian environment should be well used, safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities. The centre's design and layout should form an integrated pedestrian network providing a choice of routes for pedestrians.

3.5.1 Street Frontage Activities

It is important that diverse activities at street level provided liveliness of the public domain of Eastwood is increased.

Objectives

1. To provide for active street frontages along all retail/pedestrian priority streets.
1. To ensure uses such as retailing, cafes and restaurants, and other uses that interact with the public are located along all retail/pedestrian priority streets.
2. To promote of streetscape variety and diversity at the pedestrian level.

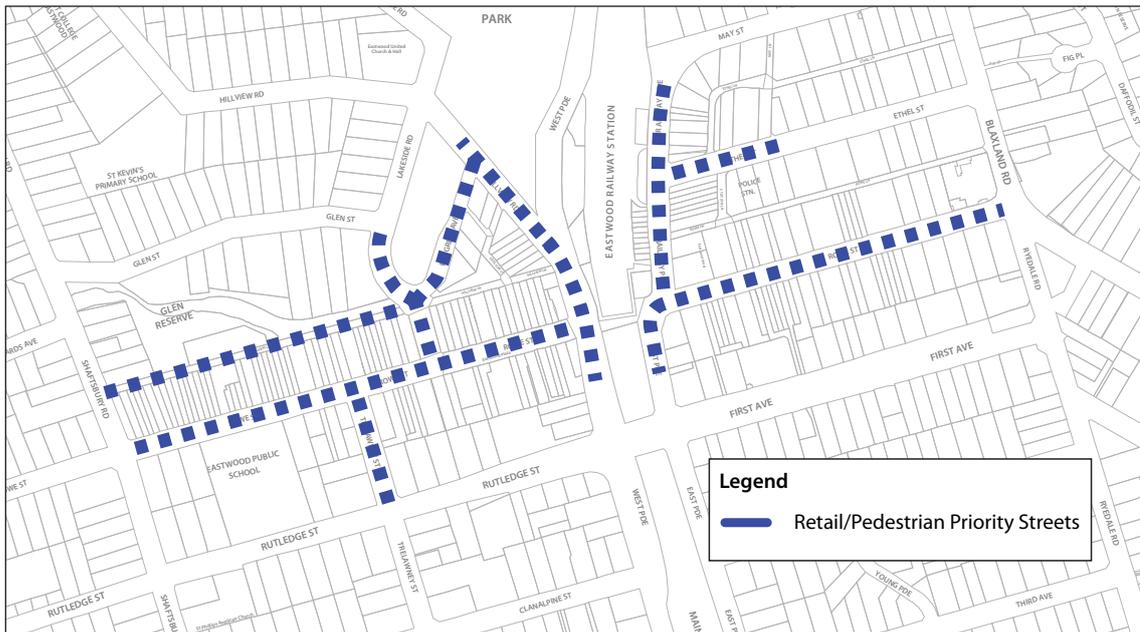


Figure 4.1.04 Retail/Pedestrian Priority Streets

Controls

- a. Provide ground level active uses on the Retail/Pedestrian Priority Streets (refer to Figure 4.1.04)
- 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 should not occupy more than 20% of the total length of each street frontage.
- c. Where required, active uses must comprise the street frontage for a depth of at least 10 m.
- d. Vehicle access points may be permitted where active frontage is required if there are no practicable alternatives.
- e. Blank roller- shutter type doors are not permitted on ground level shop fronts.
- 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.

3.5.2 Circulation

The manner in which vehicles and pedestrians circulate within and around the Centre are important for its future success.

Objectives

1. To provide pedestrian links in accordance with the Circulation Strategy (Figure 4.1.05).
2. To ensure developments are designed in a manner which reinforces the Circulation Strategy (refer Figure 4.1.05).

Controls

- a. Where circulation is provided through a site or within a building serving to connect 2 points, the thoroughfare should function as a shortcut, be continuous and level with pedestrian streets / areas and incorporate adjoining active retail and / or commercial edges.

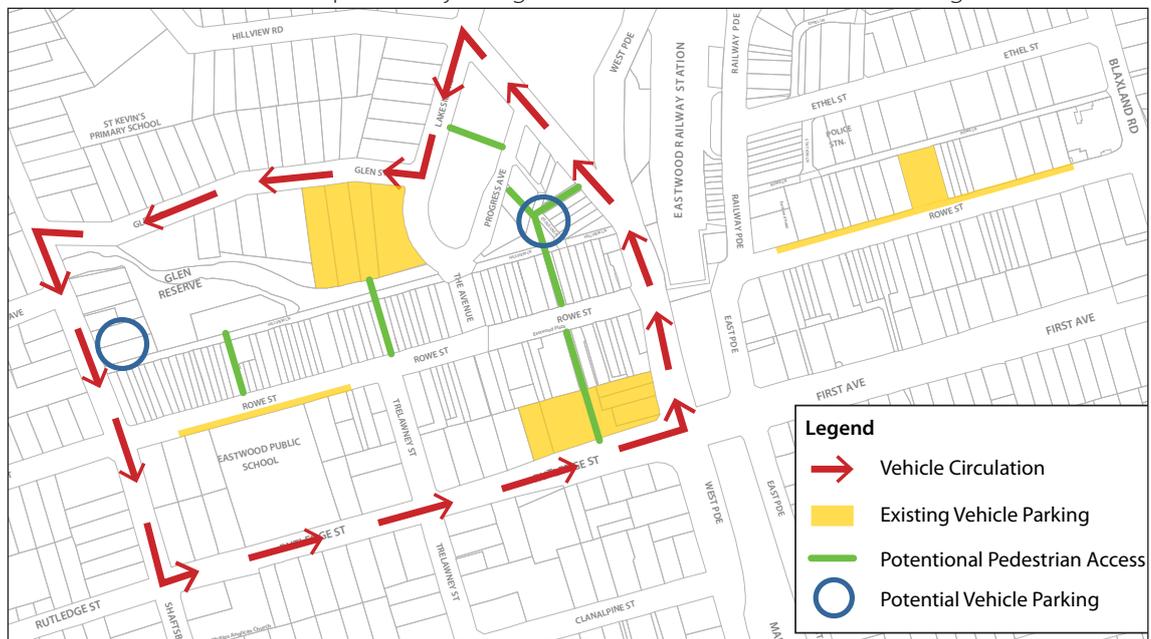


Figure 4.1.05 Circulation Strategy

- b. Entry and exit points for vehicles are to be designed in a manner that reinforces the Circulation Strategy.

3.5.3 Public Domain Finishes

The purpose is to create well used public spaces that provide comfort and convenience for users and incorporate high quality design, attractive appearance, robust materials and street furniture.

Objective

1. To ensure street furniture including lighting, seats, bins, drinking fountains, street signs, etc, is used to establish an identity for the Centre and helps define streets, paths and public space.

Controls

- a. Developments which entail the provision of new public spaces (e.g. streets, footpaths, walkways and the like) will need to incorporate new paving and street furniture that is at the developers cost and in accordance with the *Ryde Public Domain Technical Manual*.

3.5.4 Landscaping & trees

To soften the appearance of buildings and improve the visual quality of the centre and to modify the microclimate.

Objectives

1. To create attractive public spaces and walkways.
2. To enhance built form.

Controls

- a. Development proposals, incorporating landscaped elements, are to be accompanied by a landscape plan. Where the development comprises mixed uses or is 2 or more storeys the landscape plan should be prepared by a qualified landscape architect.
- b. Where appropriate, developments should incorporate landscaping into the upper levels to soften the building form and to contribute to privacy and amenity.
- c. Ground level entries should be well lit and not obstructed by planting in a way that reduces the actual or perceived personal safety and security of centre residents or pedestrians.
- d. Street trees shall be provided in accordance with the *Ryde Public Domain Technical Manual* and shall be provided at the developers' cost in conjunction with any new building work involving additional floor space.
- e. Street trees at the time of planting shall have a minimum container size of 200 litres, and a minimum height of 3.5m, subject to species availability.
- f. Where a proposal involves redevelopment of a site with a frontage of at least 40m to a public road, the developer shall arrange for electricity and telecommunications utilities to be undergrounded along the entire length of all street frontages. Such utility modifications will be carried out to the satisfaction of the responsible authority (e.g. Energy Australia).

3.5.5 Awnings and Weather Protection

It is important to provide continuous weather protection (from rain and sun) on street footpaths, particularly on pedestrian routes and retail frontages.

Objectives

1. To provide shelter from the natural elements along pedestrian routes.
2. To ensure the usability of public spaces.
3. To encourage walking within the centre.

Controls

- a. Buildings with frontage to any street must incorporate an awning or other form of weather protection along that boundary.
- b. The pavement level of a covered walkway shall be at the same level as the footpath to which it is adjacent.
- c. The height of a colonnade, awning or covered way shall not be less than 3 metres or greater than 4.5 metres measured to the soffit.
- d. The width of a colonnade, awning or covered way shall not be less than 3 metres.

- e. Any new awnings should:
 - i. Be continuous for the entire length of the site frontage;
 - ii. Be set back from the face of the kerb by 0.6m;
 - iii. Have cut-outs of 1m wide by 1m deep to accommodate street trees, where the frontage is proposed to accommodate a street tree in accordance with the master plan or any public domain improvement plan;
 - iv. Be weather sealed to the face of the building to which they are attached and to the adjoining awnings;
 - v. Have a height clearance above the footpath level of at least 3m or a height consistent with adjacent awnings; and
 - vi. Maintain sufficient clearances from any overhead electricity or telecommunications installations.

3.6 Signage

To allow advertising and signage in a manner that enhances the image and visual quality of the centre and which does not contribute to visual clutter or detract from architectural features.

Objectives

- a. Reduce visual clutter through the control and co-ordination of signage.
- b. Reinforce the streetscape and enhance the individual architectural features of buildings.

Controls

- a. Signage shall relate to the use of the building on which it appears.
- b. Architectural features of the building shall be considered in the design of the advertising sign or structure. Signs shall not obscure decorative forms or mouldings and should observe reasonable separation distance from the lines of windows, doors, parapets, etc.
- c. Signs should be of a size and proportion which complement the scale of the existing façade, as well as surrounding buildings and signs. Care should be taken in the design, size and positioning of signs above awning level.

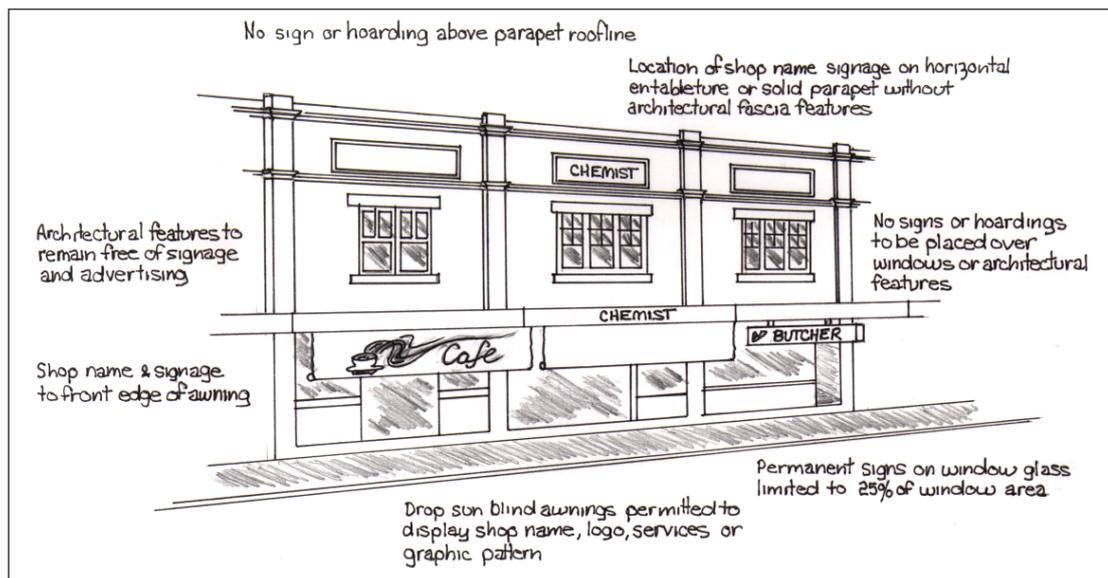


Figure 4.1.06 Location for Signage and Advertising

d. Signage must comply with the following restrictions and dimensional requirements:

i. Under-Awning Signs

- Should not exceed
- a. One per five (5) metres of street frontage; and
 - b. 2.4 metres in length and 0.3 metres in height.

ii. Flush Wall Signs

Should not exceed a maximum of five (5) square metres.

iii. Clearance

All signs should maintain a minimum clearance of 2.6 metres above footpaths or above any pedestrian areas.

iv. Multiple use of Properties

A co-ordinated approach to the sign development on the site should be used by utilising composite signs.

v. Prohibited Signs

1. Flashing and moving signs;
2. Signs other than identification, business and directional signs;
3. Signs that would adversely affect traffic movement or safety or would interfere with the amenity of the neighbourhood;
4. Signs attached to and above awnings;
5. Illuminated signs on fascia of awnings;
6. Signs not permanently fixed to the site or which obstruct the footpaths or pedestrian area;
7. Pylon signs;
8. Roof signs; and
9. Blimps or airborne signs.

3.7 Environmental Management

Environmental management includes those aspects of development that have a measurable effect on the physical quality of Eastwood's environment. The environmental management provisions are intended to ensure that principles of ecologically sustainable development are integrated into design and construction of development, particularly in relation to reduced energy usage. They are also intended to lead to improved sun access to publicly accessible spaces and to lower overall levels of wind, noise and reflectivity that will contribute to people's enjoyment of the public domain.

3.7.1 Sunlight

This section is primarily concerned with sun access to public spaces in Eastwood, including those that are privately owned and sun access to residential developments.

Objectives

1. To provide access to sunlight in public spaces. Sun access during lunchtime hours is highly desirable in all public spaces. Some public spaces, particularly those with sun access, are heavily used throughout the day.
2. To maximise use of public spaces. Use of some public spaces is substantially increased by sun access, so overshadowing effects of development outside the lunchtime period should also be considered.

Controls

- a. Major public spaces should receive a minimum of 50% sunlight on the ground plane for at least 2 hours between 10am and 2pm on June 21.

Note: Depending on the nature and use of a particular space, periods outside those specified above may also be required.

- b. In new residential developments, windows to north-facing living areas should receive at least 3 hours of sunlight between 9am and 5pm on June 21 over a portion of their surface. North-facing windows to living areas of neighbouring dwellings should not have sunlight reduced to less than the above 3 hours.
- c. All development proposals of 2 storeys or more are to be accompanied by shadow diagrams that are to be submitted with the local development application.

3.7.2 Wind Standards

Windy conditions can cause discomfort and danger to pedestrians, and down drafts from buildings can inhibit the growth of street trees. Conversely, moderate breezes that penetrate the streets can enhance pedestrian comfort and disperse vehicle emissions.

Objectives

1. To maximise public safety and comfort. The shapes, location and height of buildings are to be designed to promote public safety and comfort at ground level. The usability of open terraces on buildings also depends on comfortable conditions being achieved.

Controls

- a. Building design is to minimise adverse wind effects on recreation facilities, on open terraces within developments and on the public domain.

3.7.3 Energy Efficiency of Buildings

The Master Plan calls for ecologically sustainable development (ESD) principles to be taken into account in development within the Eastwood Centre.

Objectives

1. To maximise energy efficiency and sustainable design. Buildings should optimise 1. their passive and operational energy efficiencies, reduce pollution, include waste minimisation systems and use construction materials from renewable resources.

Controls

- a. New buildings should be designed to ensure that energy usage is minimised.

3.7.4 Vibration and Noise Mitigation

Loud noise and vibration affects the amenity of places. Developments within close proximity to the railway line may be subject to actual or potential impact from vibration.

Objectives

1. To minimise noise nuisance. New buildings shall mitigate the effects of noise by using insulation. In particular, residential buildings, services apartments and the like should be insulated for noise reduction.
2. To encourage the use of the NSW Government's "Environmental Criteria for Road Traffic Noise" a guide to address the potential road traffic noise on the amenity of the area.

3. To encourage design to take into account that loud noise emanating from shops can also detract from otherwise pleasant street environments.
4. To encourage new developments within 100m of the railway line to consider urban design as a means of mitigating noise and vibration impacts.

Controls

- a. In respect of proposals for new residential buildings:
 - i. the building plan, walls, windows, doors and roof are to be designed and detailed to reduce intrusive noise levels.
 - ii. balconies and other external building elements are located, designed and treated to minimise infiltration and reflection of noise onto the façade.
 - iii. dwellings are to be constructed in accordance with:
 - Australian Standard 367 1-1989: Acoustics – *Road Traffic Noise Intrusion, Building Siting and Construction*; and
 - Australian Standard 367 1-1987: Acoustics – *Recommended Design Sound Levels and Reverberation Times for Building Interiors*.
 - *Environmental Criteria for Road Traffic Noise* (EPA, 1999).
- b. In respect of developments proposed within 100m of the railway line, the following document should be used as a guideline for incorporating measures to mitigate noise and vibration:
 - i. *Rail Related Noise and Vibration: Issues to Consider in Local Environmental Planning – Development Applications and Building Applications* (State Rail Publication, 1995).

3.7.5 Reflectivity

Reflective materials used on the exterior of buildings can result in undesirable glare for pedestrians and potential hazardous glare for motorists. Reflective materials can also impose additional heat load on other buildings.

Controls

- a. The use of highly reflective glass is discouraged.
- b. New buildings and façades should not result in uncomfortable glare that causes discomfort or threatens safety of pedestrians or drivers.
- c. Visible light reflectivity from building materials used on the façades of new buildings should not exceed 18%.

3.7.6 External Lighting of Buildings

The external lighting of buildings can add to the architectural character of buildings at night and enliven the centre. However, external lighting has an impact on total energy efficiency and can affect residential amenity.

Objectives

1. To encourage use of lighting to highlight certain architectural features of a building rather than floodlighting whole façades.
2. To encourage designs that provide lighting with minimal energy consumption.
3. To control the effects of adverse impacts on neighbouring land uses.

Controls

- a. Any external lighting of buildings is to be considered with regard to:
 - i. The integration of external light fixtures with the architecture of the building (for i. example, highlighting external features of the building);
 - ii. The contribution of the visual effects of external lighting to the character of the building, surrounds and skyline;
 - iii. The energy efficiency of the external lighting system; and
 - iv. The amenity of residents in the locality.

4.0 DEVELOPMENT CONTROLS - GLEN STREET AND LAKESIDE ROAD PRECINCT

4.1 Site Amalgamation

Objectives

1. To ensure as few driveways as possible in order to promote pedestrian amenity and road safety.
2. To encourage access from the local roads network and the provision of new laneways.
3. To encourage development quality & amenity and meet other parts of the controls set out.

Controls

- a. Minimum lot sizes shall comply with Ryde LEP 2014 Clauses 4.3A and 4.4A.

Note : 1. To achieve the optimum development outcome a minimum lot size is required for particular development to occur. Clauses 4.3A Exceptions to height of buildings and 4.4A Exceptions to floor space ratio make provision for additional height and floor space to be available when lots over a particular size are being developed. A preferred amalgamation is shown in Figure 4.1.09.

2. To achieve the required lot size may require the amalgamation of lots. If amalgamation is required an application for consolidation should be included as part of the development application.

3. Building Envelopes are based on the preferred amalgamation pattern (Figure 4.1.08 - Figure 4.1.15). They are indicative only.



Figure 4.1.07 Map showing Glen Street and Lakeside Road Precinct Preferred Amalgamation Site Pattern

4.2 Built Form

4.2.1 Urban and Environmental Design

The quality of streets and public spaces may be enhanced by the way buildings address these spaces. Good environmental design includes the control of solar access and overshadowing.

Objectives

1. To ensure new buildings contribute positively to the urban built form and environment.
2. To ensure appropriate scale and good environmental amenity, such as sun access.
3. To ensure a built form of a high quality that successfully integrates environmental sustainability with architectural design.

Controls

- a. Development on corners must address all street frontages. Entries, windows and other architectural elements should be placed to reinforce the corner.
- b. Provide building articulation elements including awnings, verandahs, decks, loggias, pergolas, bay windows and recessed doors.
- c. Windows and entries shall be placed to overlook public spaces and streets to provide surveillance opportunities.
- d. Balconies may not be continuous along the whole length of building facades.
- e. Provide solar protection, including awnings, recessed windows, roof overhangs, external shutters and screens to the western and northern elevations of buildings.
- f. Where sites are amalgamated express the prevalent historic Eastwood Town Centre lot structure in the design of new buildings particularly at street level.

4.2.2 Residential Private Open Space

Private open space such as front gardens, private gardens, above ground open space and the like where located adjacent to the public domain contributes to the character of the public domain and provides amenity to residents.

Objectives

1. To contribute to the character and environmental quality of the landscape of the Small Centres.
2. To enhance the micro-climate created by development, in development and the Small Centres.
3. To ensure that every dwelling in the Ryde Small Centres has access to usable private open space.

Controls

Private open space

Refer to the *SEPP 65 Residential Flat Design Code (Planning NSW) - Open Space*.

- a. Single aspect apartments set below the natural ground level are not permitted.
- b. Comply with *SEPP 65* Rule of Thumb.

4.2.3 Solar Access and Sun Shading

Sunlight is a major determinant of environmental comfort. Good passive solar design offers financial benefits, by reducing the need for artificial heating and cooling.

Objectives

1. To provide solar access to habitable rooms and external areas of dwellings in mid winter.
2. To achieve the development of living and working environments not reliant on artificial heating, cooling, and lighting with passive heating/cooling, solar orientation, appropriate shading treatments.

Controls

Refer to the *SEPP 65 Residential Flat Design Code (Planning NSW) - Daylight Access*.

- a. Comply with *SEPP 65* Rule of Thumb.
- b. The *SEPP 65* controls for lightwells apply to apartments below ground level for the purpose of satisfying *SEPP 65* requirements.

Note: Single aspect apartments set below the natural ground level are not permitted.

4.2.4 Visual Privacy

Objectives

1. To maximise the visual privacy of on-site and neighbouring residents.
2. To maximise outlook and views from habitable rooms and private open space without compromising visual privacy

Controls

Refer to the *SEPP 65 Residential Flat Design Code (Planning NSW) - Visual Privacy*.

- a. Comply with *SEPP 65* Rule of Thumb.

4.2.5 Acoustic Privacy

Potential unwanted noise sources increase in more densely developed areas. In mixed-use areas developments need to consider the amenity of a range of occupants. The impact of commercial and retail noise on residential development and pedestrian amenity needs to be considered. Residential, commercial and retail developments can be designed and managed to minimise noise generation and intrusion.

Objectives

- a. To achieve an appropriate acoustic environment, by giving design consideration to the following:
 - i. Siting of buildings.
 - ii. Building planning.
 - iii. Internal room layout.
 - iv. Location of private open space.

- v. Location and treatment of windows.
- vi. Building materials.
- vii. Location and design of waste storage and collection for commercial component.

Controls

Refer to the *SEPP 65 Residential Flat Design Code (Planning NSW)- Acoustic Privacy*.

- a. Acoustic separation between commercial and residential uses shall be attained.

4.2.6 Built Form Heights

Development within the small centre is of a scale and character that promotes an attractive and sustainable urban environment.

Objectives

1. To attract investment, new employment opportunities and enhance economic sustainability.
2. To promote an urban scale to the retail and commercial development.
3. To enhance the existing streetscape and ensure appropriate development scale in predominantly residential and retail precincts.
4. To ensure adequate sunlight is available for all buildings, streets and public domain.

Controls

- a. Buildings must comply with the maximum heights described in Ryde LEP 2014 Height of Buildings Map.
- b. Building height must comply with the Building Height Control Figure 4.1.08 and Figure 4.1.09.

Note: The height limits in the LEP and the DCP should be read in conjunction and they correlate to each other. The LEP provides building heights in metres and the DCP provides building heights in storeys.

- c. Floor to ceiling height must be a minimum of 2.7m for residential uses.
- d. To ensure that ground floor levels are adaptable over time for a wide range of uses, the floor to ceiling height on the ground floor shall be a minimum of 3.5m to allow adaptable use over time.



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Glen Street and Lakeside Road Precinct Building Height Control

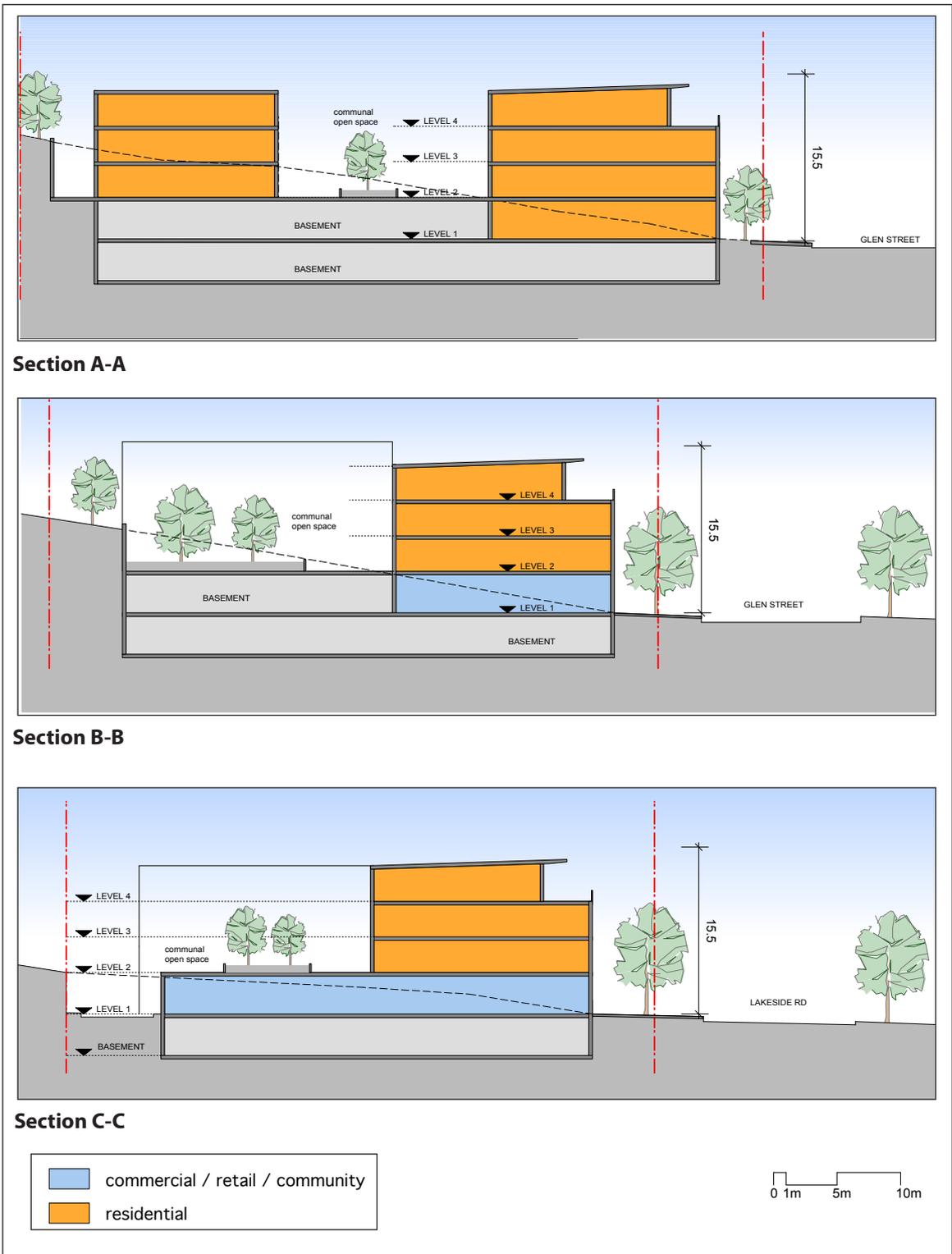


Figure 4.1.09 Glen Street and Lakeside Road Precinct Building Height Control Sections -- to be read in conjunction with Ryde LEP 2014

4.2.7 Setbacks

Front setbacks give streets and public domain physical definition and control the relationships of buildings to each other. The front setbacks defined in this Part will reflect and reinforce the character of the Glen Street and Lakeside Road Precinct. The front setbacks will provide opportunities for improved pedestrian and transport access. Business and retail areas are to be built to the east of the precinct to reinforce and promote a positive urban character and personal safety and security. Rear and side setbacks control the relationships of buildings to each other and provide visual and acoustic privacy. Upper level setbacks reduce the visual bulk and scale of buildings; promote an interesting skyline and access to sunlight and fresh air.

Objectives

1. To establish an individual identity for the centre and influence street character.
2. To integrate Safer-by-Design principles into the design of the public domain and built form.
3. To effect positive relationships between buildings.
4. To create an interesting skyline.
5. To promote sunlight access to the public domain and buildings.
6. To provide for the future access and transport needs of residents and businesses.
7. To encourage integration between the private and public domain.

Controls

- a. Building setbacks at the ground level and upper levels must comply with the Setbacks Control Drawing Figure 4.1.10 - Figure 4.1.13. Unless noted otherwise the minimum rear and side setbacks shall be 6m.
- b. The top floor must be setback 4m from the boundary as indicated in the Setbacks Controls Drawing Figure 4.1.10 - Figure 4.1.13.
- c. Provide a continuous unimpeded paved surface as shown in Figure 4.1.10 - Figure 4.1.13.
- d. There shall be no barriers (such as fences and landscaping) provided on the pavement which will limit integration between the private and public domain.

Note: The set backs in Figure 4.1.10 - Figure 4.1.13 shall apply even if the building envelope differs from the envelopes shown.



Figure 4.1.10 Glen Street and Lakeside Road Precinct Setback Control Plan.

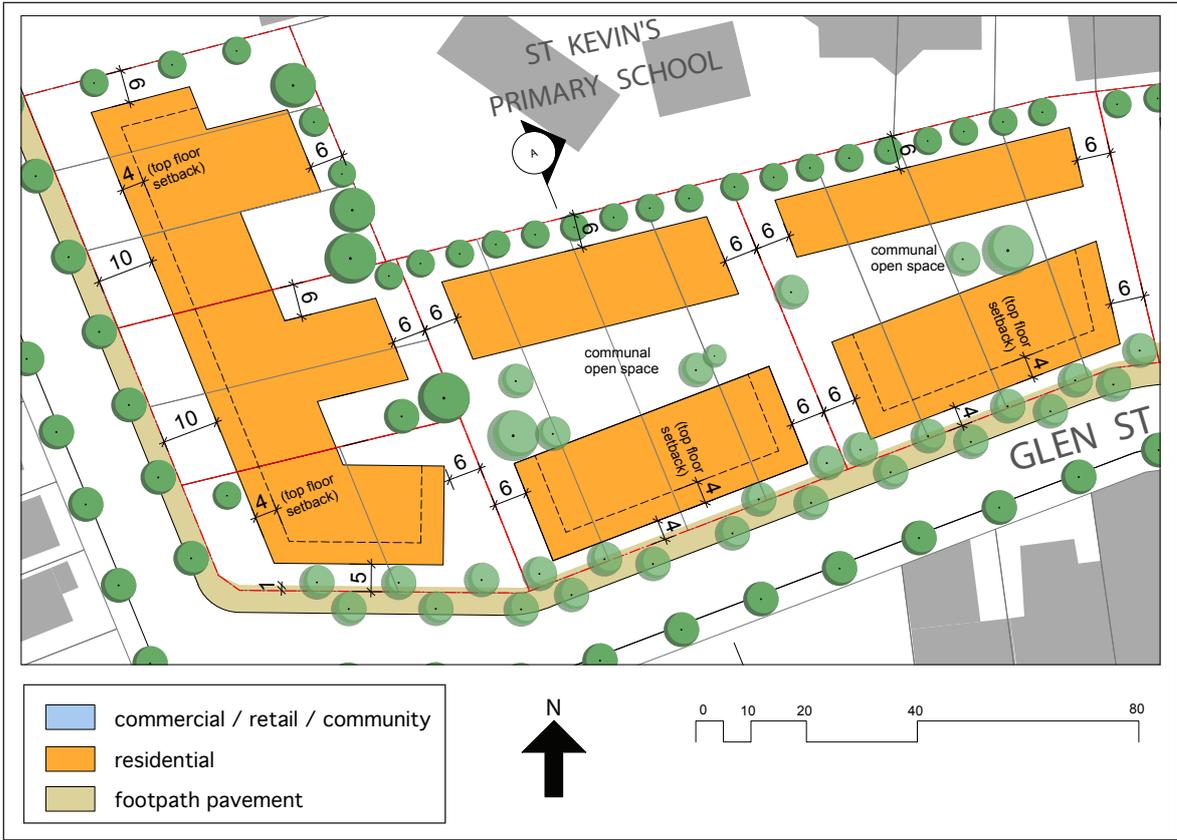


Figure 4.1.11 Map A. Glen Street & Shaftsbury Road Setback Control Drawing.



Figure 4.1.12 - Map B. Glen Street and Lakeside Road Setback Control Drawing.

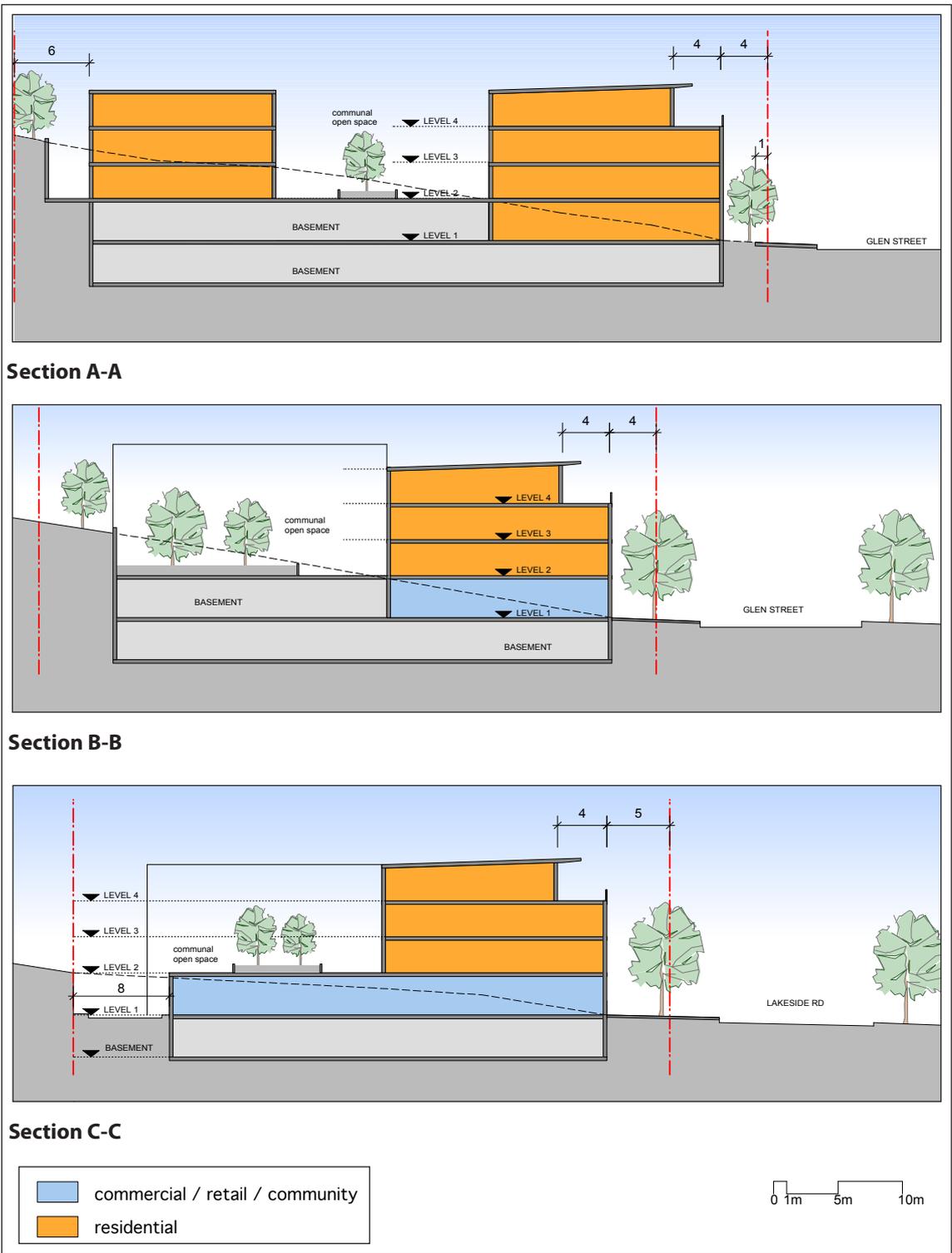


Figure 4.1.13 Glen Street and Lakeside Road Precinct Building Setback Controls Sections

4.2.8 Building Depth

Objectives

1. To promote sustainable built form.
2. To improve the amenity of buildings for users.
3. To improve cross ventilation.

Controls

- a. Building depth must comply with the Building Depth Control Drawing Figure 4.1.14.
- b. Achieve natural ventilation in residential buildings by having window openings in opposite directions and walls where possible. Comply with *SEPP 65* Rule of Thumb.
- c. Where alternative building envelopes and amalgamation patterns are proposed the maximum overall depth of buildings is 18m unless design excellence can be demonstrated and natural ventilation is achieved.



Figure 4.1.14 Glen Street and Lakeside Road Precinct Building Depth Control Drawing

4.2.9 Active Street Frontages

Objectives

To enhance personal safety and security within the small centre.

Controls

- a. Provide ground level active uses where indicated on the Active Street Frontages Control Drawing Figure 4.1.15.

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.
- b. Residential uses, particularly entries and foyers, these must not occupy more than 20% of the total length of each street frontage.
 - c. Vehicle access points may be permitted where active street frontage is required if there are no practicable alternatives.
 - d. 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.
 - e. Locate retail, restaurants and / or other active uses at the ground level.

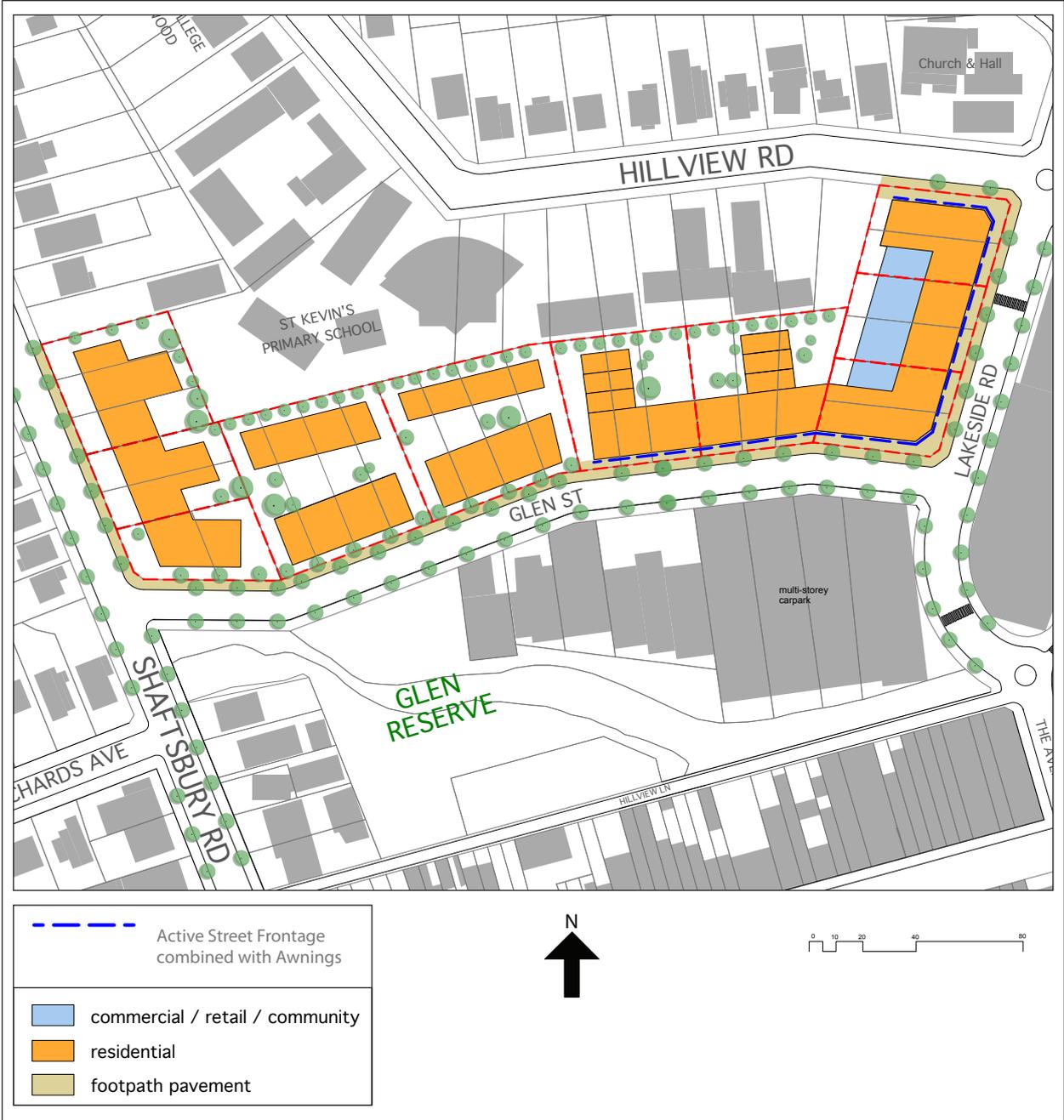


Figure 4.1.15 Glen Street and Lakeside Road Precinct Active Street Frontages Control Drawing.

4.2.10 Awnings + Entry Canopies

Objectives

1. To create a consistent streetscape.
2. To contribute to pedestrian amenity (all-weather protection), safety and security (lighting).

Controls

- a. Provide continuous awnings as indicated in Awnings Control Drawing Figure 4.1.15.
- b. Awning height is to be generally a minimum of 3m from the pavement and setback minimum 1m from the kerb edge. The heights of adjoining awnings should be considered.
- c. Design awnings to protect pedestrians from sun and rain. Glazed awnings will not be permitted where awnings are required unless it can be demonstrated that:
 - i. A cleaning and maintenance regime will be established; and
 - ii. Solar protection (shade) can be achieved; and
 - iii. Lighting will be installed to the underside of the awning that will light the footpath.
- d. Provide lighting, preferably recessed, to the underside of awnings, sufficient to ensure a high level of safety and security for pedestrians at night.
- e. Where the street or ground level is sloped, awnings should step down the hill.

4.2.11 Services Access and Parking

Objectives

1. To provide adequate and accessible parking and on-site service areas.
2. To provide size and number of service areas in proportion to the scale and intensity of the proposed use.
3. To ensure that service facilities do not detract from the amenity of nearby public spaces and residential areas.

Controls

Service Access

- a. On-site car and service vehicle access must be provided and designed in accordance with the following:
 - i. a driveway must be established that is of adequate strength, width and design for the intended car and service vehicle characteristics.
 - ii. the driveway is to be designed such that service vehicle movement is in a forward direction, both when entering and exiting the site;
 - iii. on-site manoeuvrability must be unimpeded for all site users.
- b. Generally service vehicle access is to be combined with parking access.
- c. Waste and recycling are to be provided in accordance with DCP Part 7.2 Waste Minimisation and Management Facilities for Waste.

Parking

- d. All carparking is to be provided underground.

Note: Refer to the CoR DCP 2014 Part 9.3 Parking Controls.

Services

- e. All services infrastructure including fire hydrants, gas meters and the like shall be located within the building envelope and are not to be visible from the public domain.

4.3 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 small centres, providing focal points for community life.

Refer to the *City of Ryde Public Domain Technical Manual* in relation to the following sections.

4.3.1 Access and the Public Domain

Public domain spaces within the Ryde Small Centres need to be designed and sited so that the areas are safe at all times for all pedestrians and cyclists and that they are accessible to all.

Objectives

1. To reduce vehicular conflicts through good design of building entrances and reducing footpath cross-overs.
2. To clearly differentiate uses and separate conflicting uses.
3. To use appropriate lighting levels.
4. To encourage 'safe' pedestrian access and mobility.

Controls

- a. To be in accordance with the *City of Ryde Public Domain Technical Manual* and are to be implemented by the developer.
- b. Adequate parking and safe convenient access to buildings for people with disabilities must be provided.
- c. To provide active frontage and quality building design, where applicable vehicular access ramps must enter and exit from the rear lane.
- d. Vehicular traffic must be separated from pedestrians and vehicular access points clearly identified with paving, signage and the like.
- e. Loading docks must be located to the rear of the retail / commercial premises so that vehicles do not stand on any public road, footway and vehicles entering and leaving the site move in a forward direction.

4.3.2 Landscape Character

Objectives

1. To create a memorable landscape image for the small centre, which builds on the positive characteristics of topography, landscape character and views.
2. To protect, through planning controls, those spaces in private lands that contribute to the character and quality of the small centre.
3. To create tree planting, to reinforce spatial quality & build on the palette of existing species in the street, provide shade for pedestrians, and improve the image of the small centre.

Controls

- a. Select street trees based on the scale of buildings, width of the street, aspect, and on environmental parameters such as soil type shall be provided in accordance with the *City of Ryde Public Domain Technical Manual*.

4.3.3 Urban Elements and Finishes

Objectives

1. To coordinate paving and urban elements within the small centres.
2. To improve the image, quality and amenity of streets and public spaces through quality paving, lighting and street furniture.
3. To ensure that the selection of urban elements and level of provision is based on the hierarchy of streets and intensity of use.

Controls

- a. Provide paving, seats, benches and bins as selected by Council in accordance with Eastwood Village in the *City of Ryde Public Domain Technical Manual*.
- b. Provide seating and shelter (awnings or bus shelter) at all bus stops, and provide seating at community facilities and drop off points. Seating shall be in accordance with Eastwood Village in the *City of Ryde Public Domain Technical Manual*.
- c. Provide new street lighting to council satisfaction.

4.3.4 Signage

The aim is to provide consistent, attractive signage that enhances the built form within the Centre.

Objectives

1. To reduce visual clutter through the control and coordination of signage.
2. To reinforce the streetscape and enhance the character of the area.

Controls

- a. Signage shall comply with DCP Part 9.1 Signage.

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