

City of Ryde Development Control Plan 2014

Part: 4.3 West Ryde Town Centre

Translation

ENGLISH

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ARABIC

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ARMENIAN

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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 بخواهید که از طرف شما با شهرداری رايد، شماره 9952 8222 تلفن بزند.

ITALIAN

Se non capite il presente documento, siete pregati di rivolgervi al Ryde Civic Centre al n. 1 di Devlin Street, Ryde, dalle 8.30 alle 16.30, dal lunedì al venerdì; oppure potete chiamare il Telephone Translating and Interpreting Service al 131 450 e chiedere all'interprete di contattare a vostro nome il Municipio di Ryde presso il 9952 8222.

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
1	1 September 2020	Upon 2-6 Chatham Road, West Ryde LEP Amendment being notified	Design controls to manage built form at 2-6 Chatham Road, West Ryde

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1.0 INTRODUCTION

This Part will facilitate in the revitalisation of West Ryde Town Centre and adjoining areas as a vibrant, attractive and safe urban environment with a diverse mix of retail, commercial, and residential opportunities.

1.1 The Purpose of this Part

The purpose of this Part is to provide policies relating to the future development of the West Ryde Town Centre and adjoining areas.

This Part of the DCP provides objectives, principles and development controls to guide future development within the West Ryde Town Centre and adjoining areas and achieve the intended future vision for the West Ryde Town Centre.

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

- *Ryde Local Environmental Plan 2014*
- The relevant State Environmental Planning Policies (SEPPs) including SEPP 65 - Design Quality for Residential Apartment Development.

West Ryde Centre Study and Master Plan 2010 should be the source of reference for developers and other individuals interested in the development of the Town Centre.

Ryde City Council commissioned a study into the West Ryde Town Centre to update the vision for the centre. The West Ryde Town Centre Master Plan was developed in consultation with owners, traders, residents and servicing authorities in West Ryde and was adopted on 7 December 2010. The adopted Master Plan forms an important strategic planning document describing the development vision which is to be pursued in the centre.

1.2 Land to which this Plan Applies

This Part supplements and gives guidance to the controls and objectives of *Ryde Local Environmental Plan 2014*. Specifically, this Part identifies objectives and controls that will shape the future development of the West Ryde Town Centre. The controls contained indicate how the objectives are to be implemented.

This Part applies to all land within the West Ryde Town Centre and adjoining areas as shown in the following map.



Figure 4.3.01 West Ryde Town Centre and adjoining areas

2.0 VISION

This Part is one of a number of planning initiatives undertaken to revitalise established urban centres within the City of Ryde. The vision for each centre is to create a unique character arising from its natural and built features, history and community expectations.

The objectives of this Part are to promote Council's vision for the West Ryde Town Centre.

2.1 Objectives

This Part aims to revitalise the West Ryde Town Centre through development provisions which:

1. facilitate the creation of a convenient community and retail centre within the core town centre;
2. encourage higher density development surrounding the town centre and provide transition to surrounding suburban areas;
3. encourage new development and re-use of existing buildings to contain a mix of land uses;
4. describe the desired maximum scale and bulk of new buildings;
5. improve pedestrian amenity and develop a sense of community place;
6. create a pedestrian oriented town centre including active street frontages;
7. increase the number of people living within walking distance of high frequency public transport services;
8. provide for safe and convenient vehicle access and parking;
9. minimise risk of flooding to the town centre;
10. facilitate development that is environmentally sustainable;
11. encourage the protection and enhancement of items and areas of environmental heritage;
12. enhance existing open space to offer increased amenity to surrounding residential development and provide for safe, inviting, well used and attractive public spaces; and
13. encourage a built form that integrates with the existing public domain and pedestrian network.

2.2 West Ryde Town Centre Master Plan

The Council adopted the West Ryde Master Plan on 7 December 2010. The Master Plan is supported by a number of planning studies, refining its underpinning objectives and desired outcomes, and informs the suite of controls contained in this section.

The Master Plan proposes a vision for the Town Centre and adjoining areas. It also provides an urban design framework to guide an increase in residential and employment opportunities, and promote the sustainable use of existing infrastructure and services.

2.3 West Ryde Town Centre Vision

The West Ryde Master Plan identifies a vision for West Ryde Town Centre that anticipates:

- the creation of a new identity for the Town Centre as an important place along Victoria Road. Improvements will see Victoria Road become a landscaped route, with the West Ryde Town Centre being defined by both new activity and built form;
- improvements to key public domain areas will see the creation of a series of 'green links', which extend both towards and through the Town Centre core. Improvements at the core will also be implemented highlighting this area as a pedestrian priority environment as well as increasing permeability and pedestrian accessibility;
- existing open spaces will be enhanced, offering increased amenity to surrounding residential development. New development and increased densities will be focused at the centre core in areas of pedestrian activity such as public transport nodes and close to open space areas; and
- achievement of a mix of development type introduces a transition between the core Town Centre and the surrounding residential areas of West Ryde. The retail core of the Town Centre will remain the primary retail and commercial centre for the surrounding locality.

2.4 Town Centre Precincts

The West Ryde Town Centre Master Plan provides a vision for the future urban form and function of the West Ryde Town Centre. Key precincts which are of importance to the future of the Town Centre have been identified for the purposes of this Part of the DCP. These key precincts are:

1. Victoria Road West;
2. Retail Core;
3. Ryedale Road;
4. Anzac Park;
5. Victoria Road Mixed Use; and
6. Victoria Road Enterprise Zone.

Character objectives and the desired future character for these Town Centre Precincts are outlined in Section 4.0. The built form controls outlined in this Part support these objectives, guiding the design of new development that will reinforce the characteristics of each area. Future development within or adjacent to these identified Town Centre Precincts is to be consistent with relevant built form controls, and is to demonstrate that the intended future character is protected and enhanced.

The six Town Centre Precincts are identified in the following map (Figure 4.3.02).

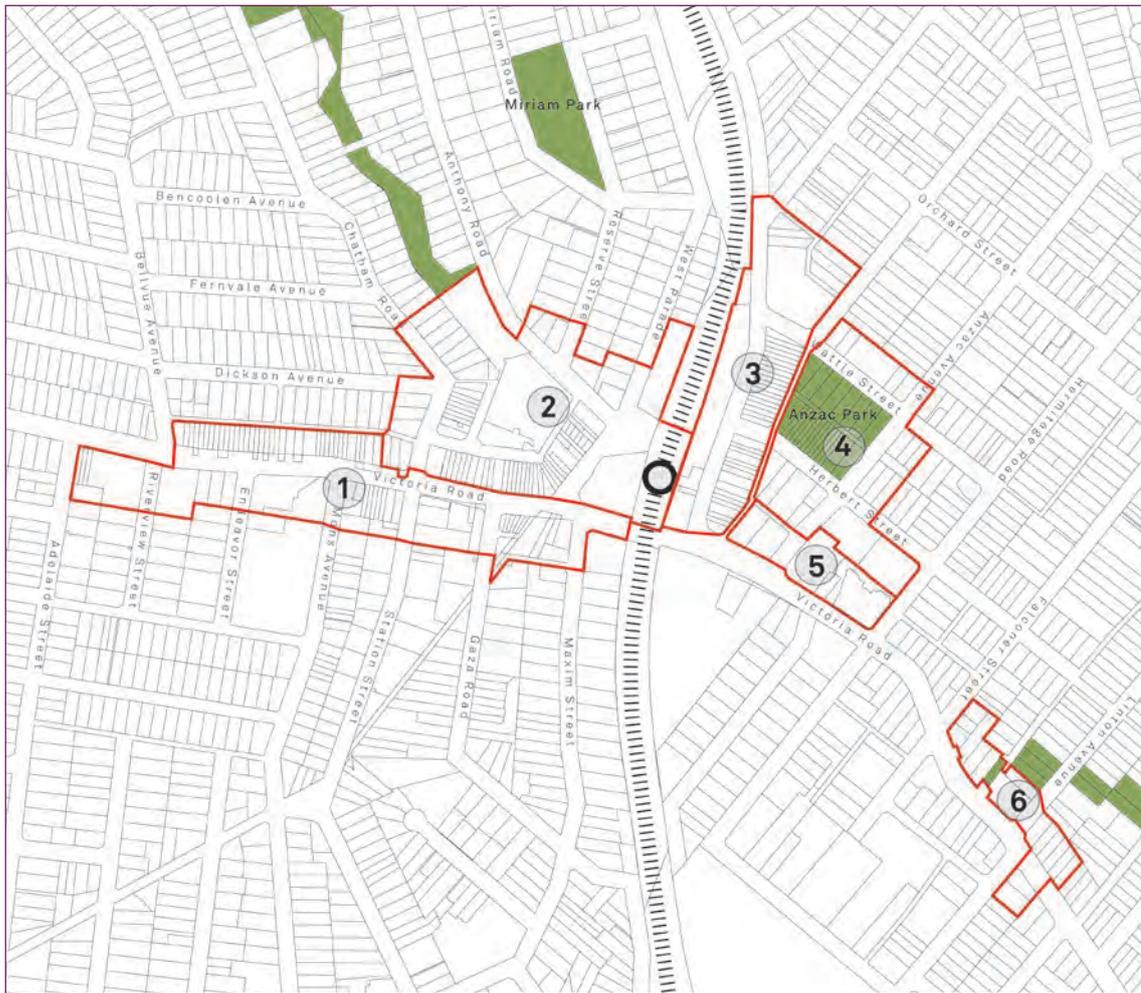


Figure 4.3.02 West Ryde Town Centre DCP Precincts

2.5 Key Town Centre Principles

The West Ryde Master Plan provides principles to influence the future built form and public domain of the West Ryde Town Centre and adjoining areas. There are five key factors which are important to the future development of the town centre and will influence future development. Each of these is supported by principles that achieve to the intended future vision of the West Ryde Town Centre and adjoining areas.

2.5.1 Green Strategy & Water Management

A series of 'Green Links' can be developed to connect the edges of the centre and existing green space areas to the central retail core precincts, and beyond. Through improving existing open spaces and integrating these with existing and new street tree planting and public/domain and streetscape improvements, these corridors will offer amenity to surrounding residential development and critical pedestrian linkages to, and throughout, the town centre. These links will also provide critical public transport.

Principles

1. To improve existing public amenity and build on existing natural assets to ensure the future sustainability and amenity of West Ryde.
2. To improve public domain through a series of connecting 'green links' extending towards and through the Town Centre Core.
3. To create a 'green strategy' that integrates residential amenity with water management.

2.5.2 Pedestrian Circulation

An integrated approach to pedestrian and vehicular circulation is needed to allow safe and efficient access to and within the town centre, with priority given to pedestrian movement, amenity and safety in the core.

The network of streets, lanes and pedestrian/shared spaces are a vital component of a town centre that need to be reinforced and maintained. The role and function of each of these spaces is determined by the scale, character, and purpose of the surrounding built form, as well as the activities that take place within the public domain.

Principles

1. To maximise pedestrian safety (primarily through traffic calming measures) within active precincts, integrated public transport corridors and bus interchange.
2. To provide a legible access and parking arrangement within the Town Centre through a clear hierarchy of pedestrian prioritisation with parking opportunities adjacent.
3. To define and activate edges to streets and parks to create a sense of character, legibility, convenience and safety for users of the public domain.
4. To improve the pedestrian environment and amenity including quality pavement design, street trees and furniture.
5. To ensure new buildings address streets and parks, in order to provide definition and casual surveillance of these spaces.
6. To ensure safe and convenient movement of cyclists within the town centre, including greater connectivity to surrounding cycle networks.

2.5.3 Safety & Accessibility

Future development within the town centre should encourage pedestrian movement, providing safe access for the whole community to and from the main transport hubs. Future consideration should be given to ensuring clear movement lines through the Town Centre and between primary transport nodes. Public domain upgrades will also assist in providing a safe and secure Town Centre.

Principles

1. To ensure development provides legible pathways for pedestrians and contributes to the provision of safe access.
2. To provide active frontages at street level to contribute to the safety and surveillance of the street.
3. To encourage public domain upgrades including street tree planting and street lighting.
4. To introduce safe road crossings to enhance north-south and east-west connectivity.

2.5.4 Retail and Employment Areas

The important economic and employment role of West Ryde is recognised and should be enhanced by future development of the Town Centre and adjoining areas. The Town Centre comprises several distinct retail and commercial areas. These areas should be further developed as an integrated series of retail and commercial precincts in order to enhance the economic viability of West Ryde.

Principles

1. To encourage future development of distinct, but connected, retailing precincts.
2. To activate and reinvigorate the Victoria Road corridor to improve amenity and viability of future uses.

2.5.5 Residential Precincts

Residential uses are considered an important land use in the Town Centre. Over time, the development of the centre will encourage a mixture of housing densities throughout, with higher density residential developments concentrated around the central core and within close proximity to the transport interchange. Low density residential developments will be encouraged on the outer edge of the Town Centre to create a clear transition between the town centre and the surrounding zoned residential land.

Principles

1. To focus residential density around the Town Centre core and improve the public domain to increase 'livability'.
2. To focus density around open space areas to encourage casual surveillance and provide additional amenity to dwelling occupants.
3. To maintain a transition in the scale of residential development at the edge of the centre.

3.0 GENERAL DEVELOPMENT CONTROLS

This section of the Plan sets out the objectives and development requirements that address

- Site Planning;
- Building Form Character Principles;
- Built Form Controls;
- Public Domain/Public Amenity;
- Accessibility;
- Environmental Management;
- Social Considerations; and
- Housing Choice.

The following controls apply to all types of development found within the Town Centre and adjoining areas. Precinct base controls are specified in Section 4.0 Precinct Development Controls.

3.1 Built Form

This section outlines specific built form controls for new development in the West Ryde Town Centre. New development is to address each of the built form controls, ensuring that the overall scale and form responds appropriately to its context.

3.1.1 Building Height and Bulk

The building height controls aim to deliver a range of building heights across the Town Centre, responding to sunlight access requirements, achieving an acceptable pedestrian scale and function of the public domain and promoting flexibility and adaptability into the future.

Objectives

1. To ensure an appropriate bulk and scale of development which is consistent with the character of the West Ryde Town Centre.

Controls

- a. The maximum height of any building in the town centre will be in accordance with the height shown on *Ryde Local Environmental Plan 2014* Height of Building Map.
- b. Scale and bulk of development will primarily be determined by the maximum Floor Space Ratio applying to the land. Floor Space Ratio of buildings is to be in accordance with the *Ryde Local Environmental Plan 2014* Floor Space Ratio Map.

Floor to Ceiling Heights

- c. The following controls provide the minimum floor to ceiling heights, as illustrated in Figure 4.3.03:
 - i. Non residential uses:
 - Ground floor retail/commercial uses require 3.6 metres floor to ceiling height; and
 - Any non residential level above require a minimum 3.3 metres floor to ceiling height; and
 - ii. All residential uses:
 - Minimum 2.7 metres floor to ceiling height.

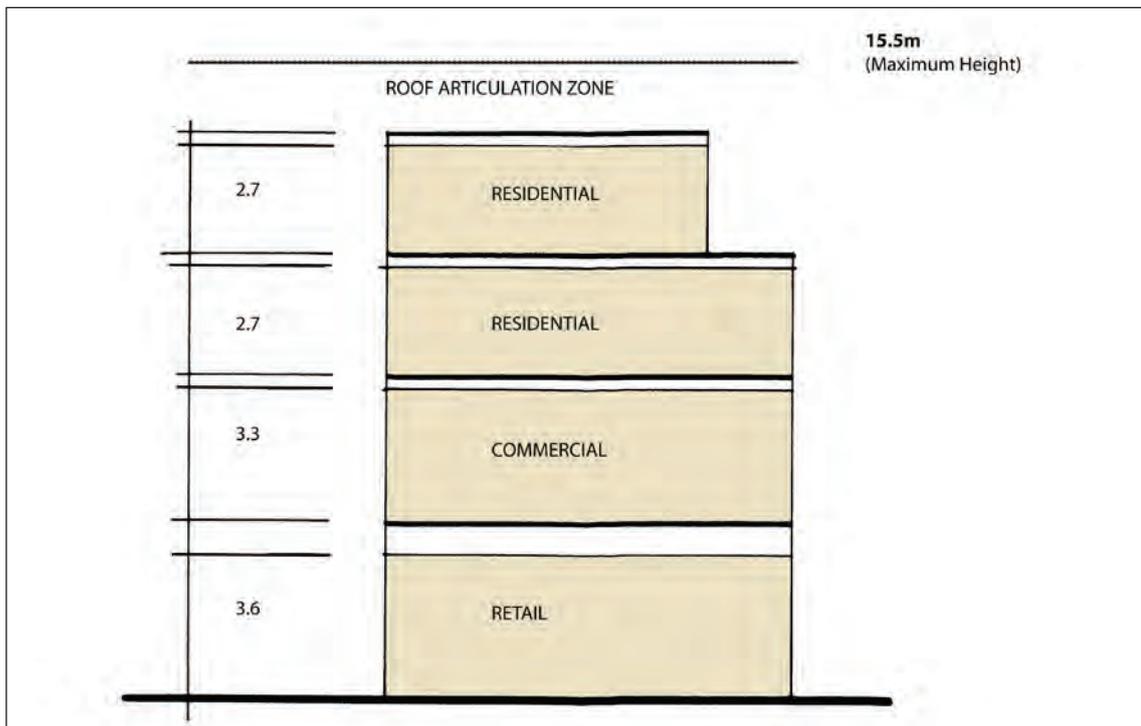


Figure 4.3.03 Minimum Floor to Ceiling Heights (Indicative)

Building Articulation and Features

- d. In multi-storey and mixed use buildings, roof articulation should be provided to add visual interest to buildings. Any elements within the roof articulation zone are not to extend above the maximum height in metres specified by the *Ryde LEP 2010*.
- e. Building articulation is to respond to the local context and environmental conditions by considering roof shape, pitch and overhangs, entries and verandahs, balconies, terraces, materials, finishes, fixtures, patterns, colours and detailing.
- f. Lift overruns, plant equipment and communication devices are to be integrated into the design of the building.

3.1.2 Mixed-Use Development

Objectives

1. To encourage a vibrant and active Town Centre and improve the visual image of West Ryde.
2. To encourage a mix of residential, commercial and retail land uses within the Town Centre.
3. To ensure buildings situated on corner allotments provide for visual interest and address the intersections which they front.
4. To ensure car parking provisions and servicing do not compromise active street frontage and desirable urban form outcomes.
5. To encourage safety through built form design and mixed-use developments.

Controls

- a. Uses which promote pedestrian activity (i.e retail shops, cafes etc) are to be provided at ground floor level to promote vibrancy and allow passive and active surveillance opportunities.
- b. New development is to encourage a mix of retail and commercial activities to be located on a single level or at ground level. Residential uses should be provided within upper levels of the building.
- c. Where new residential development is proposed as part of a mixed use development the following issues are to be considered:
 - i. the proposal should be consistent with the requirements of *State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development* and the *Apartment Design Guide*, where appropriate; and
 - ii. Development must comply with noise and sound insulation requirements under BCA and *AS3671-1987: Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors*. Design features may be used to achieve primary acoustic privacy. In addition, developments are to comply with State Environmental Planning Policy (Infrastructure) and RailCorp where appropriate.

3.1.3 Street Setbacks and Alignment

The way a building addresses the street is critical in delivering a high quality and vibrant public domain. Setback requirements have been determined having regard to the function of the street, laneway or public domain, which the development addresses.

Objectives

1. To establish build to street lines which respond to the function and character of the street.
2. To promote the definition and activation of the streetscape through built form.
3. To allow for access and circulation throughout the town centre.
4. To ensure a transition to the neighbouring low density residential areas.
5. To allow an outlook to and passive surveillance of the street.
6. To maintain reasonable sunlight access to the public domain, open space and to adjoining sites.
7. To clearly identify corner sites through prominent built form.

Controls

- a. New buildings are to have street frontages built predominantly to the street alignment for the first 2 storeys, except for land to which this Part of the DCP applies and are zoned residential, industrial or enterprise corridor.
- b. The first two storeys of all buildings along a build to street (hard) setback line as indicated in Figure 4.3.04, are generally to maintain a hard alignment with the street. Setbacks are to be minimised.
- c. New buildings which are built along a street frontage with no build to street setback line indicated in Figure 4.3.04 are to provide setbacks as required for their development type.
- d. Building design is to minimise any adverse wind effects on public spaces. The orientation, height and form of development are to be designed to promote public safety and comfort at ground level. Awnings are to be provided, if necessary, for pedestrian comfort.
- e. All applications for buildings over 5 storeys shall be accompanied with a Wind Impact Statement from a qualified person. For buildings over 9 storeys a detailed wind impact study must be submitted.



Figure 4.3.04 Build to Street Setback

3.1.4 Urban Design

In addition to built form controls, appropriate urban design is important to encourage the creation of a high quality urban environment and to enhance the sense of place. Within the West Ryde Town Centre, it is also important to maintain an appropriate transition to surrounding low density residential areas.

Objectives

1. To encourage commercial/retail facilities along Victoria Road reinforcing and supporting activities within the West Ryde Town Centre.
2. To encourage mixed use development activities.
3. To provide opportunities for a range of commercial/retail uses at ground level.
4. To ensure future scale and mix of development recognises the residential/ commercial interface and encourages a transition between high density development and lower density residential land.
5. To activate laneways and 'back-of-house' areas to create improved pedestrian environments and linkages and build upon the sustainability and accessibility corridors between the adjoining residential areas and West Ryde Town Centre.
6. To encourage clearer connections between the western and eastern sides of West Ryde Train Station.
7. To encourage a variety of built form in new development and to assist in defining street blocks.
8. To encourage high quality urban design of new development.
9. To ensure new and refurbished development responds to the urban context.

Controls

- a. Built form is to follow and reinforce the established street alignment, providing a continuous building line to define the public domain.
- b. Pedestrian corridors and linkages such as arcades, lanes and streets, should be provided, maintained and enhanced.
- c. Built form design should respect the existing character or contribute to a preferred character of the town centre.
- d. Built form design of mixed use development should provide a transition to surrounding lower density residential development by providing building articulation, separation, and setbacks in accordance with Parts 2 and 3 of the *Apartment Design Guide*.
- e. Mixed use development should be designed to positively contribute to the public domain and ensure that the interface between residential and other uses within the development is adequately addressed in accordance with *Part 4S Mixed Use* of the *Apartment Design Guide*.
- f. Open Space and public domain is to be provided, maintained and enhanced to Council's satisfaction in accordance with the City of Ryde Public Domain Technical Manual.
- g. Off-street parking should be provided behind the front building line to limit impact to the streetscape and must be consistent with 3.1.6 Active Street Frontages and Street Address. Basement parking should be provided where possible.
- h. Where residential development is proposed, pedestrian entry should be separated from the entry to other land uses in buildings.
- i. Car parking and servicing must not impact adversely upon desirable built form outcomes and must be consistent with active street frontages objectives. Car parking should be located behind the building or at basement level.

3.1.5 Building Entrances and Lobbies

New development involving multi-storey and mixed use development, should provide safe and accessible building entry from the street. The controls for building entrances and lobbies are provided to ensure appropriate design of building entry.

Objectives

1. To ensure entrances establish a distinguishable address and outlook to the public domain.
2. To provide safe, high quality building entry points and lobby areas that contribute to the street frontage.
3. To provide all weather protection to all building entry and lobby areas.
4. To ensure compliance with Crime Prevention Through Environmental Design principles.

Controls

- a. All entrances are to be clearly visible and identifiable from the street and public areas. Use of colour, contrasting materials and articulation in the building design can assist in entrance visibility. Figure 3.4 provides preferred lobby layout principles.
- b. Building lobbies must be accessible from a continuous path of travel.
- c. The lobby area is to have a separate and identifiable street entry, at ground floor level from the footpath.
- d. All areas within the lobby are to be visible from the entry point to enhance the sense of security.
- e. All entrances and lobbies are to provide suitable and appropriate lighting.

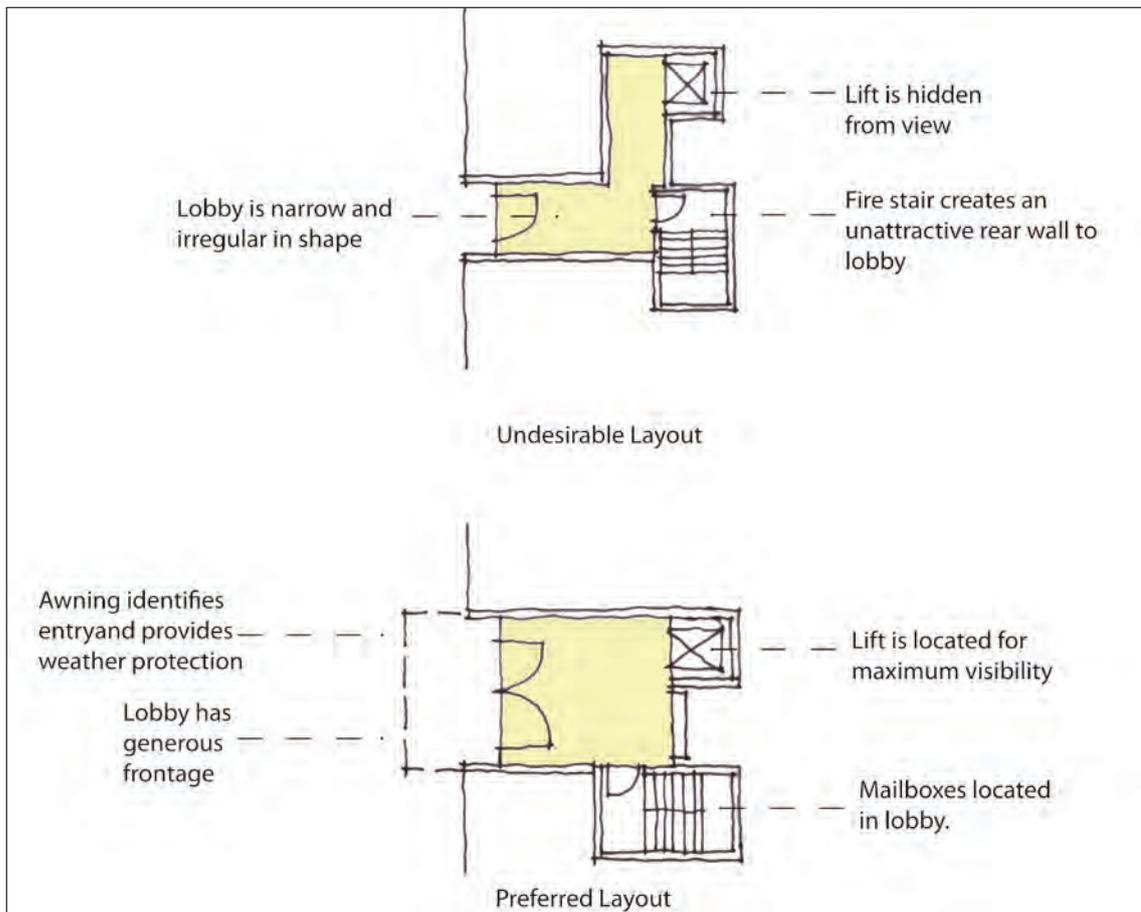


Figure 4.3.05 Lobby Design Principles

3.1.6 Active Street Frontages and Street Address

Active street frontages provide for interesting and safe pedestrian environments. Busy pedestrian areas and non-residential uses such as shops, studios, offices, cafes recreation and promenade opportunities promote the most active street frontages.

Active street frontages and street addresses are critical to the viability and vitality of the West Ryde Town Centre as direct, easy access from the footpath draws people from the street into premises. Active street frontages also add to the safety and security of a street by enabling casual surveillance.

Objectives

1. To maximise active street frontages and street address.
2. To retain and reinforce the continuity of activities along the street.
3. To clearly define corner sites and contribute to the street address through design and facade features.
4. To ensure buildings positively relate to surrounding development and enhance the quality and character of streetscape.
5. To ensure buildings situated on corner allotments address the intersections which they front.
6. To provide building facades that are of high architectural value and of visual interest to contribute to the character of the street and public domain.

Controls

- Active street frontages are required along those property frontages identified in Figure 4.3.06. Active frontages should be achieved using one or a combination of the following uses at street level:
 - retail shop front;
 - entrance to a retail arcade;
 - frontage to open space;
 - glazed entry to a commercial or residential lobby;
 - cafe or restaurant;
 - outdoor dining areas; and
 - active office uses (including community uses).
- Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.
- Building facades are to be designed to maximise activation, movement and lighting within the public domain.
- Developments on corner allotments should incorporate a significant architectural feature to address the corner such as a wrap around verandah, upper storey balcony, bay window, corner entry or roof feature.



Figure 4.3.06 Active Street Frontages

3.1.7 Awnings

Awnings encourage pedestrian activity along streets as they provide shelter and shade, enhance amenity, protection, comfort and usability of footpaths. In addition, awnings provide streetscape continuity and reduce the perceived bulk of development.

Objectives

1. To provide awnings that shelter pedestrians along all public streets and retail areas.
2. To provide continuous awnings that define the street frontage and encourage pedestrian activity.
3. To enhance the quality of the streetscape through a consistent approach to awning design.

Controls

- a. Awnings should be provided along street frontages as shown in Figure 4.3.06 to contribute to active street frontages.
- b. New awnings are to be designed to:
 - i. be continuous for the entire length of the site frontage;
 - ii. be set back from the face of the kerb by 0.6 m;
 - iii. be weather sealed to the face of the building to which they are attached and to the adjoining awning
 - iv. have a height clearance above the footpath level of at least 3 m or a height consistent with adjacent awnings; and
 - v. maintain sufficient clearances from any overhead electricity or telecommunications installations.
- c. Awnings are to step in response to changes in street level, and may highlight building entrances. Otherwise awnings should be relatively level and should continue the alignment of other adjacent awnings.
- d. All awnings to provide under awning lighting to enhance public safety and to facilitate night use of the Town Centre.

3.1.8 Balconies

Balconies provide elementary architectural features that contribute to the form, character and style of buildings and streets. They provide articulation, visual interest as well as an important source of private open space.

Objectives

1. To provide private open spaces that also contribute to outlook and enliven the streetscape.
2. To ensure balconies are integrated into the design of buildings, function and respond to the local context and environment.
3. To provide opportunities for overlooking to streets and public open space.

Controls

- a. In mixed use and residential apartment buildings involving more than 20 dwellings, at least one balcony or courtyard per apartment is to be provided off the living area.
- b. In larger development, balconies should provide different styles and designs to provide visual interest to the facade.

3.1.9 Visual Privacy and Acoustic Amenity

Design measures are incorporated to protect the privacy and amenity of occupants of residential apartments or serviced apartments. Acoustic privacy is a measure of sound insulation between residential apartments and between external and internal spaces. It is important in a mixed use environment to ensure that the noise levels between neighbouring properties are respected.

Note: Future development is to take into account the provisions outlined in SEPP 65 - Design Quality of Residential Apartment Development and Development Near Rail Corridors and Busy Roads - Interim Guideline.

Objectives

1. To ensure adequate visual and acoustic privacy of residential development in the Town Centre and to associated private open space.
2. To ensure that the siting and design of residential buildings minimises noise transmission from abutting railway lines, major roads or other major noise-generating land uses.
3. To minimise the risk of noise and vibration impacts on noise sensitive developments located near the rail corridor and major arterial roads.
4. To encourage building design to provide for public safety and security, while maintaining the quality of the streetscape.
5. To reduce opportunities for crime through crime prevention and environmental design principles.
6. To reduce the impact of road and rail related noise on surrounding retail and residential developments.
7. To meet RailCorp and State Environmental Planning Policy (Infrastructure) 2007 requirements to maintain safety and operation of the rail network.

Controls

Visual Amenity

- h. Orientate the main living spaces within apartments to the street and/or communal open space (in designing the layouts this will need to be balanced against other criteria such as solar access).
- i. Proposed development should address the design principles outlined in the NSW Police Service's *Crime Prevention through Environmental Design (CPTED)*.
- j. Development design should incorporate the following techniques to increase public safety and security:
 - i. Provide active uses wherever possible at ground level;
 - ii. Avoid blank walls onto streets, or large building setbacks with no visual supervision;
 - iii. Maintain strong view corridors along streets, laneways and pedestrian linkages;
 - iv. Provide high levels of lighting in carparks;
 - v. Provide passive surveillance by locating entrances and living areas where surveillance is limited;
 - vi. Locate entrances and living areas to provide surveillance of the public domain;
 - vii. Provide well lit entrances and main walkways, with appropriate landscaping;
 - viii. Use physical barriers or other methods to deter people from entering unsafe spaces; and
 - ix. Design lighting to ensure it does not produce glare or dark shadows. This can be achieved by the following:

- use diffused lights and/or movement sensitive lights;
- direct these lights towards access/egress routes to illuminate potential offenders, rather than towards buildings or resident observation points;
- lighting should have a wide beam of illumination, which reaches to the beam of the next light, or the perimeter of the site or area being traversed;
- as a guide areas should be lit to enable users to identify a face 15 metres away; and
- illuminate possible places for intruders to hide.

Acoustic Amenity

- Where residential development is proposed in proximity to a major road, railway lines or major noise generating activity, appropriate materials with acoustic properties should be incorporated in the design of the dwellings.
- Council may require a noise and vibration assessment to be undertaken for development applications for noise generating developments or for residential developments on sites adjacent to noise generating sources such as rail corridors.
- Development must comply with noise and sound insulation requirements under BCA & AS3671-1987: Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors. Design features may be used to achieve primary acoustic privacy.

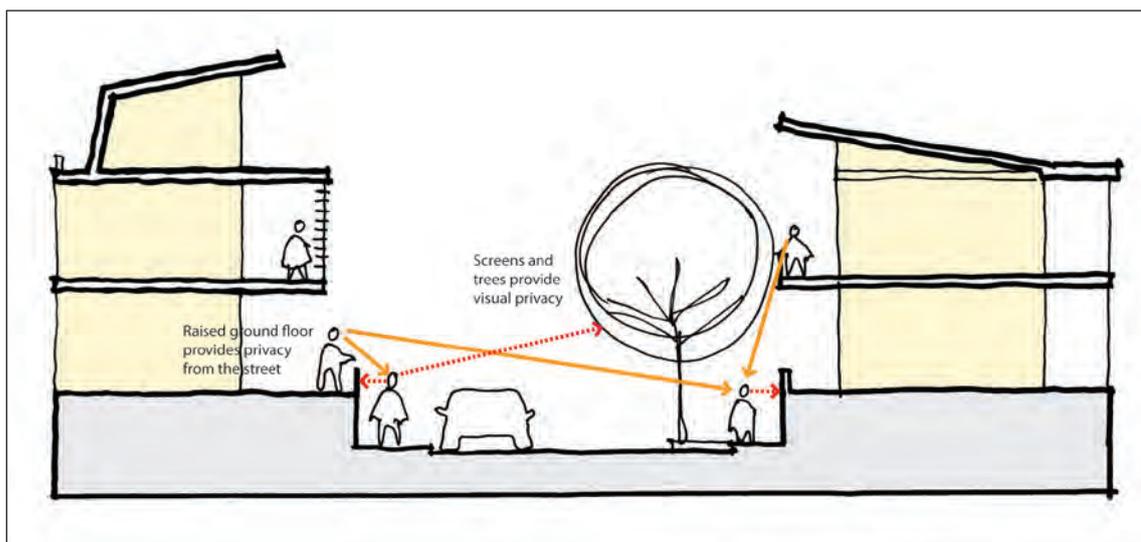


Figure 4.3.07 Casual Surveillance and Privacy Design Principles

3.1.10 Housing Choice and Mix

A choice of apartment types and mix of sizes in the town centre caters for a variety of household types. A range of dwelling sizes and types create a housing mix that will cater for a diverse population, as well as provide for changing use over time.

Objectives

1. To ensure that residential development provides a mix of dwelling types and sizes to cater for a range of household types, including families
2. To ensure that dwelling layout meets the needs of the occupants and is sufficiently flexible to allow for changing needs and activities over time.
3. To ensure the provision of housing that will, in its adaptable features, meet the access and mobility needs of any occupant.

4. To encourage a range of new housing with good access to the city centre..
5. To ensure Residential Flat Buildings respond to the Apartment Design Guide and SEPP 65.

Controls

- a. Developments comprising residential uses must provide a variety of residential units mix, sizes and layouts within each residential development.
- b. The total number of studio units and one-bedroom apartments/dwellings within any development must not exceed 25% of the total number of apartments/dwellings.

The Apartment Design Guide provides examples of appropriate unit sizes which will be used to assess the appropriateness of unit size proposed in any development.

3.2 Traffic, Access and Pedestrian Amenity

This section outlines controls for access and pedestrian amenity for new development.

3.2.1 Vehicular Access

The location, type and design of vehicle access points to a development can have significant impacts on streetscape, site layout, building facade design and pedestrian activity.

The design and location of vehicle access to development should minimise conflicts between pedestrians and vehicles on footpaths, and reduce visual intrusion and disruption of streetscape continuity.

Objectives

1. To ensure safe and efficient access to properties and limited impact on existing traffic movement.
2. To minimise the impact of vehicle access points and driveway crossovers on streetscape amenity, pedestrian safety and the quality of the public domain.
3. To reduce impact on traffic flow and movement along the major transport corridor of Victoria Road.
4. To minimise conflict between vehicles and pedestrians within the town centre.

Controls

- a. Vehicle access is to be designed to:
 - i. Minimise the impact on the street, site layout and the building facade; and
 - ii. Be integrated into the building design, if located off a primary street frontage.
- b. Vehicle access to properties should be provided from lower order roads or rear lanes where possible.
- c. New property access to Victoria Road will be permitted only where it is determined that access from a lower order road or laneway is not possible or would result in a detrimental impact to the surrounding traffic network. Access point must be RMS compliant.
- d. Vehicle access points are to be minimised as much as possible, particularly within mixed use developments and residential flat buildings. Where practicable, buildings should share, amalgamate, or provide a rear lane for vehicle access points.

- e. For large scale development, all vehicles must be able to enter and leave the site in a forward direction without the need for complicated turns.
- f. Vehicle access points should inflict the least amount of impact on pedestrian movement, especially movement corridors surrounding the railway station.

3.2.2 Pedestrian Access

Pedestrian links throughout the town centre will enhance the public domain and legibility of the centre. Direct through-site links will improve access between transport nodes, retail areas and civic uses. The improvements in the public domain network and ease of access to key features will improve the town centre's desirability.

Within the West Ryde Town Centre Core and Ryedale Road Precinct, the following hierarchy of pedestrian circulation should be established:

- i. Pedestrian Town Centre;
- ii. Pedestrian Priority Area;
- iii. Key Intersection; and
- iv. Major Vehicular Intersection.

Objectives

1. To improve pedestrian comfort in the town centre.
2. To create a safe environment for pedestrians in the town centre,
3. To create attractive, convenient and safe pedestrian linkages that allow easy movement throughout the West Ryde Town Centre.

Controls

- a. Pedestrian links are to be provided in accordance with the Pedestrian Circulation Framework (refer Figure 4.3.08) and the City of Ryde Public Domain Technical Manual.
- b. Pedestrian Refuges shall be provided where directed by Council and to Council satisfaction. This includes at the intersection of Chatham Road and Dickson Avenue.
- c. Where circulation is provided through a site or within a building serving to connect two points, the thoroughfare should function as a shortcut, be continuous and level with public pedestrian areas and incorporate an active edge of retail or commercial uses.
- d. Through-site links can be provided by plazas, arcades, colonnades or tree lined passages or a combination of these.

Note: Consideration will be given to the provision of pedestrian links additional to those outlined in the Pedestrian Circulation Framework, where development has frontages to two streets or provide an opportunity to extend the existing network.

- e. All pedestrian access areas and footpaths adjacent to new development will be required to be reconstructed using paving treatment in accordance with Council's requirements. The design, finish and element of any new through site links and access ways to be in accordance with Council's Public Domain Technical Manual.
- f. Council encourages the provision of through-site pedestrian links throughout the Town Centre Core.
- g. Buildings should be designed to limit overshadowing of major pedestrian spaces such as the proposed village square/civic space and the southern portion of Graf Avenue, Ryedale Road and areas fronting Anzac Park.

- h. Internal pedestrian links should, where practical and feasible, make provision for natural light.
- i. Distinctive paving treatment, bollards and other street furniture should be created in the retail core where pedestrians and vehicles mix. The following streets should be considered for such treatment:
- Graf Avenue;
 - Market Street;
 - Anthony Lane;
 - Ryedale Road;
 - Chatham Road; and
 - Anzac Lane.



Figure 4.3.08 Core Town Centre Pedestrian Circulation Framework

3.2.3 Bicycle Facilities

In recognition of a more sustainable place and the creation of extended pedestrian and bicycle networks, the following objectives and controls seek to better accommodate bicycle facilities.

Objectives

1. To encourage the use of bicycles for trips that might otherwise involve the private motor vehicle.
2. To ensure the facilities required to support bicycle users are provided.
3. To ensure that appropriate facilities are available to permit safe and convenient storage of bicycles.

Controls

- a. Bicycle storage racks are to be provided to accommodate a minimum of:
 - 1 bicycle space for every 200 square metres of office floor space;
 - 1 bicycle space per 300 square metres of retail; and
 - 1 bicycle space for every 3 residential units.
- b. Bicycle racks must be easily accessible from the public domain, and within areas that are well lit with adequate levels of natural surveillance.
- c. The bicycle parking area must be capable of being made secure to protect the security of cyclists and their belongings. Communal showers, changing facilities and lockers for storing cycle attire and equipment may be required.
- d. Notwithstanding (b) and (c) above, bicycle storage facilities for residential uses can be provided within private garage areas, where it is demonstrated that:
 - there is sufficient storage within the garage for a bicycle and the required number of vehicles; and
 - there is a safe path for cyclists to leave the garage area.
- e. Bicycle facilities are to be in keeping with the City of Ryde Public Domain Technical Manual.

3.3 Environmental Controls

This section outlines the environmental controls that are to be met by all new developments.

3.3.1 Solar Access

Solar access is a major contributor to environmental comfort and amenity in homes, retail and commercial office space and the public domain. Good passive solar design solutions offer a resource and financial benefit by reducing the need for artificial lighting, heating and cooling.

Objectives

1. To encourage the use of renewable energy sources in the centre.
2. To maximise the amount of natural light in pedestrian areas, public open spaces and residential dwellings during the winter months.
3. To maximise the use of natural light to reduce energy consumption.
4. To minimise the need for artificial lighting during daylight hours.

Controls

- a. All developments must provide shadow diagrams that accurately describe the overshadowing impact to adjacent buildings and public domain areas.
- b. Demonstrate access to sunlight is to be substantially maintained so that existing private and public open spaces, footpaths and existing windows to habitable rooms in adjoining buildings receive at least 3 hours of sunlight between 9 am and 3 pm on 21 June (winter solstice).
- c. Major public open spaces are to be designed to receive a minimum of 50% sunlight on the ground plane for at least 2 hours between 10 am and 2 pm on 21 June.

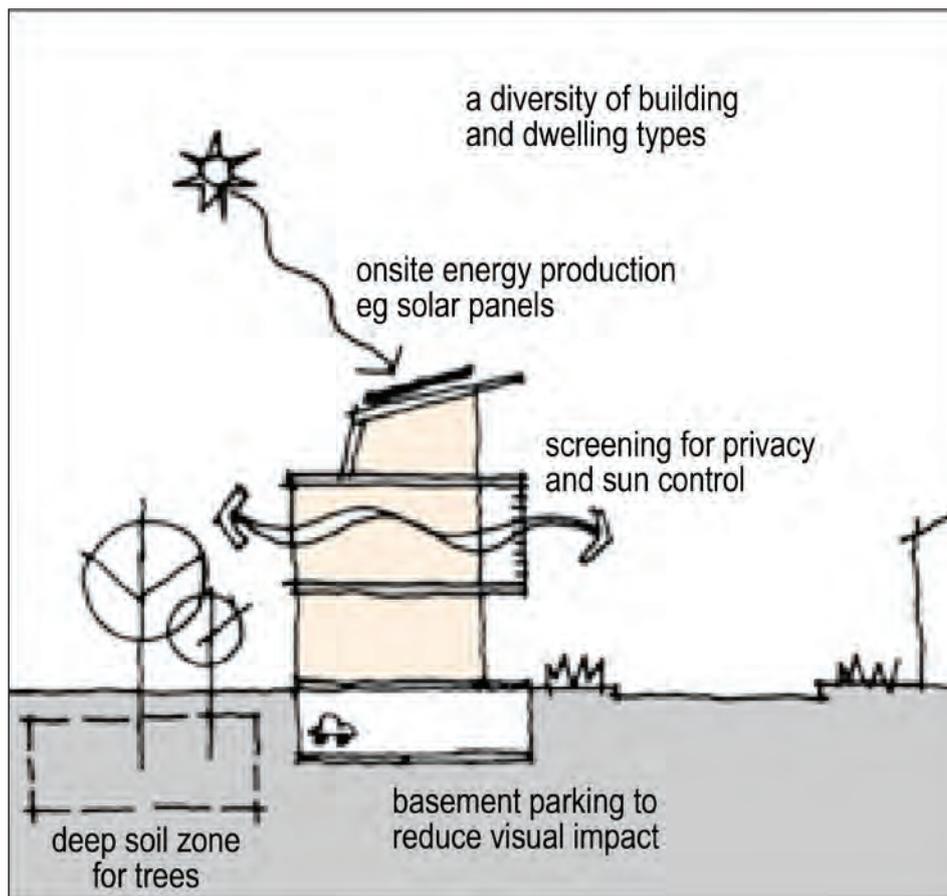


Figure 4.3.09 Site Design Principles for New Development

3.3.2 Natural Ventilation

Natural Ventilation contributes to environmental amenity and comfort, as well as reducing the need for artificial heating and cooling. Incorporating opportunities for natural ventilation in new development is important in ensuring adequate thermal comfort and reducing demand for mechanical heating and cooling.

Objectives

1. To reduce the use of mechanical means of heating and cooling to minimise energy consumption.
2. To ensure natural ventilation is available to all habitable rooms of a dwelling.
3. To allow the opportunity for mixed modes of ventilation in commercial buildings.

Controls

- a. In locations where wide footpaths already exist, or are proposed, ensure ground floor shops can satisfy natural ventilation requirements for operating a restaurant.
- b. Design of commercial developments must incorporate mixed modes of ventilation.

3.3.3 Stormwater Management

Objectives

1. To appropriately manage stormwater and runoff from sites.
2. To minimise the likelihood for flooding and the potential effects of flood events.
3. To ensure any future development does not exacerbate flooding on other properties or increase stormwater run-off.
4. To ensure public open space operates efficiently and without disruption during high levels of rainfall and the potential impacts of flood events.
5. To encourage development with high sensitivity to flood damages or danger to life to be sited and designed so that it is subject to minimal flood hazard, and the unnecessary impediment of stormwater.
6. To ensure that the design and siting controls, and built form outcomes required to address the flood hazard do not result in unreasonable impacts on the:
 - amenity and character of an area;
 - streetscape and the relationship of the building to the street;
 - social and economic outcomes; and the
 - environment and ecology
7. To minimise the amount of run-off generated by new development and inconvenience to other properties.
8. To retain stormwater on site, where possible, and minimise downstream runoff from industrial sites.
9. To ensure future built form is water efficient, reducing water usage and incorporating water recycling in day to day operations.
10. To encourage Water Sensitive Urban Design (WSUD) principles to be incorporated into the design of stormwater drainage and in the orientation of development.

Controls

- a. All stormwater drainage is to be designed in accordance with Part 8.2 Stormwater Management of this DCP.
- b. A Stormwater Management Plan is required to be submitted with all development applications.
- c. Access to underground parking is to be designed with consideration to flood levels and impact on the street frontage.
- d. All new development should meet best practice targets for stormwater management set out in *Managing Urban Stormwater (The Blue Book)* by Landcom.
- e. Runoff which enters a property from upstream properties must not be obstructed or impeded from flowing onto the site and must not be redirected so as to increase the quantity or concentration of surface runoff entering adjoining properties.
- f. Where appropriate enable the installation of grey water collection treatment on site, so that waste water can be re-used for non-potable purposes, such as toilet flushing and irrigation of gardens and landscape.

3.4 Public Domain

The public domain is the public space in West Ryde Town Centre, the public face and setting for buildings and structures. It is the parts of the town centre not privately owned. The goal of public domain design is to create an integrated space that is legible, comfortable, safe and engaging; which encourages pedestrian use and increases the amount and quality of public leisure spaces.

3.4.1 Street Furniture, Paving & Street Lighting

Street furniture includes lighting, seats, bus shelters, benches, litter bins, telephone booths, drinking fountains, street signs, etc. and are to be used to establish an identity for West Ryde and define roads, paths and gateways.

Street lighting is essential in promoting a safe public domain, in order to clearly define entry points to buildings and public spaces, and to promote activity at night.

Objectives

1. To create visual unity in the design and appearance of public spaces in the centre.
2. To provide comfort and convenience for pedestrians in the centre.
3. To ensure clear separation between roadway and parking areas for legibility and safety on streets with a continuous flow of traffic, particularly for vision impaired people.
4. To provide consistent paving in order to unify the town centre.
5. To promote a well-lit, safe and vibrant public domain at all times.

Controls

- a. Developments which entail the provision of new public spaces (i.e. streets, footpaths, walk ways and the like) will need to incorporate new street furniture and paving and in some cases underground power lines and new light poles in the public space.
- b. Street furniture, paving, underground power lines, and lighting should be designed and installed in accordance with the City of Ryde Public Domain Technical Manual.
- c. Provide a pavement surface which is consistently graded both along and across the pedestrian route.
- d. Use tactile indicators in paving with discretion, considering the needs for all pedestrians.
- e. Council encourages lighting, located approximately 2 to 2.5 metres apart, above ground level located on building walls, awnings or other appropriate structures to minimise shadow from built form and structures.
- f. The multifunction pole lighting system is to be used in the West Ryde Town Centre in accordance with council requirements. The multifunction pole will incorporate lighting, street signage and banners into one element.

3.4.2 Street Tree Planting and Landscaping

Street trees can improve legibility in the urban environment by reinforcing the hierarchy of streets and enhancing sense of place. Placement of trees affects light and shadow, colour and views, which contributes to the quality of pedestrian experience. Trees also contribute to environmental quality in many ways.

Objectives

1. To create attractive public spaces and walkways.
2. To soften the appearance of buildings and improve the visual quality of the retail core.

Controls

- a. All development proposals are to be accompanied by a landscape plan prepared by a qualified and suitably experienced landscape architect.
- b. Where appropriate, developments should incorporate landscaping in the form of planter boxes on the upper levels of buildings to soften the building form (i.e. roof gardens, planting on structures).
- c. Ground level entry areas to upper level dwellings shall be well lit and not obstructed by planting in a way that reduces the actual or perceived personal safety and security of building occupants or pedestrians.
- d. Street trees shall be provided in accordance with the City of 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 tree species must be selected for their hardiness under adverse and polluted conditions, to provide screening to pedestrians and residents from traffic, and to improve the visual quality of the area.
- f. Street trees at the time of planting shall have a minimum container size of 200 litres, and a minimum height of 3.5 m, subject to species availability.

3.4.3 Public Art

Public art in the urban environment can provide an essential reference point to a place's civic image and positioning. It can make urban spaces attractive and welcoming, promote local identity, link private and public domains, increase pedestrian activity and connectivity, evoke business confidence and attract investment. Good public art can be a destination in itself.

The strong heritage associated with West Ryde provides a spectrum of ideas that can be explored and expressed through public art. Artworks can be used to create emblems or symbols that depict and promote the identity of West Ryde, to distinguish particular developments, enable new businesses to develop signatures, identify entry points and generally stimulate the interaction of ideas that are central to the vision of the area.

Public art, while permanent in its appearance and structure, is also an installation which may change over time.

Strategy

The following principles should support the development of public art in West Ryde:

- Public art reflects local character and cultural identity, creating distinctive urban environments and a sense of place;
- Public art can strengthen and connect neighbourhoods by engaging communities in creative processes;
- Public art is original, creative and innovative in its design and use of form, technique and materials, and at the forefront of new ideas and sustainable practice;
- Public art is inclusive, non-partisan and secular in its subject matter;
- Public art shall be funded, commissioned and attended in a way that encourages artistic excellence and upholds the design intent of the artworks;
- Public art shall comply with all measures and standards in regard to health and safety, maintenance, longevity and durability.

Objectives

1. To include site-specific integrated public artworks in new developments in West Ryde
2. To develop iconic points of reference or focal points that promote identity and add to the enjoyment and experience of West Ryde.
3. To contribute positively to site and surrounds, and respond to the natural and built environment.

Controls

- a. Public art is to be in keeping with the City of Ryde Public Domain Technical Manual and the City of Ryde Public Art Policy.
- b. Public art must be included in all new mixed use development with an estimated construction value of more than \$20 Million.
- c. A site specific Arts Plan is to be submitted together with a development application.
- d. Requirements for the provision of public art and the format of an Arts Plan are to be confirmed with Council prior to lodging a Development Application.

4.0 PRECINCT DEVELOPMENT CONTROLS

The area of the West Ryde Town Centre and adjoining areas have been divided into a number of precincts which reflect the differing urban character of West Ryde. These urban precincts include:

1. Victoria Road West
2. Retail Core
3. Ryedale Road
4. Anzac Park
5. Victoria Road Mixed Use
6. Victoria Road Enterprise Corridor

Each of these precincts reflect different urban character and functions, varied natural and physical settings and serve different purposes. As such, it necessary to provide specific details for each precinct to supplement the general controls specified in Section 3.0

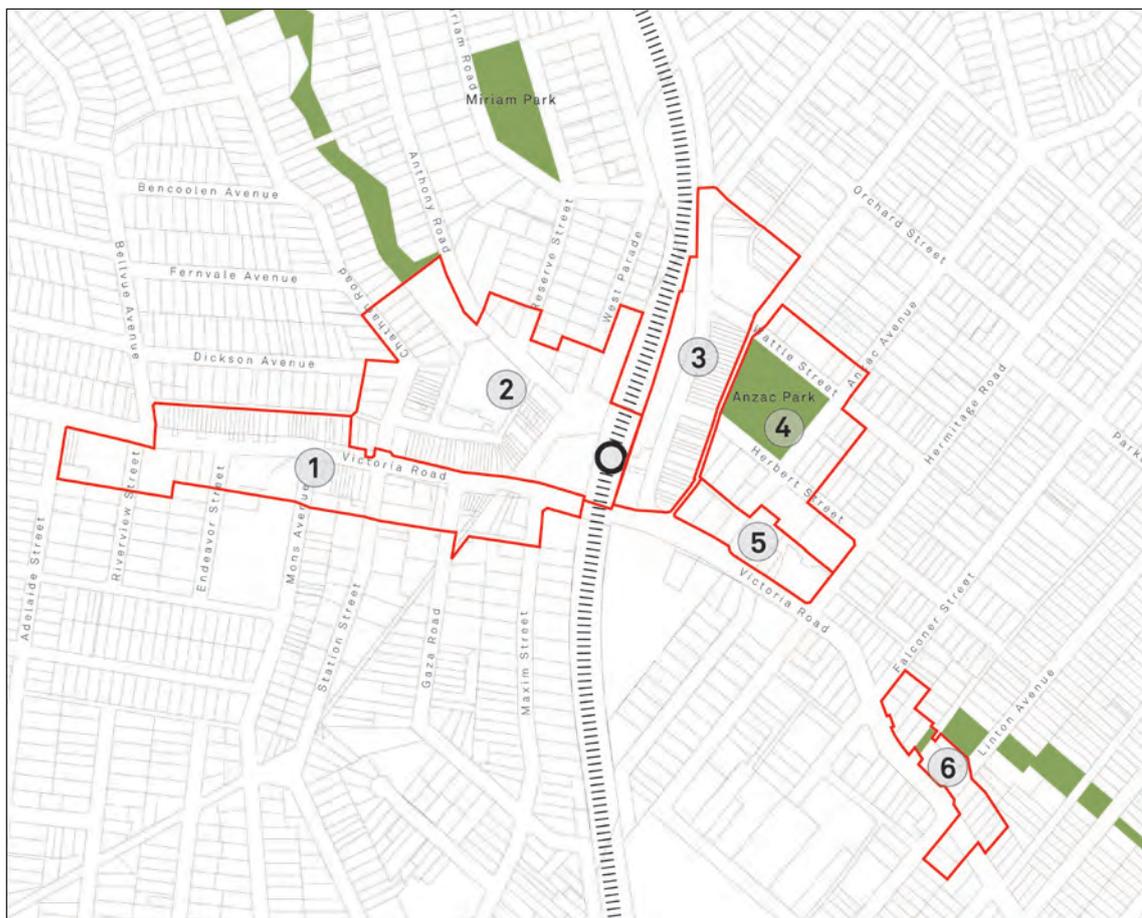


Figure 4.3.10 DCP Precinct Boundaries

4.1 Victoria Road West

4.1.1 Character Statement

The Victoria Road West Precinct will be a vibrant, lively area, providing the primary traffic and transit corridor to West Ryde, and serving as a prominent feature of the Town Centre. The precinct will continue to provide a diverse range of retail and business uses for the community. New development will draw on the existing pedestrian environment. Built form is to follow and reinforce the established street alignment of the Victoria Road West Precinct. Opportunities for larger format retail and commercial premises are located on the southern side of Victoria Road due to the availability of larger sites. The existing small retail shops on the northern side of Victoria Road provide opportunities for small start up businesses.

Active street frontages along Victoria Road West must be retained with any new development, promoting a safe and active environment. Retention of the existing character for the retail sector of Victoria Road West should be prioritised by allowing for small to medium retail units with narrow frontages presenting to the street at ground level. Revitalisation of the precinct is encouraged through the enhancement of the public domain.

Future development will assist in establishing Victoria Road West as a 'landscaped route', defined by new activity and built form.



Figure 4.3.11 Victoria Road West Precinct Boundary

Objectives

1. To enhance the role of Victoria Road West as a commercial/retail corridor of West Ryde Town Centre.
2. To create opportunities for new mixed use developments on the northern side of Victoria Road.
3. To support the activities of the primary West Ryde commercial/retail core adjoining.
4. To encourage maximum development potential through the consolidation of allotments.
5. To ensure future development reflects the surrounding residential development.
6. To ensure the built form of Victoria Road West caters for small and medium scale business opportunities, providing opportunities for small and start up businesses.

Controls

- a. All future development should recognise and address the residential/commercial interface, with a clear transition between high density and lower scale residential density development.

4.2 Retail Core

4.2.1 Character Statement

The Retail Core is the primary retail centre for West Ryde. This precinct provides an important retail and commercial centre for the surrounding West Ryde locality and adjoining residential areas.

The Retail core is encouraged as a main shopping centre as up to approximately 14,000 m² gross leasable floor area focuses on the provision of food items, basic goods and community services in a central location.

Future development in the retail core is encouraged to include a mix of ground level commercial and retail, combined with residential units above. This typology provides an enhanced pedestrian environment and helps to enliven and activate the street environment.

The Retail Core Precinct will provide the focus for high intensity and large footprint mixed use development with a diversity of retail, commercial, residential and civic services with a focus for large scale employment uses.

The edge of the Retail Core Precinct performs a transitional role, with new development to be suitably designed to maintain the amenity of adjoining residential land uses.

New development is to be designed and oriented to maximise and improve visual and physical connections across the Precinct and to ensure community focal points in the private domain interact with the surrounding network of civic spaces and linkages.

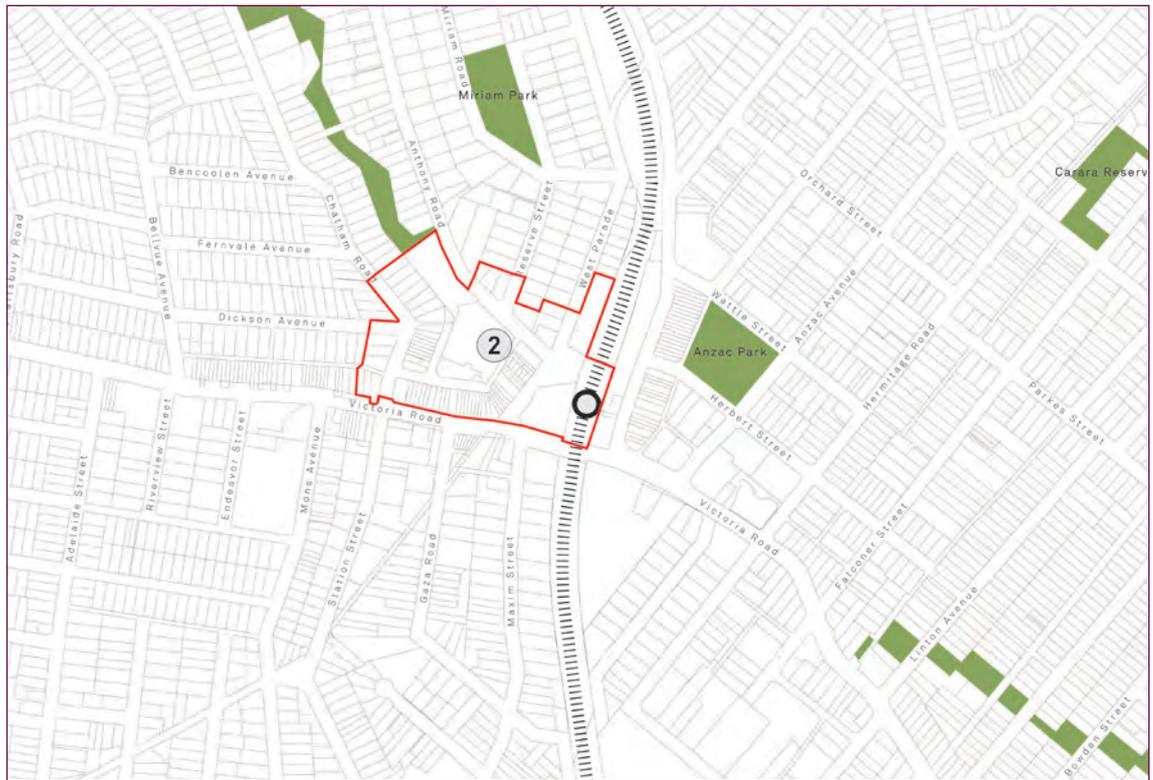


Figure 4.3.12 Retail Core Precinct Boundary

4.2.2 Urban Design

Objectives

1. To encourage mixed use development within the Town Centre where appropriate.
2. To encourage a safe and secure pedestrian-oriented environment.
3. To provide opportunities for a range of commercial/retail uses at ground level.
4. To establish a retail core which services, and is compatible with the surrounding residential areas.
5. To provide the primary commercial and retail centre of West Ryde.
6. To increase diversity in housing opportunities within the West Ryde Town Centre through new mixed use developments.
7. To maintain a diversity of access opportunities and formalise the functions and use of thoroughfares.
8. To maintain and enhance the linkages between the retail core and railway station.

Controls

- a. All development should provide flexible building layouts which facilitate variable tenancies or uses on the first floor of a building above the ground floor.
- b. New development should include retail activities at ground level to maximise activity at street level.
- c. Built form of new development must follow and reinforce the established street alignment to provide a continuous building line for the town centre.

- d. Laneways and arcades must be enhanced and maintained in order to provide clear and accessible pedestrian environment.
- e. Development within the retail core is to ensure a transition to surrounding low density residential areas is achieved.



Images 1 (a), (b) & (c) Precedent Images

4.2.3 Public Domain

Objectives

1. To build on the character of the retail core and the amenity of the public domain.
2. To promote pedestrian activity and safety in the public domain.
3. To provide visual interest and richness in architectural detail.
4. To encourage an address to the street outside of areas where active or street frontages are required.

Controls

- a. Public areas should have direct access from the public domain.
- b. Provide active ground floor uses including well articulated ground floor entrances to buildings.
- c. Building facades are to be of high architectural value and of visual interest to contribute to the character of the street and public domain.
- d. Buildings are to be articulated and are not to present long unrelieved structures that dominate the landscape. All street frontages are to be activated by light, activity, glazing, building articulation or materials to create visual interest.
- e. Provide a linear urban plaza incorporating a 2-metre active street frontage setback along the Chatham Road Key Pedestrian Area (as identified in Figure 4.3.04). The urban plaza is to be designed in accordance with the Public Domain Technical Manual and to Council's satisfaction (refer to Figure 4.3.12a below).

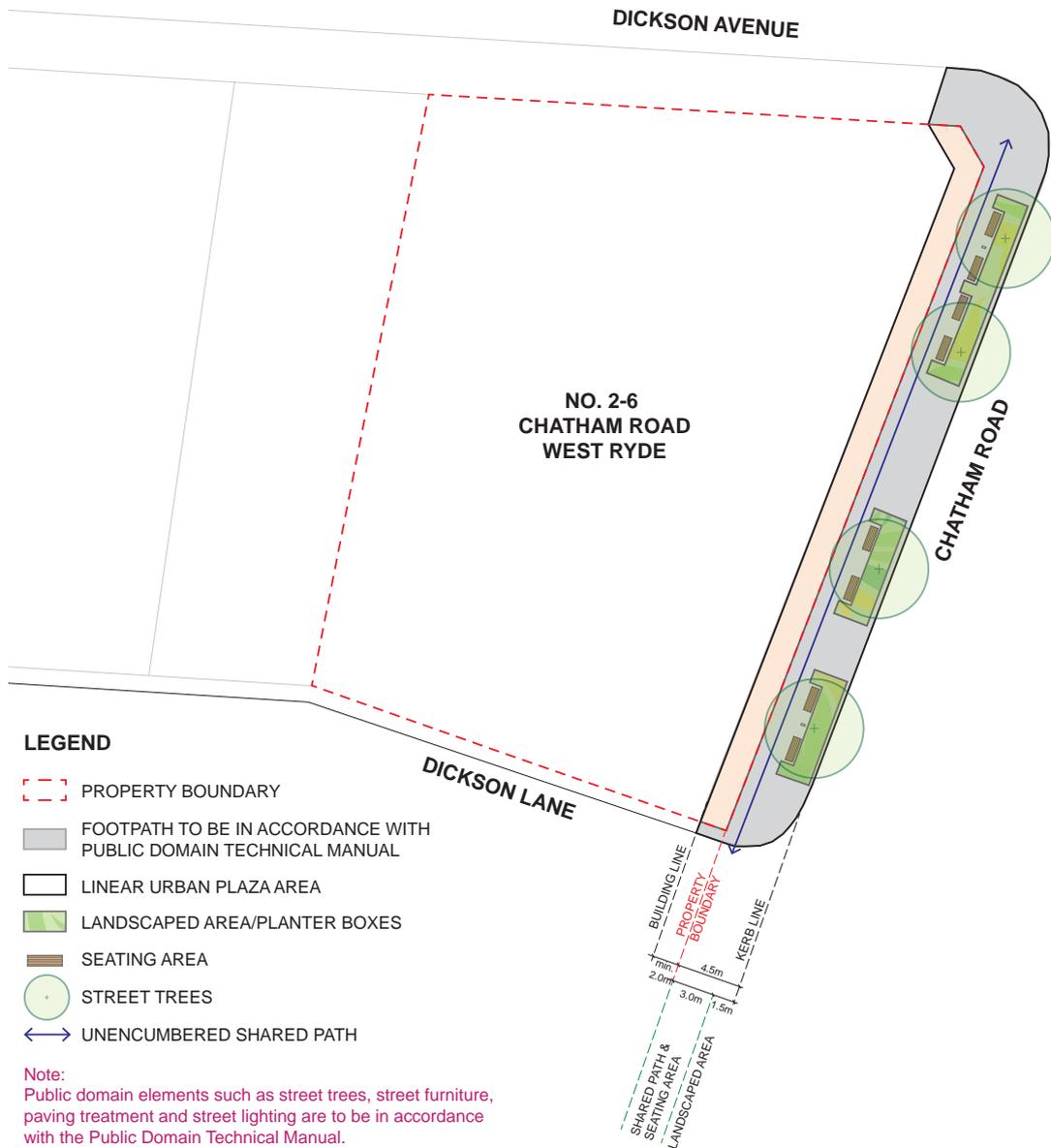


Figure 4.3.12a Indicative Concept - Chatham Road Linear Urban Plaza

4.2.4 Public Car Parking

Objectives

1. To provide a reasonable amount of convenient car parking for general public use in the retail core.

Controls

- a. New car parking within the Retail Core Precinct Centre should be provided in a basement. Where this cannot be achieved, parking areas should be provided at ground level and be adequately enclosed and screened from street frontages.
- b. Car Parking associated with residential and retail and commercial land uses should be separate.

4.3 Ryedale Road

4.3.1 Character Statement

The Ryedale Road precinct is envisaged to be a future mixed use precinct benefiting from a variety of residential, commercial and retail development, and its close proximity to the rail corridor, the retail core of West Ryde, and Anzac Park.

Development on the east side of the railway will consist of a mix of ground level commercial and retail combined with residential units above. Increased heights are permitted in this precinct to capitalise on the proximity to rail. The open space of Anzac Park will balance the scale of the development, and makes the location an appropriate precinct for this type of built form.

The West Ryde Railway Station will activate surrounding businesses and create opportunities for new linkages, connecting Ryedale Road Precinct with the Retail Core. Active uses are to be promoted at the ground and lower levels of development to promote vibrancy and passive and active surveillance of the public domain.

New development adjacent to Anzac Park should enhance the interface with this open space location, ensuring opportunity for views to Anzac Park from the surrounding area, whilst minimising any adverse impacts on the open space. The precinct will also need to recognise the interface between the higher density residential development and the adjacent retail development.

Much of the Ryedale Road Precinct is a Heritage Conservation Area. Future development will also ensure an enhanced recognition and interpretation of the Heritage Conservation Area, as any future development should recognise the significance of the area and incorporate it into the design.

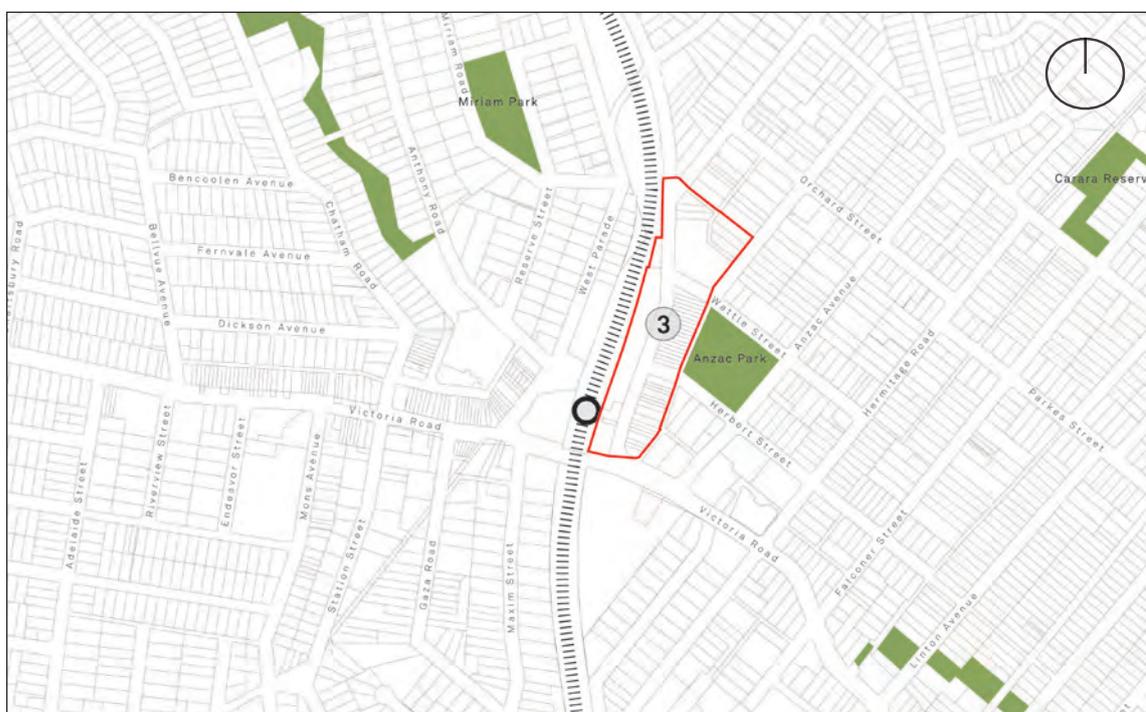


Figure 4.3.13 Ryedale Road Precinct Boundary

Objectives

1. To maintain and preserve the Ryedale Road heritage conservation area.
2. To ensure future development is sympathetic to the existing character of the precinct.
3. To enhance redevelopment opportunities for sites within the Ryedale Road precinct to achieve the maximum building envelope;
4. To recognise the historic fine grain pattern at street level.
5. To establish a neighbourhood level mixed use commercial and retail precinct which capitalises on accessibility to the retail core and West Ryde railway station.
6. To incorporate active uses at ground level, including cafes and restaurants, with residential dwellings positioned above.
7. To improve the accessibility and interface of the West Ryde Railway Station.
8. To help foster a distinctive community identity that reflects the history and enhances the heritage qualities of the local area.
9. To respond to the physical, cultural and urban heritage of the site.
10. To facilitate the provision of a diversity of residential, retail, and commercial uses.

Controls

- a. A Heritage Impact Statement is to be prepared as part of the redevelopment for a heritage item or site in the Ryedale Precinct heritage conservation area.
- b. Development along the residential interface boundary is to be sympathetic in scale and activity to the surrounding residential land uses, protecting the residential amenity.
- c. Future development adjoining the train station should incorporate improved pedestrian access, in order to provide a connection between Ryedale Road and the retail core.
- d. Development is to maintain the character and heritage significance of the heritage conservation area and ensure the infill development responds positively to the heritage character of the area.
- e. Where lot consolidation is proposed, applicants are to provide building envelopes that demonstrate the new development would not significantly impact upon the amenity, streetscape and desired future character, including:
 - adjoining sites are not isolated and retain access;
 - the objectives and principles of this section can be achieved;
 - adequate on site parking can be achieved to meet the parking demands of the development; and
 - the design and function of the development above podium level will achieve a high level of amenity to both its future occupants and to adjoining properties.



Images 2 (a), (b) & (c) Precedent Images

4.4 Anzac Park

4.4.1 Character Statement

The Anzac Park Precinct comprises a residential precinct surrounding the large open space area known as Anzac Park. Anzac Park is an important open space within the West Ryde Town Centre.

The precinct is encouraged for residential development with potential opportunities for ground floor mixed use and live/work adaptability, where the land is zoned for mixed use.

Future development should integrate with the important open space setting created by Anzac Park. New development should provide an attractive streetscape surrounding the park and provide opportunities to overlook the park.

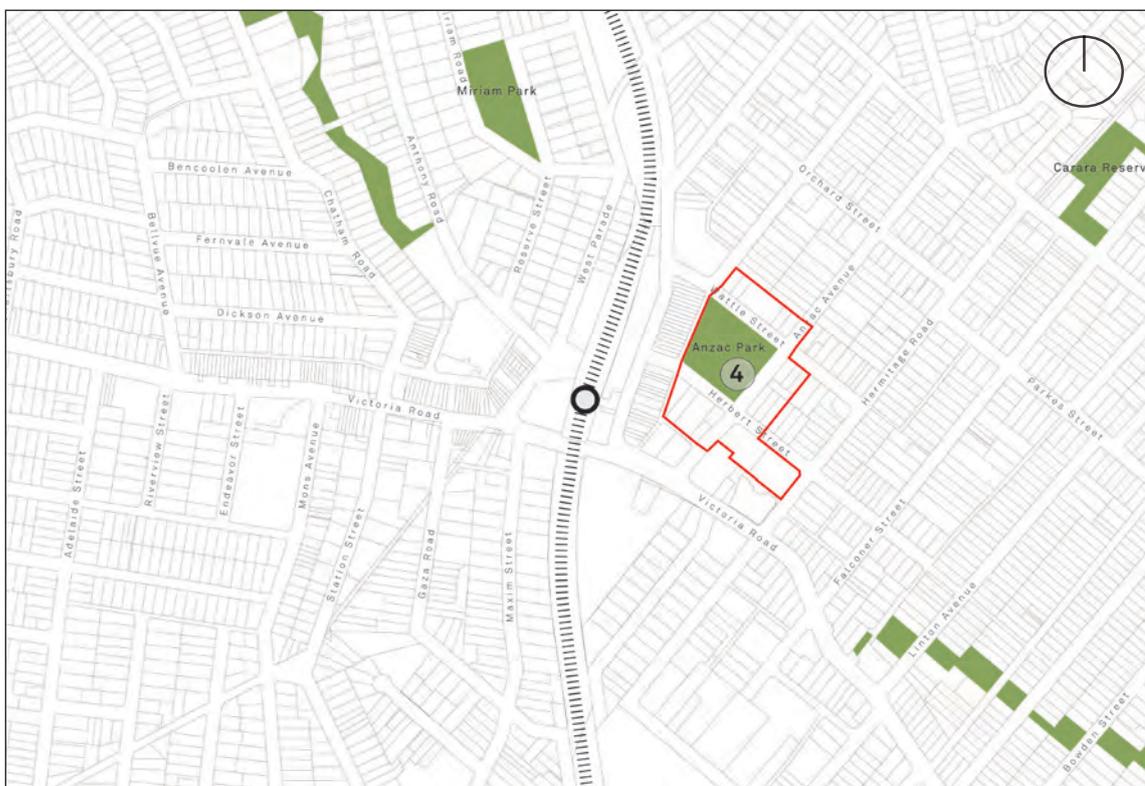


Figure 4.3.14 Anzac Park Precinct Boundary

Objectives

1. To encourage increased residential density around Anzac Park.
2. To reinforce the role and setting of Anzac Park as an important open space and passive recreation space within West Ryde.
3. To recognise the heritage values of the adjacent Ryedale Road Precinct.
4. To provide opportunities to increase pedestrian linkages with the retail core and Ryedale Road Precinct.
5. To provide a consistent built form edge that addresses Anzac Park.

Controls

- a. New buildings are to be designed to activate facades which interface with Anzac Park to promote casual surveillance and interaction (eg. design to include upper level balconies and low front walls).
- b. The bulk and scale of new development is to complement the surrounding residential location.
- c. New buildings within the Anzac Park Precinct which adjoin established residential areas are to provide a transition to these existing areas to maintain the amenity of adjoining residential land uses.



Images 3 (a), (b) & (c) Precedent Images

4.5 Victoria Road Mixed Use

4.5.1 Character Statement

Land to east of the Town Centre comprises a variety of uses along the Victoria Road corridor. The Victoria Road Mixed Use precinct includes several larger allotments on the northern side of Victoria Road providing commercial, retail and residential uses.

Sites within the precinct have been redeveloped recently, adopting a character of mixed use development, comprising of a variety of retail, commercial and residential land uses. This precinct provides a transition to higher density mixed use development to the west and low density residential land to the east, providing an important interface with Victoria Road.

Active ground level uses such as retail activities are encouraged along Victoria Road.

The precinct is slightly elevated above Victoria Road and presents as a prominent location when viewed from the eastern approach to the town centre. New development will assist in establishing a distinctive gateway to the West Ryde Town Centre.

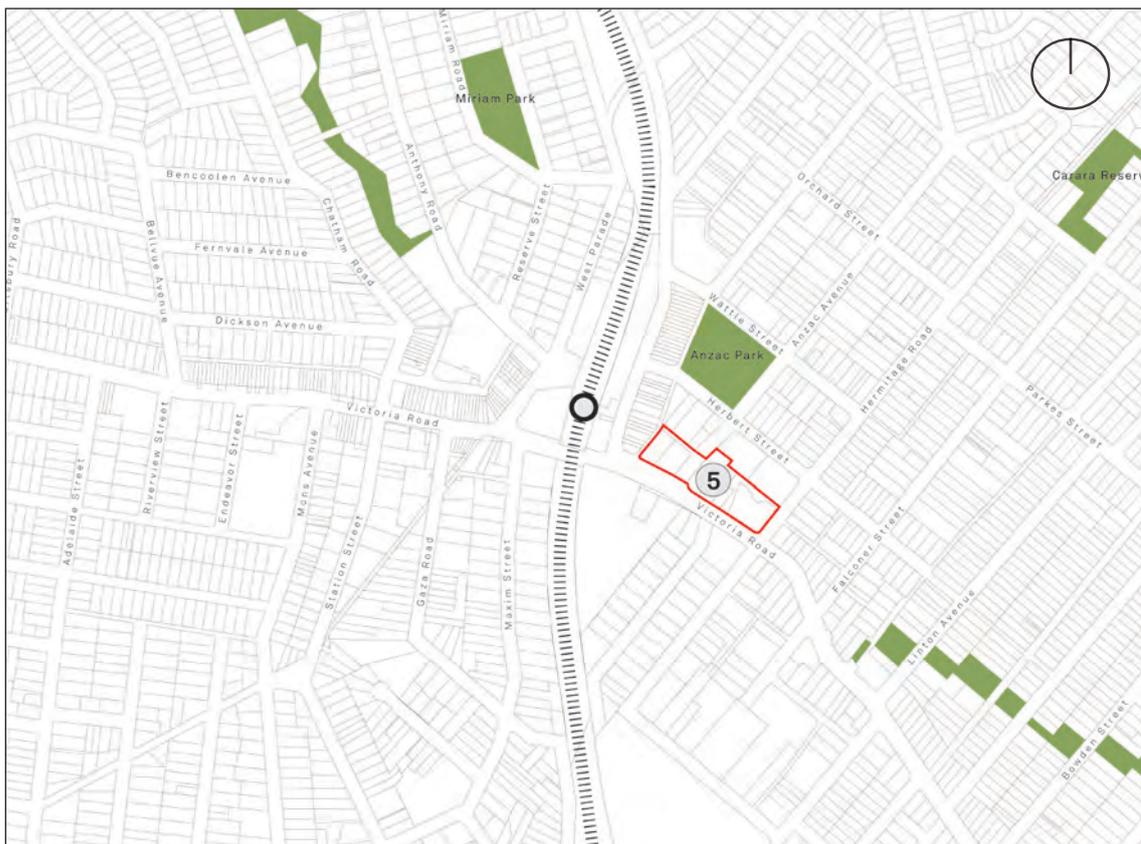


Figure 4.3.15 Victoria Road Mixed Use Precinct Boundary

Objectives

1. To provide a transition from the high density commercial mixed use precinct of the town centre.
2. To assist in establishing a prominent visual gateway to the West Ryde town centre.
3. To provide opportunities for a variety of commercial, retail and residential activities within mixed use developments.
4. To recognise and respond to the elevated location of the precinct along Victoria Road through creation of a visually attractive setting.
5. To respond to the existing built form of adjacent heritage properties.

Controls

- a. New development should provide a primary interface to Victoria Road.
- b. The intention is to develop a mix of uses. This will be achieved by the following measures:
 - i. the precinct will encourage retail uses at ground level fronting onto Victoria Road and existing and proposed land uses;
 - ii. generally commercial uses will be provided on the second levels; and
 - iii. residential uses should be positioned on and above the third level.
- c. Balconies and other facade elements should be provided to the upper levels of buildings which front Victoria Road to increase visual interest to the street.

4.6 Victoria Road Enterprise Corridor

4.6.1 Character Statement

Land along Victoria Road, west of the rail line, provides an important gateway to the West Ryde Town Centre and supports predominantly commercial and residential activities. The precinct is opposite the West Ryde Industrial Area, an important employment and economic precinct for the West Ryde Area.

The land zoned as B6 Enterprise Zone along Victoria Road serves as an important commercial precinct which supports the industrial zone and protects the primacy of core commercial activities within the Town Centre. New development in this precinct will assist in strengthening the visual quality of the Victoria Road Enterprise Corridor.

Development in this precinct will comprise larger footprint commercial activities which are not appropriate for core Town Centre locations and which supplement the activities of the industrial zone. New development should exhibit high quality design which responds to the Victoria Road frontage, provides an important interface with low density residential and improves the visual quality of the corridor.

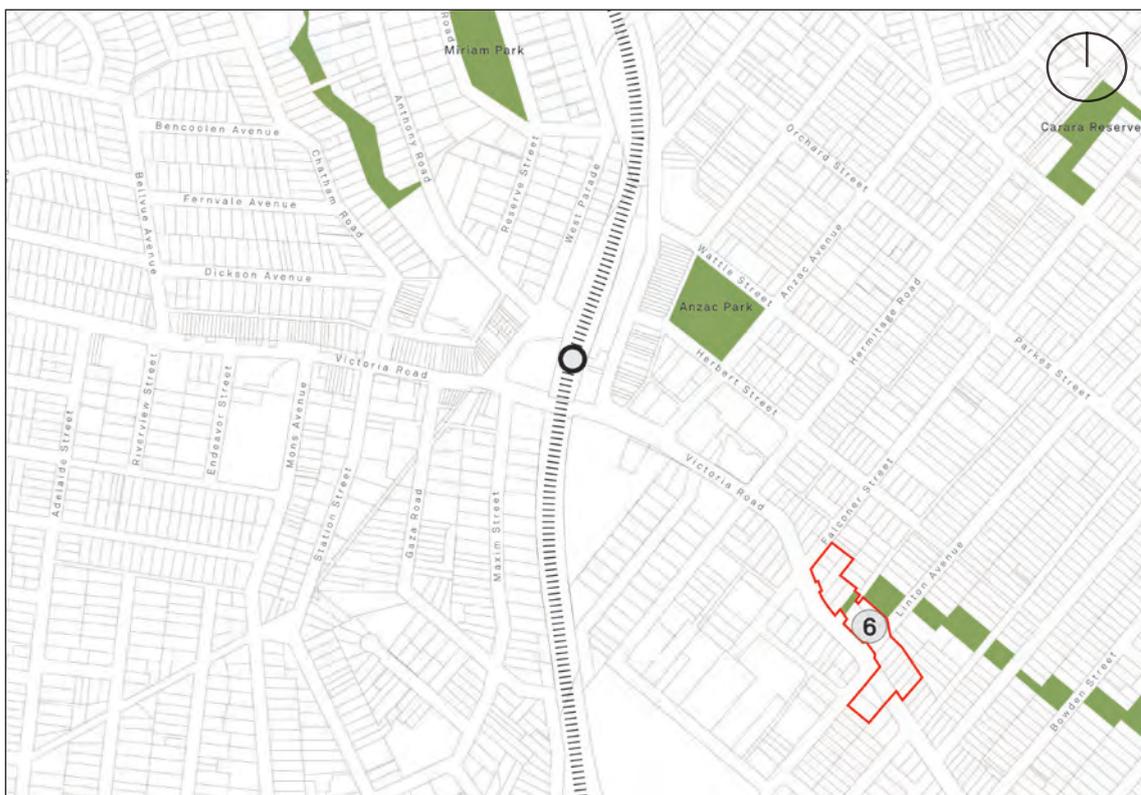


Figure 4.3.16 Victoria Road Enterprise Corridor Precinct Boundary

Objectives

1. To establish a transport corridor related business corridor along Victoria Road adjacent to industrial land uses.
2. To protect the primacy of core commercial and retail activities within the West Ryde Town Centre
3. To encourage establishment of activities which will support the industrial activities to the south west.
4. To encourage a built form and design which is of a high quality and defines the Victoria Road corridor.
5. To assist in defining the eastern gateway to West Ryde.
6. To support and supplement the light industrial activities of West Ryde
7. To ensure that any future extension of the existing use of the land is compatible with adjacent development.

Controls

- a. New development should address Victoria Road and provide use of glazing and contrasting material to provide visual interest to the street. Development should not provide blank walls to the street.
- b. All future development should recognise the presence of the industrial precinct.
- c. Buildings and public domain will delineate entry to the Town Centre through innovative design.
- d. New buildings within the Victoria Road Enterprise Corridor Precinct are to provide a transition to adjoining low density residential areas to maintain the amenity of those adjoining residential land uses.

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