12 CITY OF RYDE DRAFT DEVELOPMENT CONTROL PLAN 2011

Report prepared by: Strategic Planner
Report dated: 31/05/2011 **File No.:** URB/08/1/6 - BP11/416

Report Summary
To recommend that Council resolves to prepare a Development Control Plan (DCP) in line with changes proposed in Draft Local Environmental Plan (LEP) 2011 and City of Ryde Local Planning Study and place the DCP to be known as Draft DCP 2011 on public exhibition.

This report covers information on the changes proposed between DCP 2010 (that came into effect upon the gazettal of LEP 2010) on 30 June 2010 and Draft DCP 2011 which is proposed to be exhibited with Draft LEP 2011.

The following identifies the three categories of change to DCP 2010 and the key changes that will occur under each.

Administrative changes

- Addition of amended Parts that have been recently adopted by Council or adopted for exhibition by Council. They include:-
  - Part 2.1 Notification of Development Applications – adopted by Council on the 19 July 2011,
  - Part 9.3 Parking adopted by Council for exhibition on the 19 July 2011.
- Updating technical requirements and incorporating endorsed Council changes such as:-
  - Part 4.5 Macquarie Park Corridor - the inclusion of the Space Syntax proposed Pedestrian Structure Plan and related controls - Council resolution 16 March 2010.
  - Part 8.2 Stormwater – clarification of technical standards and errors corrected.
- Deleting Parts which are no longer relevant such as Part 3.4 Residential Flat Buildings - more current and relevant controls for such developments are contained within State Environmental Planning Policy No.65 - Design Quality of Residential Flat Development.

City of Ryde Local Planning Study Changes

- Part 3.3 Dwelling houses and Dual Occupancy and Part 3.5 Multi dwelling Housing - Housing Study – both Parts amended to delete Linear Separation controls with respect to dual occupancy and multi dwelling housing developments.
- Part 4.1 Eastwood Town Centre –Centres and Corridor - amended to include controls from Lakeside/Glen Street Eastwood Master Plan.

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- Part 4.2 Meadowbank Urban Village (to be renamed Shepherds Bay Meadowbank)–Centres and Corridors Study - amended to incorporate the development provisions of draft DCP 2008 prepared for the area.

- Review of Part 4.3 West Ryde Urban Village – controls based on the West Ryde Master Plan (Council resolution of 7 December 2010 to prepare a DCP for West Ryde Town Centre).

- Part 4.4 Ryde Town Centre – Centres and Corridor – amended to include the land adjoining the Centre on Victoria Road and Blaxland Road.

- Added new Part – 5.4 Blenheim Road Shopping Centre – Small Centres - controls based on Blenheim Road Master Plan (Council resolution of 7 December 2010 to prepare a DCP for Blenheim Road Shopping Centre).

Draft LEP 2011 changes

- Part 3.3 Dwelling Houses and Dual Occupancy amended to include a reference to subdivision requirements for residential allotments.

- Part 4.4 Ryde Town Centre amended to include planning controls for Ryde Town Centre which have been deleted from LEP 2011.

- Added new Part – 8.6 Floodplain Management Plan – Council resolution 3 November 2009. The new part provides objectives and controls for development of land that is identified as flood affected and is part in response to clauses within draft LEP 2011.

RECOMMENDATION:

(a) That a Development Control Plan (DCP) to be known as DCP 2011 be prepared in line with changes proposed in Draft Local Environmental Plan (LEP) 2011 and City of Ryde Local Planning Study.

(b) That Development Control Plan (DCP) 2011 be placed on public exhibition in accordance with the requirements of the Environmental Planning and Assessment Act 1979.

(c) That a report be prepared for Council's consideration following the exhibition period of draft DCP 2011.

ATTACHMENTS

1 Table 1 - Draft Development Control Plan (DCP) 2011 - CIRCULATED UNDER SEPARATE COVER
2 Draft DCP 2011 - 4.1 Eastwood Town Centre - CIRCULATED UNDER SEPARATE COVER
3 Draft DCP 2011 - 4.3 West Ryde Town Centre - CIRCULATED UNDER SEPARATE COVER

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4 Draft DCP 2011 - 5.4 Blenheim Road North Ryde - CIRCULATED UNDER SEPARATE COVER
5 Draft DCP 2011 - 8.6 Floodplain Management - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Susan Wotton
Strategic Planner

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager - Environment & Planning

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Background
Council on the 16 June 2009 adopted DCP 2010 which reflected the controls within LEP 2010. With the gazettal of LEP 2010 on 30 June 2010 Development Control Plan 2010 became effective and resulted in a single DCP applying to the City of Ryde.

Council resolved on the 11 December 2007 to prepare a comprehensive LEP in accordance with the Standard Instrument and based on the City of Ryde Local Planning Study.

The Local Planning Study recommends local planning provisions for a comprehensive LEP and for the City wide DCP. The City of Ryde Local Study was supported by the following studies:-

- Employment Study
- Environment and Open Space Study
- Housing Study
- Centre and Corridors Study
- Small Centres and Neighbouhood Centres Study
- Heritage Study
- Transport Study
- West Ryde Master Plan

Council resolved on the 7 December 2010 to adopt City of Ryde Local Planning Study and further resolved on the 14 December 2010 that the Director General of the Department of Planning and Infrastructure be requested under Section 65 of the Environmental Planning and Assessment Act, 1979 to certify that draft LEP 2011 may be publicly exhibited.

Ryde LEP 2011 applies to the whole of the City of Ryde with the exception of the specific deferred sites in Macquarie Park Corridor. A new DCP to support the new LEP is now required.

Report
This section of the report covers information on the principal changes proposed between DCP 2010 (that came into effect on the 30 June 2010) and DCP 2011 which will support comprehensive LEP 2011 for the City of Ryde.

Changes are identified in this report in the following categories:-

1. Administrative changes
2. City of Ryde Local Planning Study Changes
3. Draft LEP 2011 changes

Table 1 – Draft Development Control Plan 2011 reviews each Part within DCP 2010, identifies the nature of the change proposed to the Part, the impact of the change and the timing of when the change will occur is **ATTACHED – CIRCULATED UNDER SEPARATE COVER** (Attachment 1).

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It should be noted that this report relates to the changes that will occur to DCP 2010 to bring it into line with LEP 2011 and some of the recommended changes within City of Ryde Local Planning Study. Some Parts have been identified for significant major review which is scheduled to occur in the next 12 months. When a review is undertaken it will be addressed in a separate report to Council.

1. **Administrative changes** – These include:-
   - Updating legislative and other plan references e.g.
     - Part 9.2 Access for People with Disabilities amended to include:-
       - references and commentary on the new Commonwealth Disability (Access to Premises – Buildings) Standards (the Premises Standards) made under the *Disability Discrimination Act 1992* (DDA) which applies to all new building work and to "affected parts" of existing buildings as from 1 May 2011
       - new requirements of the Premises Standards as contained within the Building Code of Australia (BCA).
       - details and commentary on the provisions of Part 4 of the Premises Standards as relating to unjustified hardship exemptions and concessions, including the operations in NSW of an Access Advisory Committee that can assess applications for unjustifiable hardship exemptions
   - Referencing new land use terms in LEP 2011.
   - Formatting changes e.g. headers, footers.
   - Replacing existing Parts of the DCP with Parts which have either been recently adopted by Council as amendments to DCP 2010 or adopted for exhibition. They include:-
     - Part 2.1 Notification of Development Applications – adopted by Council on the 19 July 2011.
     - Part 9.3 Parking – adopted by Council for exhibition on the 19 July 2011 – exhibition of this document commenced on the 14 September 2011.
   - Addition of Part 8.5 Public Civil Works which has had draft status for a number of years.
     Council resolved a number of years ago to exhibit a DCP known as Engineering Standards which comprised a number of parts. Four of these parts,(Stormwater Management, Construction Activities, Driveways and Title Encumbrances) are already contained within DCP 2010 and will be transferred across into Draft DCP 2011. The other part, Public Civil Works is presently available for viewing on Council's internet as a draft DCP .The draft document has been consistently applied by Council since it was first exhibited. It is considered that the development of draft DCP 2011 provides an opportunity to incorporate the document into a DCP for the City of Ryde.

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- Deleting Parts which are no longer relevant. They include:-
  - Part 3.4 Residential Flat Buildings – more current and relevant controls for such developments are contained within State Environmental Planning Policy No.65 - Design Quality of Residential Flat Development.
  - Part 6.2 Linton Avenue and Victoria Road West Ryde – Property under draft LEP 2011 has been rezoned and controls for the land are covered within the Part 4.3 West Ryde Town Centre
  - Part 6.5 Waterloo Road (215 – 217) Crimea Road (101) Marsfield – development has been completed.

The incorporation of Part 8.5 Public Civil Works and an amended Part 9.3 Parking into DCP 2011 will be highlighted in the public notices given of the exhibition of the draft DCP.

2. City of Ryde Local Planning Study Changes – These changes reflect recommendations adopted by Council on 7 December 2010 in the City of Ryde Local Planning Study. The changes include:-

- Part 3.3 Dwelling houses and Dual Occupancy - Housing Study – Deleting control 2.3 (a) Linear Separation.
- Part 3.5 Multi dwelling Housing (attached) - Housing Study – Deleting control 2.4 Separation of Medium Density Development in the Residential A Zone (Linear Separation).
- Part 4.2 Meadowbank Urban Village (renamed Shepherds Bay Meadowbank) – Centres and Corridors Study –Substantially amending the Part to incorporate the development provisions of draft DCP 2008 previously prepared for the area.
- Part 4.4 Ryde Town Centre – Centres and Corridors Study –Amending the Part to incorporate :-
  - development controls for the land adjoining the town centre including Ryde Ex-services Bowling Club and adjacent land , Hunter Holden and land through to the Scouts Hall along Victoria Road, 158 – 194 Blaxland Road (rear of Civic Centre).
  - Controls guiding urban form/design criteria (this includes setbacks and height controls) for development based on the incentive clauses within draft LEP 2011 for the Ryde Town Centre Master Plan.
- 4.4 Gladesville Town Centre – Centres and Corridors Study – Amending the Part to incorporate development controls for the land adjoining the town centre including, 11 – 15 Farm Street, 14 – 28 Oxford Street , 2a and 2b Westminister Road.
- 4.1 Eastwood Town Centre – Centres and Corridors- Deleting car parking controls and referencing Part 9.3 Parking to ensure a consistent set of off street parking rates in Centres.

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Three additional changes are proposed to Draft DCP 2011 based on recommendations of the Local Study. They are:-

- 4.1 Eastwood Town Centre – Centres and Corridors - addition of controls for Lakeside/Glen Street Eastwood based on the Lakeside/Glen Street Master Plan.
- Addition of new Part – 5.4 Blenheim Road Shopping Centre – Small Centres - controls based on Blenheim Road Master Plan.
- Review of Part 4.3 West Ryde Urban Village (to be now known as West Ryde Town Centre).

• Part 4.1 Eastwood Town Centre & Part 5.4 Blenheim Road Shopping Centre

Under Draft LEP 2011 floor space and height incentives have been provided for both areas based on amalgamation of lots to achieve specific lot sizes. The incentives have been put in place to encourage revitalisation of the areas and development that meets modern design standards. The DCP controls developed for the two areas apply regardless of whether or not lot amalgamation occurs.

Based on the Master plan studies for the two areas the following has been developed: -

Objectives include:-

- To facilitate the coordinated development of each area;
- To reinforce each area as a retail, employment and residential location;
- To create an attractive, safe, convenient well used public domain; and
- To develop a sustainable centre that balances social, economic and environmental objectives.

Controls include:-

- Front setbacks at upper and ground levels.
- Side and rear setbacks
- Minimum floor to ceiling heights
- Locations of awnings
- Parking and access controls
- Public domain controls
- Public domain requirements

Part of draft DCP Part 4.1 containing controls on Lakeside/Glen Street and draft DCP 5.4 Blenheim Road Shopping Centre are **ATTACHED – CIRCULATED UNDER SEPARATE COVER** (Attachments 2 and 4).

• Part 4.3 West Ryde Urban Village (to be now known as West Ryde Town Centre)

As part of the Local Planning Study and Draft Local Environmental Plan 2011, Council adopted the master plan and draft planning controls for the West Ryde Town Centre and adjoining areas with the aim of encouraging the revitalisation of the centre. This resulted in changes to zoning, floor space and height controls within draft LEP 2011 with respect to certain properties within the subject area.

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The review of DCP Part 4.3 West Ryde town centre has been undertaken by specialist consultants, Hassell.

The revised controls will help facilitate the revitalisation of West Ryde town centre and adjoining areas as a vibrant, attractive and safe urban environment with a diverse mix of commercial, residential and retail opportunities. The industrial areas adjoining the town centre are protected.

The draft DCP Part 4.3 provides objectives, principles and development controls to guide future development within West Ryde town centre and adjoining areas in order to achieve the vision for the area as expressed in the master plan.

The main changes between the current Part 4.3 of DCP 2010 and the proposed replacement Part 4.3 include:

- The vision for the Centre is identified through future character statements and development controls prescribed for the whole of the Centre and on a precincts basis - the precincts are:
    - Victoria Road West
    - Retail Core - the core includes parts of Chatham Road/ Anthony Road
    - Ryedale Road
    - Anzac Park
    - Victoria road Mixed use (between Hermitage and Ryedale Road)
    - Victoria Road Enterprise Corridor

- General Development Controls - built form controls have been amended to provide greater clarity and direction on elements such as setbacks, architectural characteristics, use of awnings. Provisions for housing choice/mix have been introduced.

- Controls to create active street frontages have been introduced in defined parts of the Centre – e.g. along parts of Chatham Road and Ryedale Road.

- Controls allowing a variation of the planning controls where a public benefit such as a childcare centre, open space, community facility has been removed from the DCP in accordance with the Department of Planning and Infrastructure's (DOPI) direction to remove a similar clause from DLEP 2011.

- Controls have been introduced to ensure building design and siting address the interface that occurs between the built form in the town centres and the low scale residential development surrounding the centre.

- Controls for parking and signage have been removed from the Part 4.3 as these elements are addressed in Part 9.1 Signage and Part 9.3 Parking.

- Controls relating to the public domain, access and environmental matters have been reviewed and amended to provide a comprehensive and updated set of provisions. Controls have been introduced for public art.

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The draft DCP Part 4.3 West Ryde Town Centre is **ATTACHED – CIRCULATED UNDER SEPARATE COVER** (Attachment 3).

The addition of these three new Parts to Draft DCP 2011 will be highlighted in the material associated with the exhibition of the draft DCP.

3 **LEP 2011 changes.** These changes involve referencing relevant clauses from the draft Plan and including clauses and schedules deleted by DoPI from the draft LEP.

- Part 3.3 Dwelling Houses and Dual Occupancy amended to:-
  - include a reference to subdivision requirements for residential allotments (clause removed from DLEP 2011 by Section 65 Certificate).
  - Include a note that the term duplex building can be read as dual occupancy (attached) for the purposes of the strata subdivision clauses within LEP 2011 (clause removed from DLEP 2011 by Section 65 Certificate)
  - Referencing new LEP Clauses related to strata subdivision and minimum site area and width requirements for dual occupancy

- Part 3.5 Multi dwelling housing amended to include a reference to LEP 2011 clauses relating to minimum site area and width requirements and height of dwellings.

  With respect to Part 3.5 Multi dwelling housing it should be noted that the term multi dwelling housing (attached) can no longer be used in the land use table with respect to draft LEP 2011. This means that a multi dwelling development can now consist of three (3) or more dwellings that can be either attached or detached or a combination of attached and detached to each other.

- Part 4.4 Ryde Town Centre – include a reference to development requirements for Ryde Town Centre (clause removed from DLEP 2011 by S65 Certificate).

- Part 8.6 Floodplain Management Plan. Council on the 3 November 2009 reviewed the Eastwood & Terry's Creek Floodplain Risk Management Study and Plan and resolved to prepare flood management clauses to be included in LEP 2011 and to prepare a DCP for floodplain management to be included in the City Wide DCP. Part 8.6 Floodplain Management Plan provides objectives and controls for development of land that is identified as flood affected.

The draft DCP Part Floodplain Management Plan is **ATTACHED – CIRCULATED UNDER SEPARATE COVER** (Attachment 5).

Part 8.6 Floodplain Management Plan will be highlighted in the material associated with the exhibition of the draft DCP.

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Consultation
Internal Council business units consulted included:-
The following internal business units have been consulted with respect to the development of the draft DCP:-

- Public Works - Access
- Community Life - Open Space
- Environment and Planning - Urban Planning
- Environment and Planning - Assessment

All internal Council business units will be consulted by placing the draft DCP on the intranet and the internet.

Internal Workshops held:-

- Not Applicable.

External public consultation included:-
None required for the preparation of the draft DCP.

As required under the Regulations to the Environmental Planning and Assessment Act the draft Plan will be required to be exhibited for a period of not less than 28 days, by notice in the local newspaper.

Council on the 14 December 2010 resolved to undertake a consultation process for draft LEP 2011 that includes:

- Exhibition period of 6 weeks.
- A public notice of the exhibition in each Ryde City View edition during the 6 week period.
- Use of Council Kiosks in each of Council's libraries to provide internet access to both the Ryde LEP 2010 and draft LEP 2011 for information and comparison purposes. Similar computer access will be available for customers within the Civic Centre.
- Hard copies of both Ryde LEP 2010 and draft LEP 2011 on display or available for viewing depending on space availability within each library and the Civic Centre.
- A4 Information posters displayed within each library and the Civic Centre directing customers to Council Kiosk or hard copy displays.
- All internal Council business units will be consulted by placing the draft LEP on the intranet and the internet and by e – mailing individual business units highlighting areas of interest and requesting that areas are checked and verified for accuracy.
- External public consultation with landowners whose land has a change in zoning, height and floor space.

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- External public consultation with landowners that adjoin sites were a change in zone, FSR and height is to occur as identified in the Centres and corridors and Small Centres studies.

- External public consultation with Meadowbank West Ryde Progress Association, North Ryde Residents Group, and Putney and District progress Association.

- Consultation with the following City of Ryde Advisory Committees:
  - Climate Change and Sustainability Committee
  - Eastwood & Terry's Creek Floodplain Risk Management Committee
  - Economic Development Advisory Committee
  - Heritage Advisory Committee
  - Macquarie Park Floodplain Risk Management Committee

It is anticipated that the exhibition of draft DCP 2011 will occur during the exhibition of draft LEP 2011 and as such all of the above will also be in place for the exhibition of draft DCP 2011.

Critical Dates
Draft LEP 2011 has been with the Department of Planning and Infrastructure since December 2010 and it is anticipated that the draft LEP will be able to be exhibited in August/September of 2011.

It is considered that draft DCP 2011 should be placed on exhibition at the same time as draft LEP 2011 or within a short period of draft LEP 2011 being on exhibition to ensure a consistency of information between the two documents.

Financial Impact
To exhibit draft DCP 2011 it is necessary to place an advertisement in a local newspaper. The cost of placing the advertisement is estimated at $1,000.

This project is provided for in the current budget for the financial year 2011/12 from the Urban Planning Budget.

Policy Implications
The recommendation is consistent with the requirements of the Environmental Planning and Assessment Act 1979.

Under the Regulations to the Act a council may repeal a development control plan by a subsequent development control plan coming into effect.

Other Options
Not applicable.

Table 1 – Draft Development Control Plan (DCP) 2011

Definition of Administrative changes -

- Formatting changes- headers , footers , title pages
- Updating legislative references, LEP and other plan references
- Removal of information from individual chapters which is covered in the Introductory Chapter e.g. Land to which this DCP applies (where reference is the whole of the City)
- Updating land use terms and definitions to reflect LEP 2011

Definition of No Impact – no significant change from what is already required under the DCP 2010 or other legislation

NOTE: Reference to **Immediate** in Timing of amendment means carried as part of Draft DCP 2011 on exhibition with Draft LEP 2011.

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
1.0 INTRODUCTION			
1.Introduction	Administrative	No impact	Immediate
2. ADMINSTRATION			
2.1Notification of Development Applications	Administrative – recent amendments effective 10 August 2011.	No impact	Immediate
3.DEVELOPMENT TYPE			
3.1Sex Services Premises	Administrative	No impact	Immediate
3.2Child care Centres	Administrative	No impact	Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
3.3Dwelling Houses and Dual Occupancy (attached)	1. Administrative 2. City of Ryde Local Planning Study (Housing Study) recommendation:- **Delete:-** *Linear Separation* 3. Controls brought in line with changes to DLEP 2011:- (a) **Added** - Subdivision controls (b) **Added** - Referencing LEP 2011 clauses for Dual Occupancy (attached) developments relating to minimum 20m road frontage requirements and minimum area requirements 580m2 and strata subdivision clause. (c) **Added** – Note stating duplex buildings are to be read as dual occupancy (attached)	1. No impact 2. Removes requirement for dual occupancy (attached) developments to be separated from each other or multi dwelling housing developments by a specified distance . Increases development potential for dual occupancy (attached). 3. (a) No impact - Provides controls on the subdivision of normal and hatched shaped allotments e.g. width of accessway , road frontage, width of block. Controls will be in line with subdivision requirements specified in LEP 2010 that have been removed by DoPI from DLEP 2011. 3 (b)Requirement that land has a minimum 20m wide frontage will impact on the number of allotments that can be developed for dual occupancy . 3 (c)No impact. Developments	1. Immediate 2. Immediate 3. Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	developments for the purposes of strata subdivision clause	approved under the Ryde Planning Scheme would have been approved as duplex buildings. The Clause making reference to duplex buildings being the same as dual occupancy developments has been deleted by DoPI from DLEP 2011.The note will reduce confusion for the community.	
	4. **Amended** Parking controls brought in line with Chapter 9.3 Car Parking for dwelling houses.	4. Control *2.10.1 Parking* specifies maximum 2 spaces, minimum 1 space for dwelling houses . Under DCP 9.3 Car Parking requirement for dwelling houses is up to 2 spaces.	4. Immediate
	5. Overall review being undertaken to consider design and development control issues in the DCP	5. To be subject of separate report to Council	5. June 2012
3.4Residential Flat Buildings and Multi Dwelling Housing (not within the Low Density Residential Zone)	**Deleted**	No impact - Controls and design requirements covered by *State Environmental Planning Policy 65 – Design Quality of residential development*	Immediate
3.5Multi Dwelling Housing (attached)	1. Administrative	1. No impact	1. Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	2. City of Ryde Local Planning Study (Housing Study) recommendation – **Delete**:- *Linear Separation*	2. Removes requirement for multi dwelling housing developments to be separated from each other and dual occupancy (attached) developments by a specified distance. Increases development potential for multi dwelling housing .	2. Immediate
	3. Controls brought in line with changes to DLEP 2011:- (a) **Added**:- Referencing LEP 2011 clauses relating to Minimum 20m road frontage requirements and minimum area requirements 900m2	3(a) No impact - DCP controls presently reflect proposed LEP frontage requirements of 20m. and density requirements reflect a minimum area requirement of 900m2 .	3. Immediate
	(b) **Amended**:- Reference to height controls e.g. maximum 5m for dwellings that do not front the street	3(b) The LEP clause will limit the ability for dwellings that do not have road frontage to have an attic.	
	(c) **Deleted** Note providing guidance on the development of 2 storey dwellings that can be no more than 8 m in height (ie where the 2 storey must be within the roof	3(c) Under DLEP 2011 restriction of height of dwellings to a maximum of 8m where adjoining dwellings are less than 9.5m high has been deleted. No impact as note is no longer relevant	

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	of the dwelling). 4. Overall review being undertaken to consider development controls and design issues.	4 Subject of separate report to Council	4. June 2012
Boarding Houses (to become Chapter 3.4)	New chapter	Subject of separate report to Council	March 2012
4.0 URBAN CENTRES			
4.1Eastwood Town Centre	1. Administrative 2. City of Ryde Local Planning Study (Centres and Corridor Study)- (a)**Deleted** Car parking controls deleted and reference to Chapter 9.3 Car Parking made. (b)**Added** Controls for Lakeside/Glen Street Eastwood based on the	1. No impact 2. (a) By making Chapter 9.3 Car Parking the reference for all parking requirements for all centres a consistent approach to car parking requirements for such areas will be achieved. (b) Controls include:- • Front setbacks at upper and ground levels.	1. Immediate 2. Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	Lakeside/Glen Street Master Plan added (c)**Amended** Maps reflecting land affected by chapter expanded to include Lakeside/Glen St 3. Overall review of the controls for the Centre	• Side and rear setbacks • Minimum floor to ceiling heights • Locations of awnings • Parking and access controls • Public domain controls • Public domain requirements (c)No impact 3. Subject to a separate report to Council	3.December 2012
4.2 Shepherds Bay Meadowbank	City of Ryde Local Planning Study (Centres and Corridor Study) recommendation -*Chapter to incorporate the development provision of draft DCP 2008 prepared for the area*	Provides a framework for the future of Meadowbank that will guide building , height and form, pedestrian and vehicular access, infrastructure upgrades and public domain improvements. Chapter previously known as DDCP Meadowbank Employment Area was exhibited in February 2008.	Immediate
4. West Ryde Town Centre	Council resolution of 7 December 2010 to prepare a DCP for West Ryde Town	• General Development Controls - built form controls have been amended to	Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	Centre Overall review of chapter and the development controls for the town centre undertaken as part of a West Ryde Master Study . New chapter to be known as West Ryde Town Centre.	provide greater clarity and direction on elements such as setbacks, architectural characteristics, use of awning. Provisions for housing choice/mix have been introduced. • Controls to create active street frontages have been introduced in defined parts of the Centre – e.g. along parts of Chatham Road and Ryedale Road. • Controls allowing a variation of the planning controls where a public benefit such as a childcare centre, open space, community facility has been removed from the DCP in accordance with the Department of Planning and Infrastructure's (DOPI) direction to remove a similar clause from DLEP 2011. • Controls have been introduced to ensure building design and siting address the interface that occurs between the built form in the town centres and the low scale residential development surrounding the centre. • Controls for parking and signage have	

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
		been removed from the Part 4.3 as these elements are addressed in other Parts of DCP 2011 – Part 9.1 Signage and 9.3 Parking. • Controls relating to the public domain, access and environmental matters have been reviewed and amended to provide a comprehensive and updated set of provisions. Controls have been introduced for public art. • Incorporate development controls to Anzac Park and land adjoining the town centre along Victoria Road (east of the centre)	
4.4Ryde Town Centre	1. Administrative changes 2. City of Ryde Local Planning Study (Centre and Corridor Study) recommendation – *Chapter to be amended to incorporate development controls for the land adjoining the town centre*	1. No impact 2. (a) Chapter amended to incorporate development controls for the land adjoining the town centre including Ryde Ex- services Bowling	1.Immediate 2.Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	(a)Added Design controls for adjoining areas (this includes the incorporation of adjoining areas in all relevant maps) **(b)Added** Controls guiding urban form/design criteria for development based on the incentive clauses within draft LEP 2011 from the Ryde Town Centre Master Plan. 3. Controls to be changed to be in line with DLEP 2011 (a) **Added** - Reference to incentive clauses within LEP 2011 (b) **Added** – Schedules removed from LEP 2011 relating to Precincts 1, 2 and 3 placed within DCP	Club and adjacent land , Hunter Holden and land through to the Scouts Hall along Victoria Road, 158 – 194 Blaxland Road (rear of Civic Centre). 2 (b) Controls provided on setbacks for arterial roads and special sites and height (maximum of 6 storeys) for the Ryde Town Centre Commercial Core. 3(a) Incentive clauses referenced and explained . 3(b) No impact - Requirements previously in LEP 2010	3.Immediate
4.5Macquarie Park Corridor North Ryde	1. Administrative 2. Council resolution 16 March 2010.- The inclusion of the Space	1. No impact 2. Subject to a previous separate report to Council – controls will aim to	1. Immediate 2. Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	Syntax proposed Pedestrian Structure Plan and related controls **Added** Pedestrian Access Structure Plan and design controls to ensure pedestrian ways, through block connections and arcades are accessible , continuous, well lit , safe and supported by active retail uses 3. Overall review based on the review of the infrastructure requirements.	promote pedestrian activity and contribute to the vitality of the Macquarie Park Corridor. 3. Separate report to Council	3. June 2012
4.6 Gladesville	1. Administrative 2. City of Ryde Local Planning Study (Centres and Corridors Study) recommendation – *Chapter to be amended to incorporate development controls for the land adjoining the town centre* **Added** Design controls for adjoining areas (this includes the incorporation of adjoining areas in all relevant maps)	1. No impact 2. Amending the chapter to incorporate development controls for the land adjoining the town centre including, 11 – 15 Farm Street, 14 – 28 Oxford Street , 2a and 2b Westminister Road.	1. Immediate 2. Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
5.0 SPECIAL AREAS			
5.1Coronation Avenue and Trelawney Street , Eastwood Character Area	Administrative	No impact	Immediate
5.2Eastwood House Estate , Heritage Conservation Area	Administrative	No impact	Immediate
5.3Tyrell Street , Gladesville , Character Area	Administrative	No impact	Immediate
5.4 Blenheim Road Shopping Centre	**New Part** City of Ryde Local Study (Small Centres & Centres and Corridors Study) recommendation - Detailed controls to be prepared for the centre at Blenheim Road. Chapter subject of separate report to Council. Note: Cox's Road Shopping Centre is part of the Small Centres Master Plan and a Traffic Study of the area is being finalised. The outcomes of the Traffic Study will be reported separately to Council.	Provides a framework of design guidelines that supports the development incentives within LEP 2011 to revitalise the Blenheim Road Shopping Centre . Controls for the area include:- • Front setbacks at upper and ground levels. • Side and rear setbacks • Minimum floor to ceiling heights • Locations of awnings • Parking and access controls • Public domain controls • Public domain requirements	Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
6.0 SPECIFIC SITES			
6.1Blaxland Road (601-607) Eastwood	Administrative	No impact	Immediate
6.2Linton Avenue and Victoria Road West Ryde	**Deleted**	Land rezoned from B5 Business Development to B6 Enterprise Corridor under DLEP 2011. Area to be included into Chapter 4.3 West Ryde Town Centre.	Immediate
6.3M2 Highway Services Centre	**Deleted**	DoP advised with respect to LEP 2010 they no longer wish to utilise areas previously set aside for Highway Service Centre – No impact	Immediate
6.4Pennant Avenue (1-13) Denistone	Administrative	No impact	Immediate
6.5Waterloo Road (215-217) Crimea Road (101) Marsfield	**Deleted**	Development has been completed.	Immediate
7.0 ENVIRONMENT			
7.1Energy Smart, Water Wise	Administrative Major Overall Review	To be a separate report to Council	June 2012
7.2Waste Minimisation and Management	Administrative	No impact	Immediate
8.0 ENGINEERING			
8.1Construction	Administrative	No impact	Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
8.2Stormwater	Administrative	No impact	Immediate
8.3Driveways	Administrative	No impact	Immediate
8.4Title Encumbrances	Administrative	No impact	Immediate
8.5 Public Civil Works	New Part– previously exhibited and in use for a number of years.	No impact	Immediate
8.6 Floodplain Management Plan	New Part – Council on 3 November 2009 resolved to prepare a DCP in response to the Eastwood & Terrys Creek Flood Study and Plan .	The Part provides objectives and controls for the development of land in flood affected areas.	
9.0 OTHER PROVISIONS			
9.1Signage	Administrative		Immediate
9.2Access for People with Disabilities	1. Administrative 2. General Overview to ensure the controls are consistent with the State Government provisions released in May 2011.	1. No impact 2. Subject to separate report to Council	1. Immediate 2. December 2012
9.3 Parking	Administrative This chapter was recently reviewed by Council on 19/7/2011 at which time Council resolved to exhibit the amended DCP chapter .	This chapter was the subject of a recent report to Council	Immediate
9.4Fencing	Deleted – incorporated into Dwelling		Immediate

Proposed changes to DCP 2010 Part	Reason for change	Nature and impact of change	Timing of amendment
	house chapter		
9.5Installation of Satellite Dishes etc	Administrative		Immediate
9.6Tree Preservation	Administrative	No Impact	Immediate
10.0 DICTIONARY	Administrative	No impact	Immediate

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Development Control Plan 2011

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

إذا تعذر عليك فهم محتويات هذه الوثيقة، نرجو الحضور إلى موكز بلدية رايد Ryde Civic Centre على العنوان: 1 Devlin Street, Ryde من الاثنين إلى الجمعة بين الساعة 8.30 صباحًا والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي تطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، نيابةً عنك.

ARMENIAN

Եթէ այս գրութիւնը չէք հասկնար, խնդրեմ եկէք՝ Ռայտ Սիվիք Սենթըր, 1 Տելվին փողոց, Ռայտ, (Ryde Civic Centre, 1 Delvin Street, Ryde) Երկուշաբթիէն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցէք Հեռաձայնի եւ Թարգմանութեան Սպասարկութեան՝ 131 450, եւ խնդրեցէք որ թարգմանիչ մը Ռայտ Քաղաքապետարանին հետ կապ հաստատէ ձեզի համար, հեռաձայնելով՝ 9952 8222 թիւին։

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員爲你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

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

ITALIAN

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KOREAN

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

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 policies relating to the future development of Eastwood. It 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 and Meadowbank. It will see these Centres progressively transformed into "urban villages".

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

- *Ryde Local Environmental Plan 2011*
- *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 through controls and provisions which:

1. Facilitate the creation of "community convenience retail centres";
2. Encourage new development or the re-use of existing buildings containing a mix of land uses;
3. Describe the desired maximum scale and bulk of new buildings;
4. Improve the appearance of the existing buildings;
5. Improve pedestrian amenity and develop a sense of community place;
6. Create a people-friendly place with active street life;
7. Increase the number of people living within walking distance of public transport services;
8. Provide for safe and convenient motor vehicle access and parking;
9. Protect and enhance items of environmental heritage within each centre; and
10. 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 , Lakeside Road and Glen Street as identified in Figure 4.1.01.

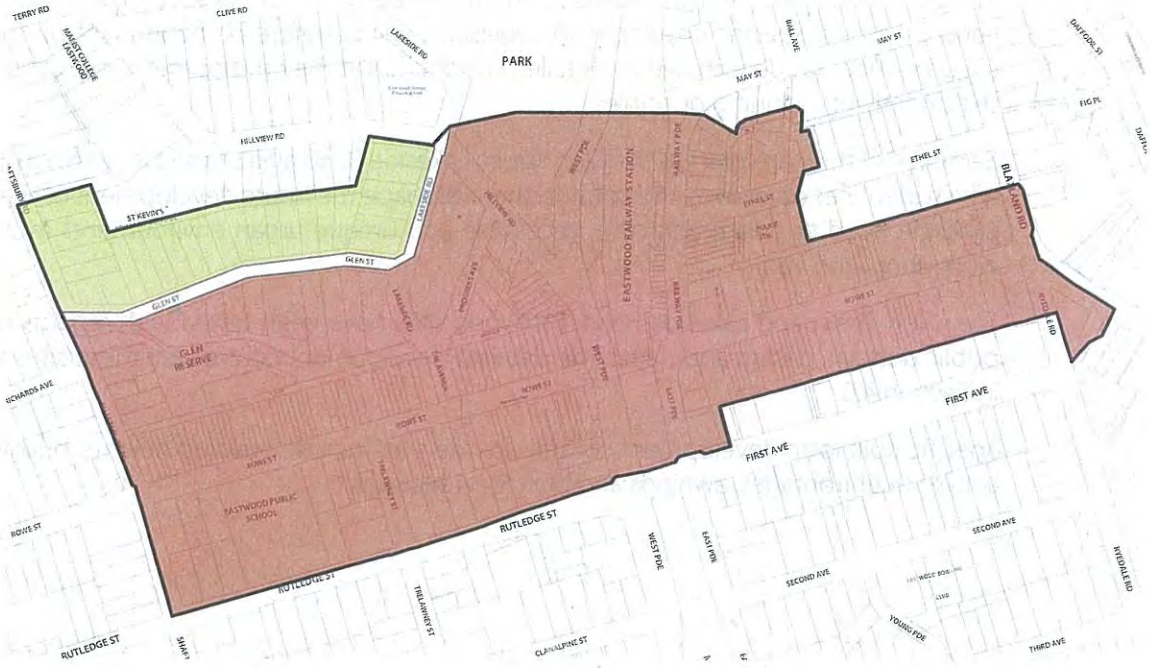


Figure 4.1.01 Eastwood Urban Village

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

1.4 Structure of this Part

Section 3 of this Part provides guiding principles for future development and a statement indicating the desired future for Eastwood, to which Council and the community have committed.

Section 3 of this Part refers to Eastwood Village and contains seven development policy categories:

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

For each development policy there is a strategy that explains what compliance with the development policy seeks to achieve. The policy provides a set of provisions that detail the manner in which compliance may be achieved and any circumstances when Council may consider variations to the provisions.

It is critical that the development policies for Eastwood be considered as a whole to understand the relationships between the various components, which together will 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 objectives, any variation to the specific development provisions will therefore be dependant on individual site circumstances (as determined by detailed site analysis at the development application stage) and the underlying planning principles.

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

The, Glen Street and Lakeside Road, Eastwood 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 GUIDING PRINCIPLES

2.1 Master Plan

Council, as part of its commitment to Centre Revitalisation, has embarked on an Urban Villages concept for the City's traditional centres. An Urban Village being a place in a City which has the characteristics of a village and may be deifned 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.

A Master Plan has been completed for Eastwood, which guides the development of the Village through to the year 2020. This Urban Village Plan is based on a set of strategies that have been developed to guide the future growth of Eastwood Town Centre. Supporting this Plan is a range of enhancement and infrastructure projects designed to improve the amenity of the area and increase the safety of those using the centre.

In assessing any development application relating to land within any 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

The planning principles for Eastwood 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 define and contribute to the public domain so as to create a high quality physical setting for buildings, which is safe and accessible and 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 these public spaces, such as kiosks, restaurants, recreation facilities, will be encouraged.

d. Car parking facilities should be set back away from the public spaces and should not prejudice pedestrian and cycle use of the public space.

e. Public streets and spaces will be created generally in accordance with the Master Plan for Eastwood.

4. Urban Form

a. Urban form is to reflect its location in relation to transport nodes, existing residential and commercial precincts, be architecturally rich and diverse, define and enhance the public domain and allow for mixed uses.

b. Building form within specific blocks is to be articulated both in height and mass to provide interest resolve urban design and environmental issues and satisfy other principles in this plan.

c. Buildings are to be of high quality and adaptable to a variety of uses over time, to ensure their long life.

d. Buildings are to support and be integrated into the public domain network to achieve coherence and purpose.

e. The integrity of heritage items and significant landscape elements is 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 (both vertical and horizontal) 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, by "best practice" design to ensure buildings and spaces achieve maximum environmental performance and minimum resources use.

b. Development is to be designed having regard to:

c. Wind effect; reflectivity; noise attenuation; solar access and energy

d. conservation; water conservation and re-use; stormwater management; use of recycled materials; and waste reduction.

e. The development of public spaces must contribute to greater bio-diversity, habitat protection and enhancement, and air and water quality.

2.2 Eastwood – Character Statement

2.2.1 Existing Character Statement

The Eastwood Commercial Centre is an important retail and commercial centre and transport interchange in the City of Ryde. 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. It is the largest district centre in the surrounding network. Retail and commercial development extends to the east and west bisected by the railway line. It is described as being of 'village character' with development generally 2-3 storeys in height within the Rowe Street precinct with isolated buildings up to 7 storeys in height.

It has a concentration of larger specialised outlets such as hardware and building suppliers and large household goods that means the centre fulfils both a local and regional role. In recent years there has been a growth in food retailing, making it an important retailing category. Retailers of small household goods such as chemists, newsagents, bookstores, offices and professional rooms are also significantly represented.

Eastwood has seen a gradual increase in the quantity of floor space used for business purposes that is having a positive effect on the centre with additional employment and a boost to retail trade.

Residential activities are generally limited to the fringe of the centre with flat buildings occurring on the eastern edge and the remaining areas characterised by single dwellings.

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

Through a consultation program focused on the development of the Master Plan for Eastwood the community has expressed its expectations for the future of Eastwood.

> *In the future, Eastwood wilbe a place specificaly designed for the enjoyment and utility of pedestrians and a place which alows convenient access for people between home, work, shopping and leisure.*
>
> *It wilalso be a place which has a high level of aesthetic amenity at street level; have safe attractive and convenient public spaces; be a vibrant, viable and profitable commercial centre; and contain an appropriate mix and arrangement of uses, which satisfactorily integrate with existing surrounding activities.*

There are some opportunities for future 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 making retailing convenient, has been identified as critical to the economic future of Eastwood.

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 incorporate office and commercial activities with street activity at ground level should be encouraged.

Residential development will also be encouraged. Shop-top housing should be located within the centre and medium density on the fringe. High rise residential is only considered appropriate where there is existing high rise development and above the rail line.

3.0 DEVELOPMENT POLICIES - EASTWOOD URBAN VILLAGE

3.1 Mixed use development

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 a diversity of land uses, services and facilities within the Centre;
2. To encourage development which will improve safety and security in public places; and
3. To increase the number of persons living close to public transport.

Controls

a. Car parking should be provided at either street level or basement level(s). If parking is provided at street level it should be masked from view from the street by shop frontages or architectural details. A balance however is to be achieved in having some parking clearly visible from the street to emphasise convenience while not creating an unattractive street level environment.

b. Retail and other more active public uses, such as restaurants/cafes and libraries should be located at or around street level. 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).

c. The level immediately above street level could accommodate public and commercial uses which may not have the same regularity or intensity of pedestrian traffic as retail uses. Such uses may include professional offices, leisure uses such as gymnasium, cinemas/theatres or uses such as places of worship or meeting rooms. Residential dwellings could also be accommodated on this level.

d. Upper levels of development could be used for either commercial or residential.

e. Buildings should be designed to overlook public and communal streets and other public areas to provide casual surveillance.

f. Private living spaces and communal or public spaces should be clearly identified and defined.

g. 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

h. Pedestrian and communal areas to be well lit and designed to minimise opportunities for concealment.

i. Pedestrian entry to the residential component of mixed use developments should be separated from entry to other land uses in the building/s.

j. 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.

Variations

- Nil

3.2 Flooding and Stormwater Management

The quality and quantity of stormwater runoff directly affects the functionality of Eastwood and the Lane Cove River.

Urban inundation can represent a serious impediment to development. The extent of stormwater inundation in Eastwood has widespread potential to impact on the majority of the commercial district.

City of Ryde has adopted the major design stormwater standard as the 100 year Average Recurrence Interval (ARI) event. The major design inundation is to be accommodated by the use of pipe drainage, natural and modified channels, overland flow paths and floodways.

Built structures and public safety is to be protected for stormwater inundation up to the 'major design flood'. For more frequent stormwater inundation nuisance flooding is to be avoided, and channel scour prevented. Other requirements for stormwater drainage include sediment and silt control.

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.

Controls

a. A stormwater inundation impact assessment or stormwater inundation management strategy is to be submitted for all developments.

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 of this DCP.

d. Flood Plain Management Part 8.6 for flood controls for Eastwood/Terry's Creek Flood Plain.

Variations

- Development that is considered to constitute minor modifications or does not intensify the use of the property.

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 development provisions in this section of this development control plan are intended to encourage high quality design for new buildings, balancing respect for the defining characteristics of the Centre with innovation and creativity. The resulting built form and character of new development should contribute to an attractive public domain and produce a desirable setting for its intended uses.

3.3.1 Height

Eastwood contains a "village" character that is, in part, provided by the scale of buildings to the streetscape.

Objectives

1. To ensure that the existing human scale element of the streetscape is retained

Controls

a. Buildings must comply with the maximum height limit shown on the Height of Buildings Map under Ryde Local Environmental Plan 2011.

b. All parapets, fronting retail/pedestrian priority streets (see Section 3.5), shall remain at their existing levels. Vertical extensions to these buildings shall be designed so that they cannot be seen from the opposite side of the street onto which they face (see diagram in Figure 4.1.02).

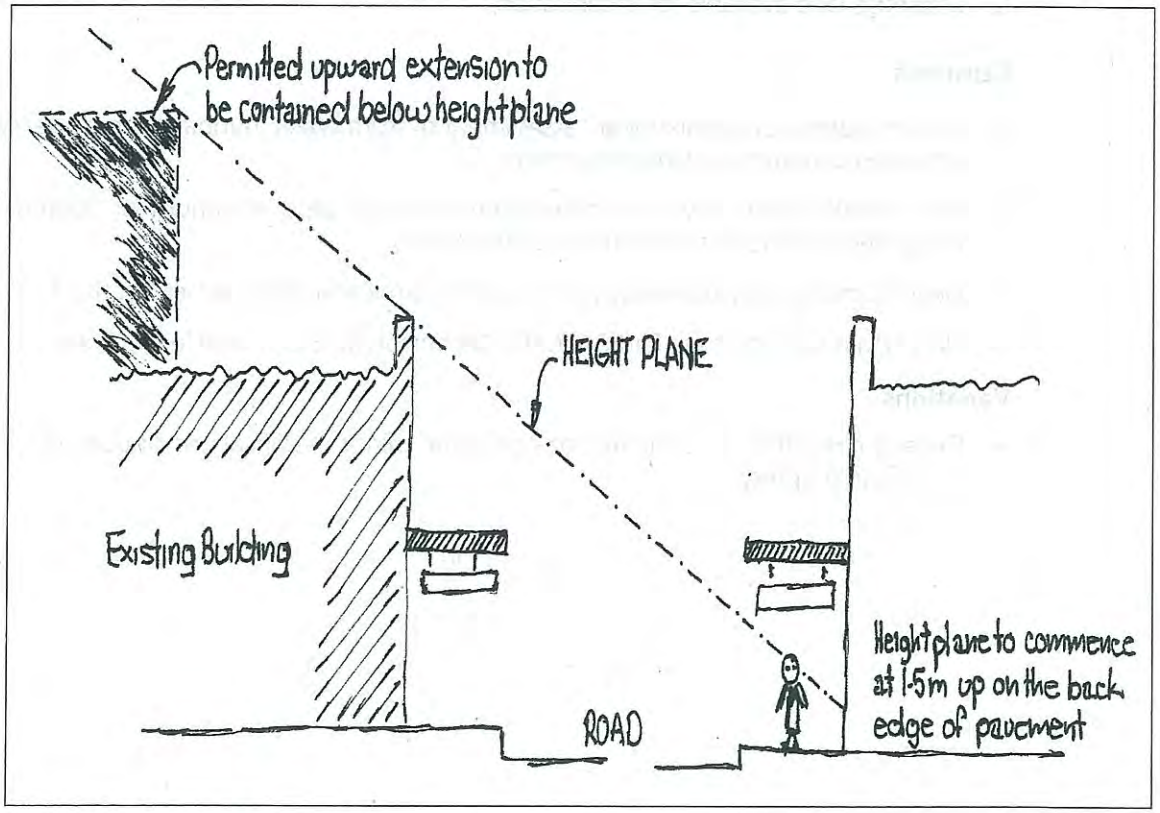


Figure 4.1.02 Building Height Control

c. Except as specified above, development is to be within the envelope of the "sun altitude height plane" being the plane projected at an angle of 26° over a building site measured from the property boundary on the opposite side of the road (see diagram in Figure 4.1.03).



Figure 4.1.03 Eastwood Urban Village Sun Altitude Height Map

Variations

- The council may approve a building which projects above the building height plane where:
  - the non compliance is consistent with the aims, principles and strategies of the Plan;
  - in the circumstances of the site the strict application of the provision is unnecessary or unreasonable, such as corner allotments or the presence of an intervening structure;
  - it can be demonstrated that the intention of the control is largely met; or
  - variation of the control results in an improved design solution for the site taking into consideration the nature of the adjoining development.

3.3.2 Setbacks

The treatment of the first 2 to 3 storeys of a building are considered critical in terms of enhancing the public domain and maintaining the visual order of the streetscape.

Objectives

1. To reinforce the established and accepted streetscape characteristics of Eastwood when considered from the pedestrian perspective.
2. To separate multi storey buildings above the 2 storey level as a desirable measure to prevent a walling or canyon effect to the streetscape and to create spacing between buildings improving daylight, privacy, ventilation and minimising wind tunnel effects.

Controls

a. New buildings are to have street frontages built predominantly to the street alignment for the first 2 storeys.

b. Buildings may be constructed to the side and rear boundaries for the first 2 storeys.

c. Buildings (including balconies) are to be setback a minimum of 3 metres from all boundaries above the first 2 storeys.

Variations

- Circumstances where building predominantly to the street alignment may be inappropriate include development where:
  - The site is adjacent to a freestanding heritage building. In this case the setback from the street alignment of the new building should match the setback of the heritage building;
  - It contributes an appropriate public space at the street frontage; or
  - It is desirable in terms of the overall design solution for the site as may be the case on corner sites of visual focal points within Eastwood.

3.3.3 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 ifnish of building exteriors.

Objectives

1. To contribute positively to the streetscape by means of high quality architecture;
2. To provide richness of detail and architectural interest especially at visually prominent parts of buildings such as lower storeys and roof tops;
3. To present appropriate design responses to nearby development that complement the streetscape;
4. To clearly define the adjoining streets, street corners and public spaces and avoid ambiguous external spaces with poor pedestrian amenity and security;
5. To maintain a pedestrian scale in the articulation and detailing of the storeys levels of the building; and
6. 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. All new buildings and renovations should incorporate a colour scheme using the colour palette.

d. Corporate colours shall be limited to advertising signs or structures.

e. 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.

f. 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.

Variations

- The design and external appearance of a proposed building will largely be considered on a "merits" basis.

3.3.4 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 ad-dress the intersections that they front.

Controls

a. The design of buildings should consider the following:
   i. The height of adjacent buildings;
   ii. Stepping the building up where the building turns the corner;
   iii. The incorporation of distinctive features to enhance the streetscape, i.e. clocks, flag poles, towers, 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.

Variations

- Nil

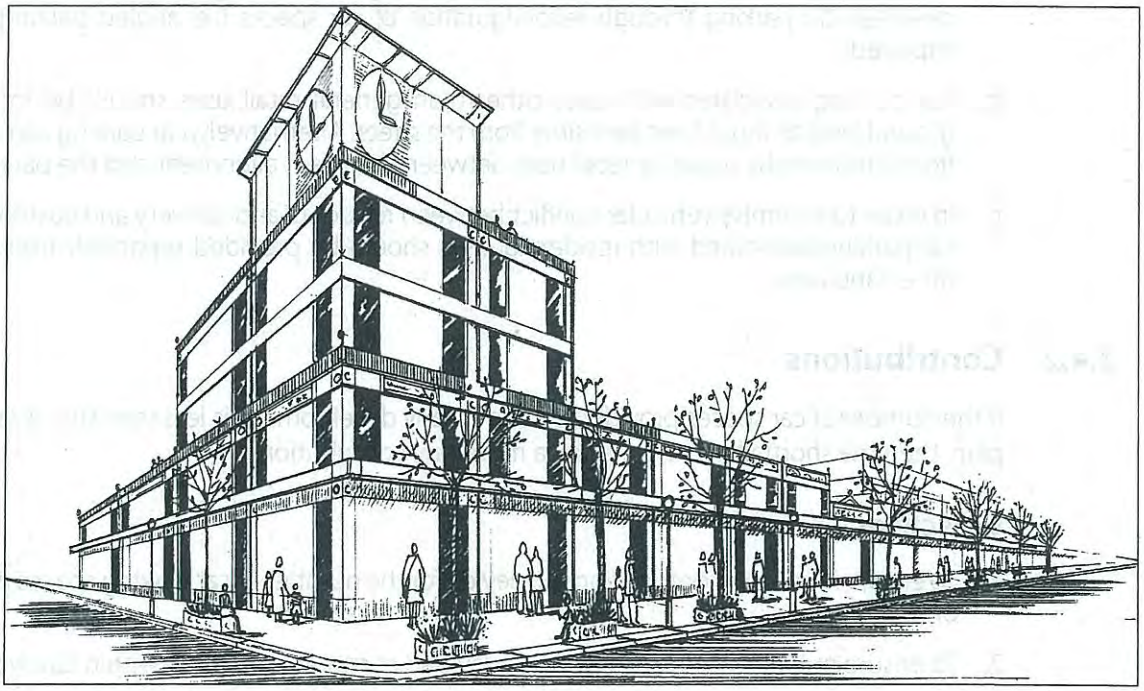


Figure 4.1.05 Example of Corner Treatment

3.4 Access & Parking

The access and parking provisions in this section are intended to limit the amount of parking provided on site related to:

- The capacity of the street system;
- Restricting the amount of on-site parking near the railway station, to ensure advantage is taken of public transport accessibility;
- Discourage parking and vehicle circulation in the parts of the centre where pedestrian activity is highest; and
- Enable development contributions for the shortfall between parking demand and on-site provisions, to be applied to conveniently located public parking areas.

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.

Controls

a. The creation of additional on-street car parking is encouraged. Opportunities to amplify on-street car parking through reconifguration of car spaces (i.e. angled parking) should be explored.

b. Car parking associated with uses other than general retail uses should be located below ground level or should not be visible from the street. Alternatively, car parking can be screened from the street by situating retail uses between the street alignment and the parking area.

c. In order to minimise vehicular conflict between residents' and delivery and customer vehicles, car parking associated with residential uses should be provided separately from parking for other land uses.

3.4.2 Contributions

If the number of car spaces provided on site for any development is less than that required by this plan, then the shortfall may be met by a monetary contribution.

Objectives

1. To ensure monetary contributions are levied for the number of car parking spaces not provided on site.
2. To ensure public parking areas will be provided at strategic location within Eastwood.

Controls

a. Cash contributions are to be paid for the number of parking spaces not provided on site.

b. Cash contributions shall be paid at the rate set in Council's Section 94 Contributions Plan.

Variations

- Nil.

3.4.3 Location of Vehicle Access and Footpath crossings

This element 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 overly wide and high vehicle access points.

Controls

a. The design and location of vehicle access to developments should minimise:
   i. Conflicts between pedestrian and vehicles on footpaths, particularly along pedestrian priority streets; and
   ii. Visual intrusion and disruption of streetscape continuity.

b. 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.

c. Service vehicle access is to be combined with parking access and limited to a maximum of one access point per building.

Variations

- Nil.

3.4.4 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. Wherever practicable, 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 are to have high quality finishes to walls and ceiling as well as high standard detailing. No service ducts or pipes are to be visible from the street.

Variations

- Nil.

3.4.5 Bicycle Facilities

Developments are to encourage walking, cycling and public transport use. Parking provision is to acknowledge accessibility by bicycle and provide adequate trip-end facilities for cyclists.

Objectives

1. To provide parking facilities for cyclists at popular journey destinations such as shopping centre, railway station and parks.
2. To require new developments to provide end-of-trip facilities such as cycle racks, U-rails, lockers and shower facilities to encourage people to ride to work, shopping and school.
3. To ensure consistency with, and implementation of, Council's adopted Bicycle plan for the establishment and implementation of cycle networks, linkages to external networks of open space and improvement of cycle facilities, providing the basis for a capital improvement program.

Controls

a. New developments in the station interchange area (as deif ned by the Eastwood Master Plan) should provide parking facilities such as U-rails for bicycle users, to the satisfaction of the Council.

b. Road improvements, new trafifc calming measures such as speed humps and pedestrian refuge islands should be designed and installed so that they can be safely negotiated by cyclists.

3.5 Pedestrian Access & Amenity

Pedestrian amenity incorporates all those elements of individual 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 provides people with their primary experience of and interface with the centre. This environment should be safe, functional and accessible to all. It should provide a wide variety of opportunities for social and cultural activities. The pedestrian environment should be characterised by excellence of design, high quality materials and a standard of if nish appropriate to a first class standard urban environment. 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 the diversity of activities at street level is reinforced so that the attractiveness and liveliness of the public domain of Eastwood is increased.

Objectives

1. To provide for active street frontages along all retail/pedestrian priority streets, to maintain contact between the street and the interior of buildings.
2. To ensure uses with direct access to the street such as retailing, customer counter services, cafes and restaurants, and other uses that interact with the public are to be located along all retail/pedestrian priority streets.
3. To promote a visually interesting street frontage. In retail streets/pedestrian priority streets, a visually interesting street frontage is important, with attractive building entries, window displays, artworks, well designed architecture, facade modulation, clear glazed windows, and transparent security screens.
4. To promote of streetscape variety and diversity at the pedestrian level.

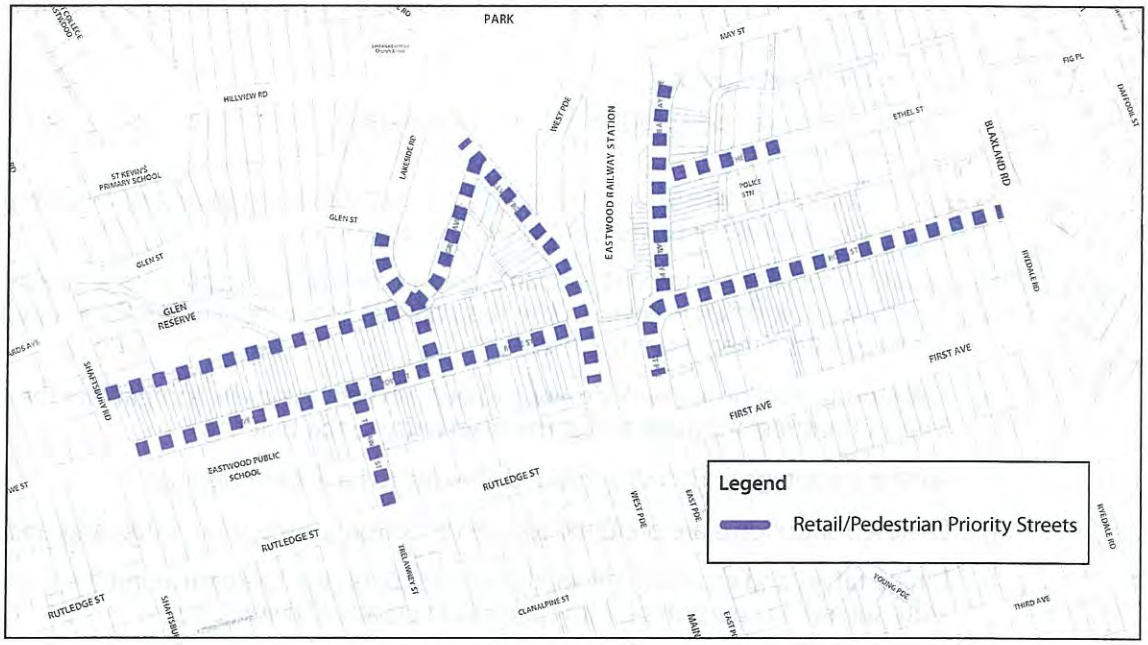


Figure 4.1.06 Retail/Pedestrian Priority Streets

Controls

a. Buildings with frontages to retail streets are to contribute to the liveliness and vitality of those streets by:
   i. Providing product retailing and/or food/drink outlets within all enclosed shop-fronts,
   ii. Allowing for visual interest such as display cases on the external face of fire escapes, service doors and equipment hatches,
   iii. Minimising the extent and visual impact of building entrances, ofifce lobbies, foyers, vehicle entrances and other entries not associated with retail and fire escapes, services doors and equipment hatches.
   iv. Locating activities that may involve queuing (including automatic banking machines) behind building frontages so that footpaths remain free for pedestrian movement. Queuing space is to be within the building. Recesses in the street alignment for these activities are appropriate.
   v. Providing a high standard of finish for shopfronts.

b. Buildings with frontages to retail/pedestrian priority streets are to contribute to the liveliness and vitality of those streets by providing one or more of the following at ground level:
   i. Retailing, food/drink outlets, customer counter services or other activities which provide pedestrian interest;
   ii. Enclosed shop-fronts with window displays of goods and services within, and/or artworks;
   iii. Open shopfronts to food outlets and/or interiors with tables and chairs for diners;
   iv. Indoor queuing space for activities that may involve queuing (including automatic
   v. teller machines) so that footpaths remain free for pedestrian movement.
   vi. Recesses in the street alignment for these activities are appropriate; and
   vii. A high standard of finish for shopfronts.

c. Buildings with frontages to other streets and lanes are to contribute to the liveliness and vitality of those streets by:
   i. Providing visual interest;
   ii. Providing well designed and attractive entrances, lobbies and commercial uses at ground level; and
   iii. Incorporating, where practicable, either open or enclosed shopfronts with window displays of merchandise or services within, and/or artworks.

d. Ground floor uses are to be at the same level as the footpath. Split level arcades or open retail forecourts at a different level to the footpath are inappropriate because they separate the activities within them from the street.

e. The ground floor of all development is to be flush with the street footpath for the predominant level of the street frontage and at the main entry to the building.

f. All street frontage windows at ground level are to have clear glazing.

g. Enclosed shopfronts are preferred to open shopfronts, except for restaurants and cafes.

h. Dining tables and chairs are generally permissible on the footpath along the street frontage of a site subject to compliance with Council's Footpath Activity Policy.

i. Security grilles are to be fitted only within the shopfront. Such grilles are to be transparent.

j. Recesses for roller doors and fire escapes are to be wide and shallow to provide for personal security. Narrow, deep recesses are to be avoided.

k. Dining tables and chairs may be permitted on suitably designed spaces at awning level.

Variations

- The treatment of street frontages and provision for street frontage activity will be considered on a "merits" basis taking into account the above provisions and the circumstances of the site and its locality.

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 4.1.07).
2. To ensure developments are designed in a manner which reinforces the Circulation Strategy (refer Figure 4.1.07).

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 areas and incorporate an active edge of retail or commercial uses.

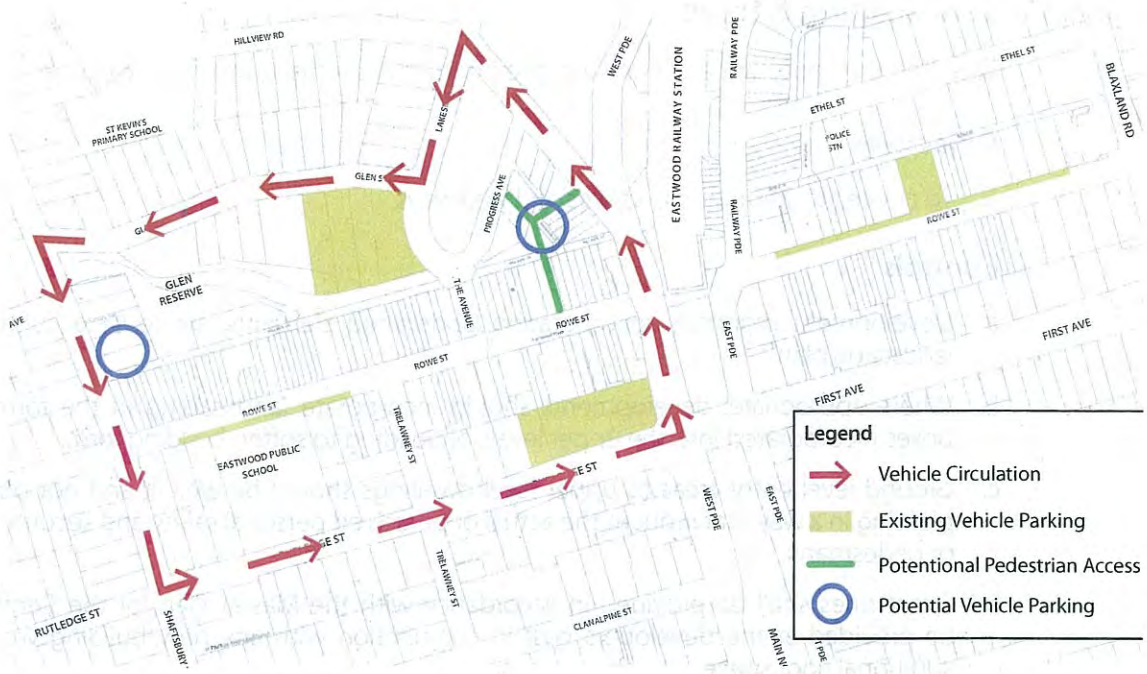


Figure 4.1.07 Circulation Strategy

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

Variations

- Nil

3.5.3 Street Furniture

The purpose is to create visual unity in the design and appearance of public spaces in each centre and to provide comfort and convenience for pedestrians.

Objective

1. To ensure street furniture including lighting, seats, bus shelters, benches, litter bins, telephone booths, drinking fountains, street signs, etc, is used to establish an identity for each Centre and define roads, paths and gateways.

Controls

a. Development which entail the provision of new public spaces (i.e. streets, footpaths, walkways and the like) will need to incorporate new street furniture on the public space. This embellishment will be at the developers cost and the type and amount of embellishment will be negotiated with Council.

b. Street furniture should be designed and installed in accordance with a theme and provided throughout the centre, particularly in areas with the greatest concentration of and use by pedestrians.

c. The style, colour and installation methods of street furniture shall be in accordance with Council's specifications.

Variations

- Nil

3.5.4 Landscaping & trees

To soften the appearance of buildings and improve the visual quality of the centre

Objectives

1. To create attractive public spaces and walkways.

Controls

a. Development proposals, incorporating landscaped elements, are to be accompanied by a landscape plan.

b. Where appropriate, developments should incorporate landscaping in the form of planter boxes incorporated into the upper levels of building to soften building form.

c. Ground level entry areas to upper level dwellings should be well lit and not obstructed by planting in a way that reduces the actual or perceived personal safety and security of residents or pedestrians.

d. Street trees shall be provided in accordance with the Master Plan for the Centre 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. Tree sites in the footpath area shall be 1 .2m by 1 .2m, ifilled with an approved gravel and located 200mm from the back of the kerb line.

g. A tree grate of a type that meets Council's specifications shall protect all trees.

h. 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. energyAustralia). This is to improve the visual amenity of the area and allow street trees to grow unimpeded.

i. Where utility installations are undergrounded in conjunction with new development Council will waive 50% of the total contribution towards public space acquisition and embellishment normally payable under Council's relevant Section 94 Contributions Plan.

Variations

- Nil

3.5.5 Awnings and colonnades

It is important to provide continuous weather protection on street footpaths, particularly on pedestrian routes and retail frontages.

Objectives

1. To provide shelter from the natural elements along pedestrian routes.
2. To expand the usability of public spaces.

Controls

a. Buildings with frontage to any street must incorporate and awning or colonnade along that boundary.

b. The pavement level of a colonnade or 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.

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.

f. Ground level shop fronts may incorporate see-through security grills or translucent barriers to ensure that maximum light is transmitted to footpath areas. Blank roller-shutter type doors will not be permitted.

Variations

- Council may allow other forms of shade or shelter and may not require continuous awning or colonnade if it is impractical or unreasonable in the circumstances.
- A colonnade, awning or covered way which involves different levels to the footpath, or is of different dimensions to those set out above may be approved, providing the basis for the strategy is met.

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.

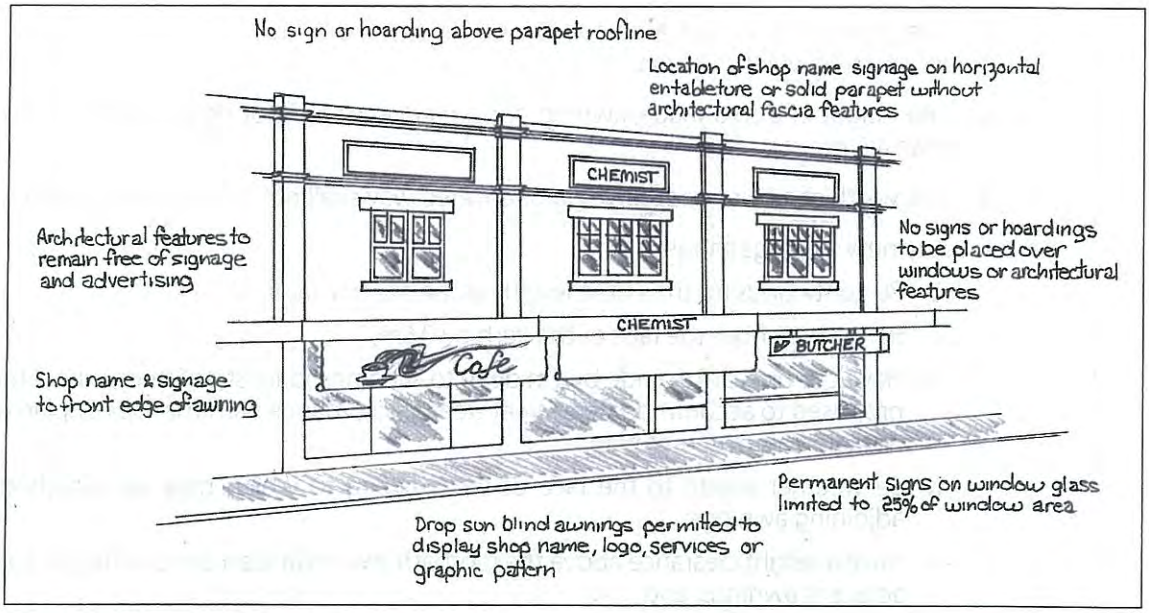


Figure 4.1.08 Location for Signage and Advertising

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.

Variations

- Nil.

3.7 Environmental Management

Environmental management includes those aspects of development that have a mea¬surable 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.

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

c. All new buildings should have an area of roof, with appropriate orientation and pitch that is suitable for the installation of solar collectors and photovoltaic cells.

d. 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.

e. 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.

Variations

- Nil

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 us-ability 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 and open terraces within developments.

Variations

- Nil

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.

Variations

- Nil

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 can mitigate the effects of noise by us¬ing 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 relfection 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).
   ii. Department of Planning guidelines.

Variations

- Nil

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 excessive use of highly relfective glass is discouraged.

b. Buildings with a glazed roof, façade or awning should be designed to minimise hazardous or uncomfortable glare arising from reflected sunlight.

c. New buildings and façades should not result in glare that causes discomfort or threatens safety of pedestrians or drivers.

d. Visible light reflectivity from building materials used on the façades of new buildings should not exceed 18%.

Variations

- Nil

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.

Variations

- Nil

3.7.7 Waste Management

In making decisions under this Plan the Council seeks to apply the principles of Ecological Sustainability. Minimising and managing waste is one of the key components that can contribute to the achievement of ecological sustainability.

All waste streams contain many resources that are useful products. Recovering, recycling and using these as secondary resources is a key element in working towards ecologically sustainable development.

Much of the construction and demolition waste can be reduced with good design. A further high percentage can be reused and recycled if the time is taken to source-separate, promote local markets and arrange for transportation.

Objectives

1. To encourage waste minimisation (source separation, reuse and recycling) ensure appropriate storage and collection of waste and achieve good design of facilities.
2. To assist in achieving Federal and State Government waste minimisation targets in accordance with regional waste plans.
3. To minimise the overall environmental impacts of waste and foster the principles of ecologically sustainable development (ESD).
4. To require source separation, design and location standards that complement waste collection and management services offered by Council and the private service providers.
5. To encourage building designs and construction techniques which will minimise future waste generation.
6. To provide on-going management for waste handling and minimisation in premises.

Controls

a. All applications for demolition, building and land development must accompanied by a Waste Management Plan.

Residential Buildings

b. A waste cupboard or other appropriate space is provided within dwellings for temporary storage of recyclables, garbage and compostable material.

c. In residential developments where individual storage is proposed an accessible and usable waste storage and recycling area is provided.

d. In circumstances where communal facilities are proposed, the area or room is of sufficient size to store Council's standard bins and is easily accessible from each unit and from Council's usual collection point.

e. The location and design of facilities does not impact on adjoining premises and the amenity of the dwellings within the development (eg odour, noise).

f. Adequate space has been provided to enable on-site composting.

g. Acceptable administrative arrangements for ongoing waste management are determined.

h. Where special waste materials to be generated (such as medical wastes and household hazardous waste) special arrangements will be required.

i. Communal on-site waste storage and recycling area or garbage and recycling room must be provided in residential flat buildings and multi-level dwelling occupancy. The area should be capable of accommodating Council's required number of standard waste containers. Where such an area is proposed additional space for the storage of bulky waste such as clean-up materials awaiting removal or recycling should be provided.

j. Buildings containing more than four storeys shall be provided with a suitable system for the transportation of garbage from each floor level to the garbage and recycling room(s). This may be a garbage chute system. Where such facilities are utilised, space must be provided on each floor for storage of recyclables.

Business and Retail Premises

k. The system for waste management is compatible with collection services.

l. On-site source separation is facilitated.

m. An appropriately designed and well located waste storage and recycling area and/or garbage and recycling room is provided on-site.

n. Clear access for staff and collection services is provided.

o. Facilities are carefully sited, well-designed and do not impact on adjoining premises or the amenity.

p. There are acceptable administrative arrangements for ongoing waste management.

q. Every building shall be provided with a waste storage and recycling area designed and constructed to be lfexible in size and layout to cater for future changes of use. The size is to be calculated on the basis of waste generation rates and proposed bin sizes.

r. Where special waste material is to be generated (such as chemicals and other products past their expiry date) special arrangements will be required. Contact should be made with the Council and the EPA (DECC).

s. Where multiple occupancy, such as a series of shops or an office complex is pro-s. posed, communal facilities may be appropriate. The waste storage and recycling area shall be designed to enable each separately tenanted or separately occupied area within the building or complex to be provided with a designated and clearly identified space for the housing of sufficient commercial containers to accommodate the quantity of waste and recyclable material generated.

t. Buildings containing more than three storeys shall be provided with an acceptable method for transporting waste from each level to a garbage and recycling room. This could be a goods lift, a chute system or some other means of providing direct and convenient internal access. Where such facilities are utilised, space must be provided per floor for temporary storage of waste material and recyclables.

u. Ongoing management is a significant issue - details are required in the waste management plan.

v. For offices and commercial premises particular attention should be paid to paper and cardboard recycling with source separation at the waste storage and recycling area or garbage and recycling room.

w. Special attention should be paid to food scrap generation. Specialised containment should be provided and a regular and frequent collection service arranged to ensure that no impacts result from the activity.

x. Refrigerated garbage rooms should be provided when large volumes, perishables (such as seafood) and infrequent collection is proposed.

y. Contact should be made with Sydney Water to obtain their trade waste requirements for the installation of grease arrestors where there is a likelihood of the need to dispose of liquid waste.

Note: Reference should also be made to Part 7.2 Waste Minimisation and Management under this DCP.

Variations

- Nil

4.0 DEVELOPMENT POLICIES - GLEN STREET AND LAKESIDE ROAD AREA

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 2011 clauses 4.3 (2A) & 4.4 (2A).

Note : 1. To achieve the optimum development outcome a minimum lot size is required for particular development to occur. Clauses 4.3(2A) Height of buildings and 4.4 (2A) 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 Fig. 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 4.1.10 - Figure 4.1.17). They are indicative only.

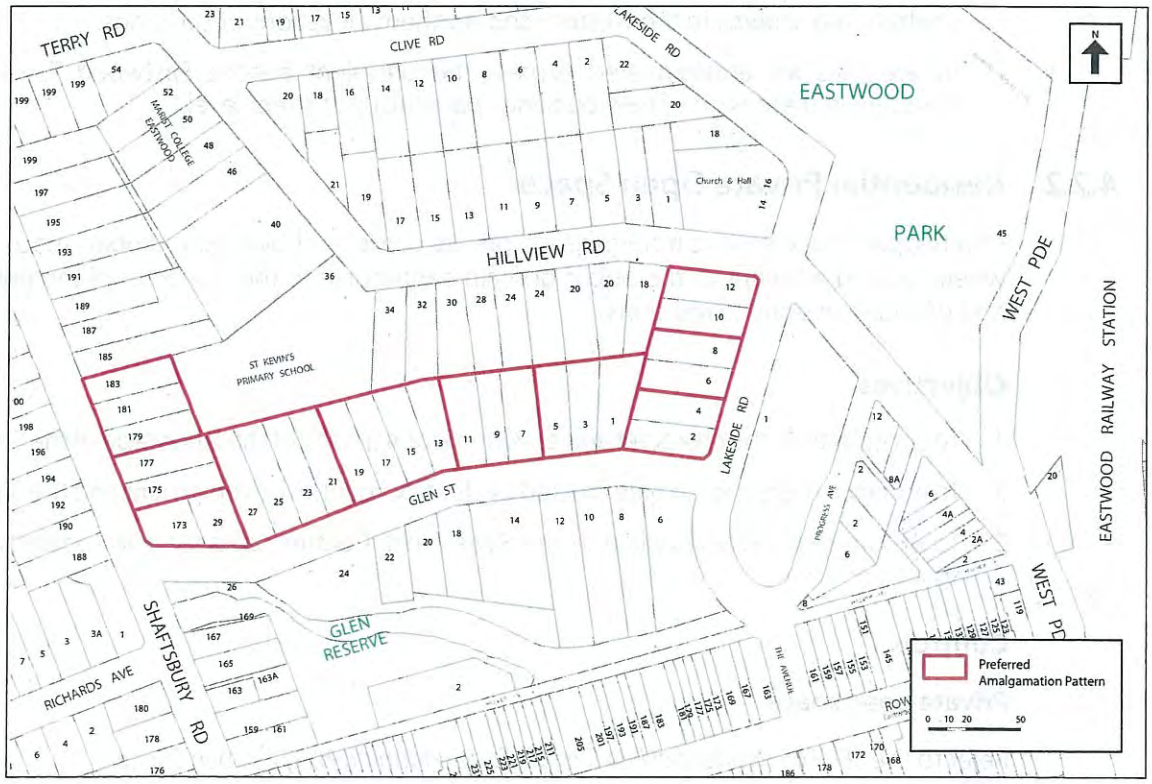


Figure 4.1.09 Map showing Glen Street and Lakeside Road Small Centre Preferred Amalgamation Site Pattern

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 2011 Height of Buildings Map.

b. Building height must comply with the Building Height Control Figure 4.1.10 and Figure 4.1.11.

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.

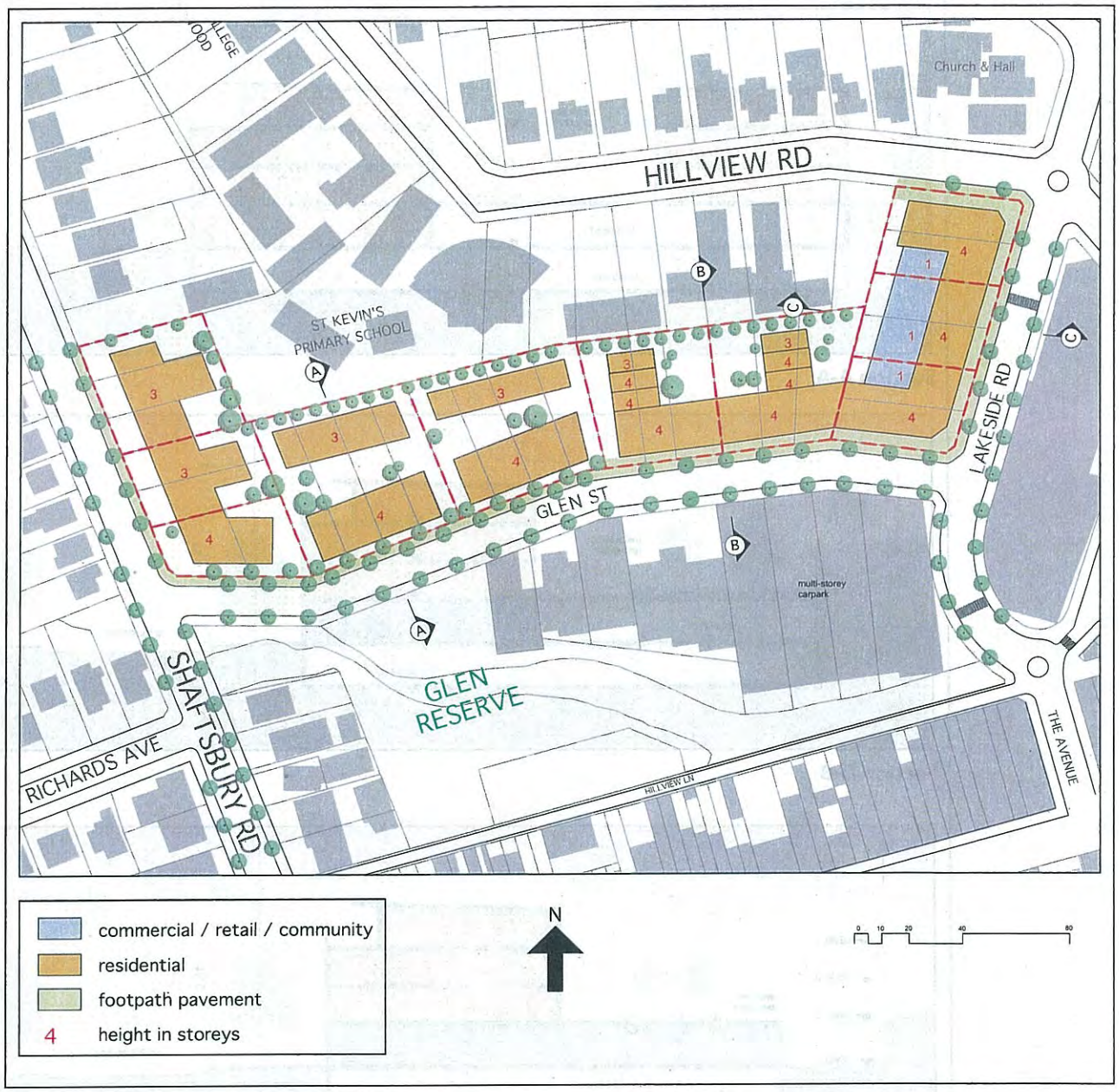


Figure 4.1.10 Glen Street and Lakeside Road Small Centre Building Height Control

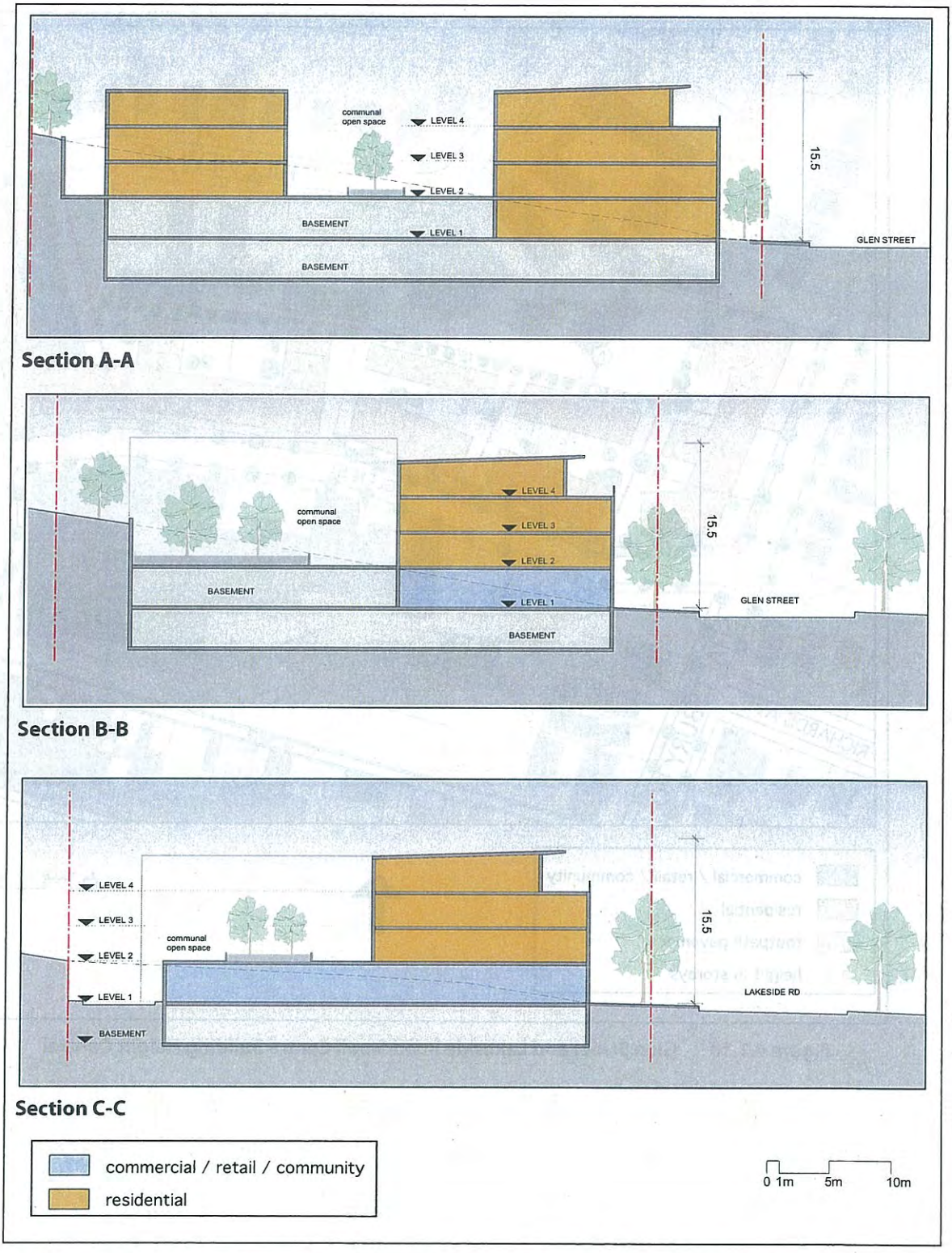


Figure 4.1.11 Glen Street and Lakeside Road Small Centre Building Height Control Sections.

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. 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 4.1.12 - Figure 4.1.15. 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 4.1.12 - Figure 4.1.15.

c. Provide a continuous unimpeded paved surface as shown in Figure 4.1.12 - Figure 4.1.15.

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 4.1.12 - Figure 4.1.15 shall apply even if the building envelope differs from the envelopes shown.

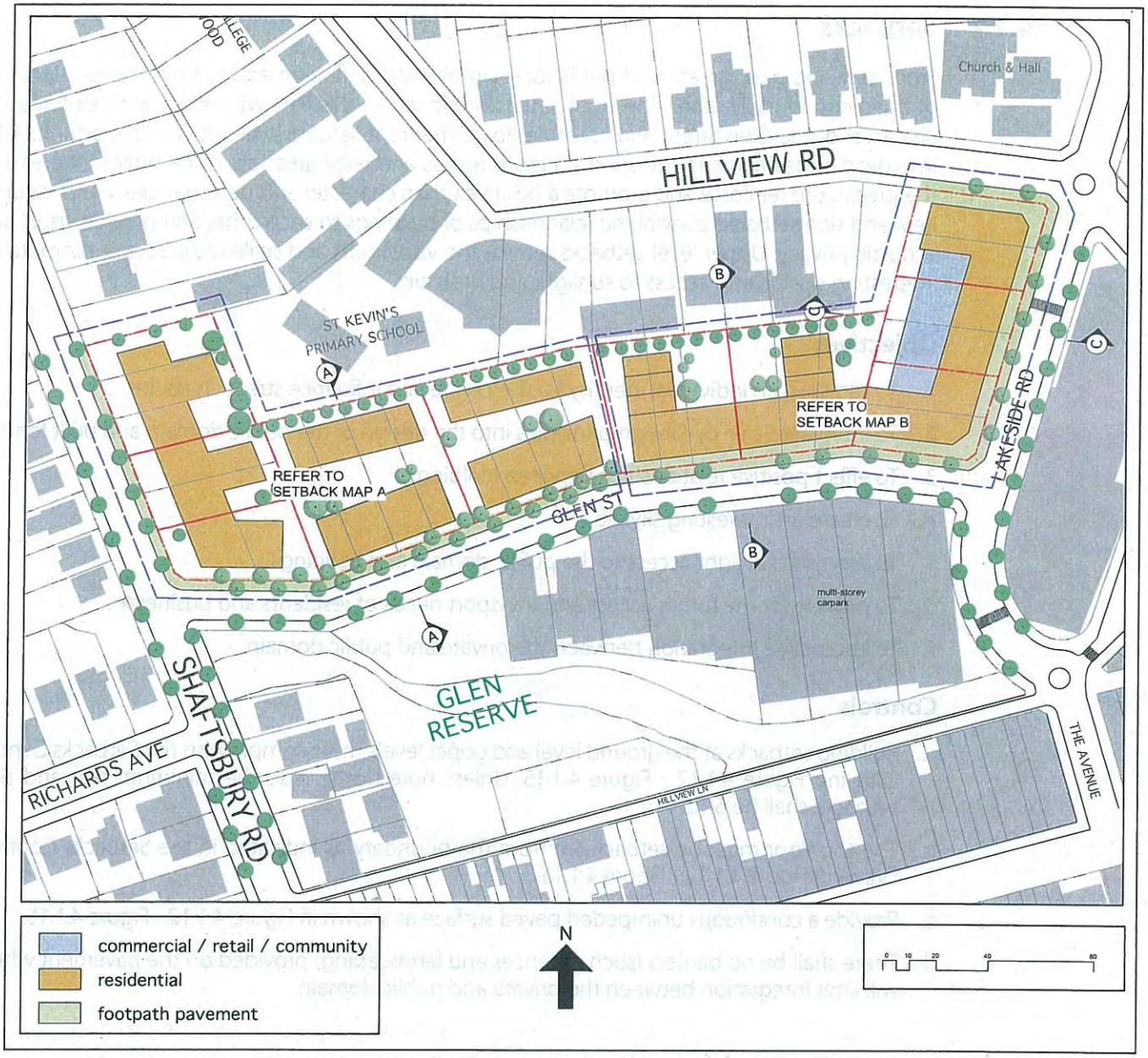


Figure 4.1.12 Glen Street and Lakeside Road Setback Control Plan.

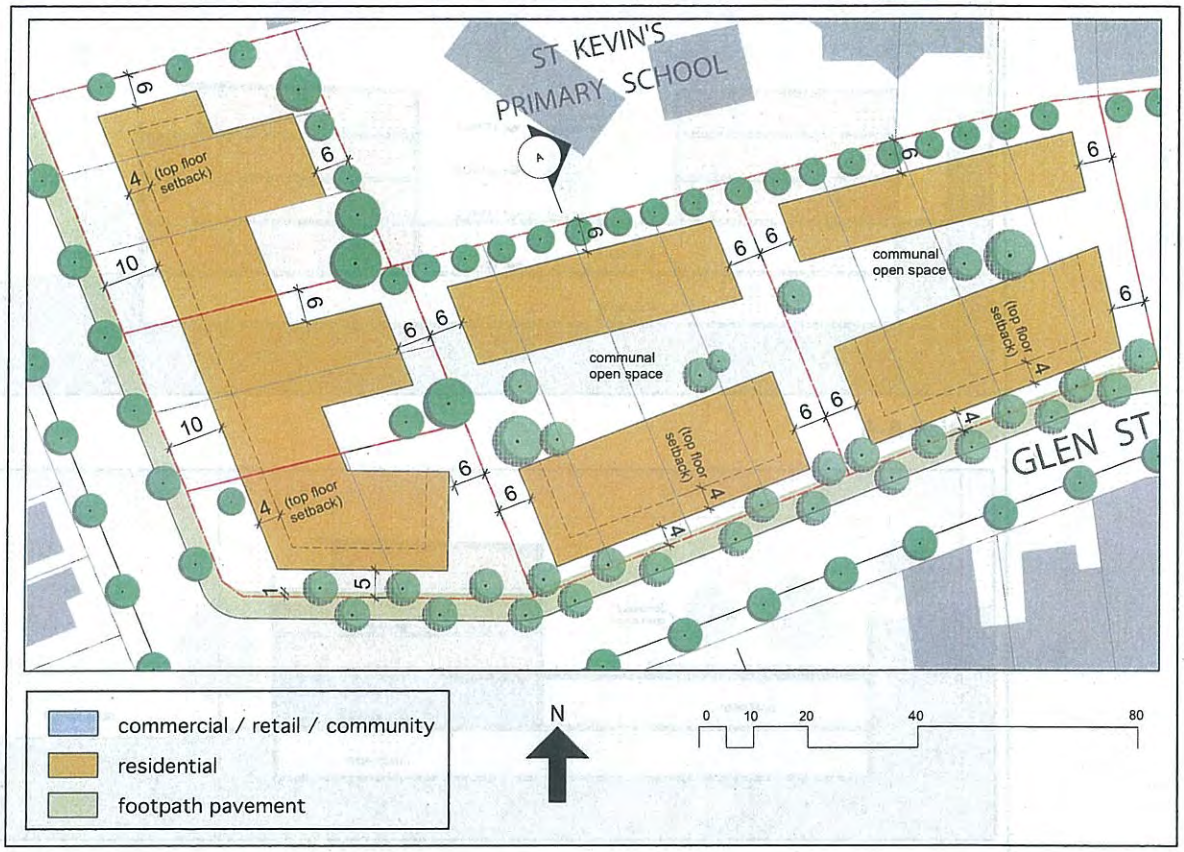


Figure 4.1.13 Map A. Glen Street & Shaftsbury Road Setback Control Drawing.

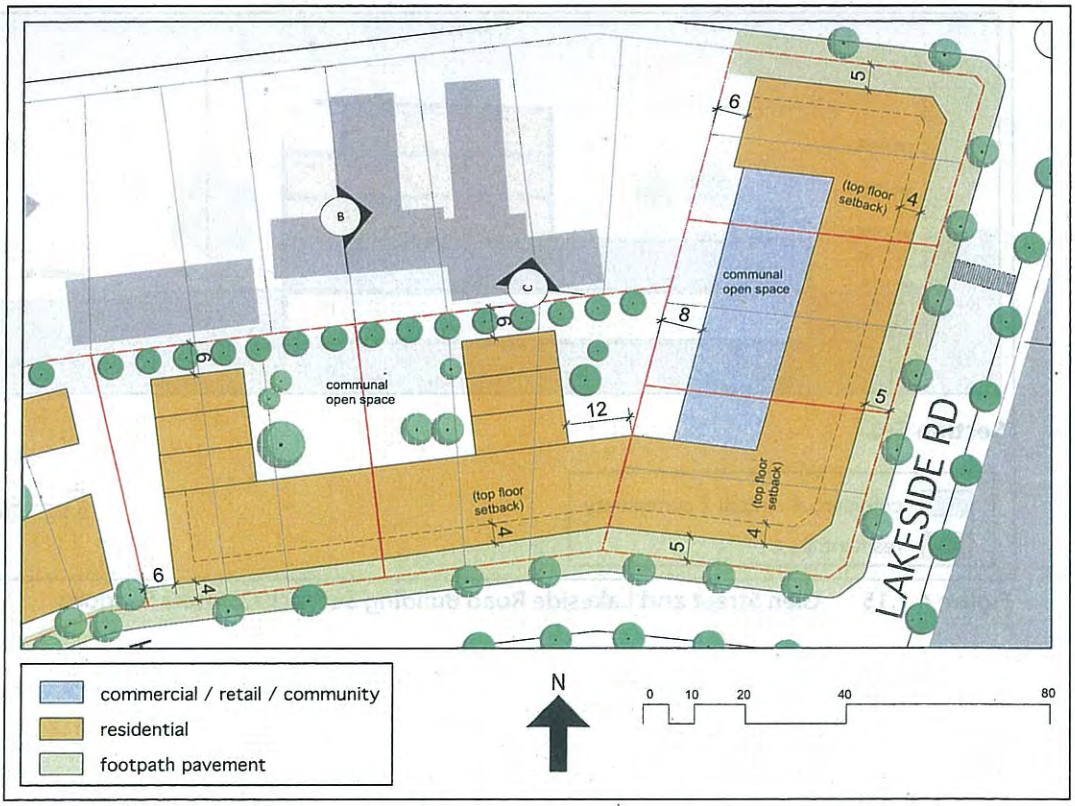
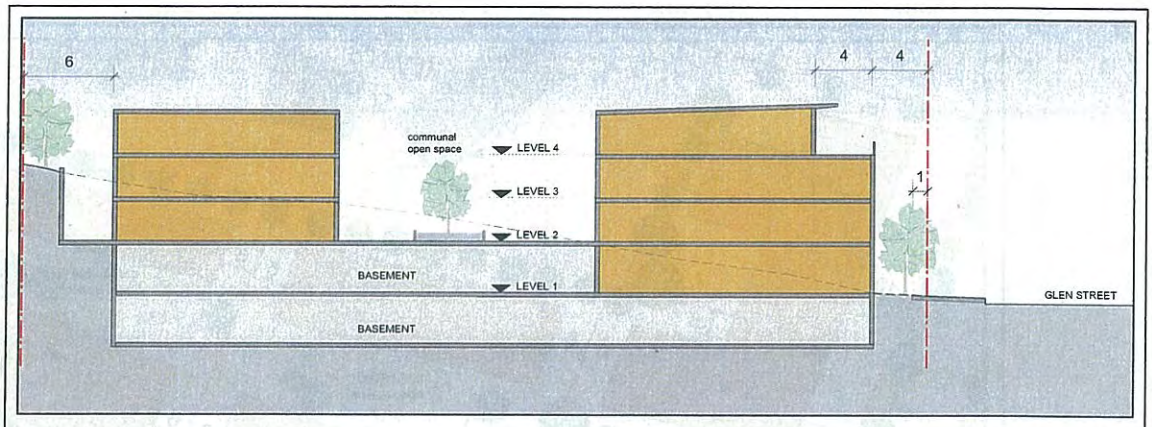
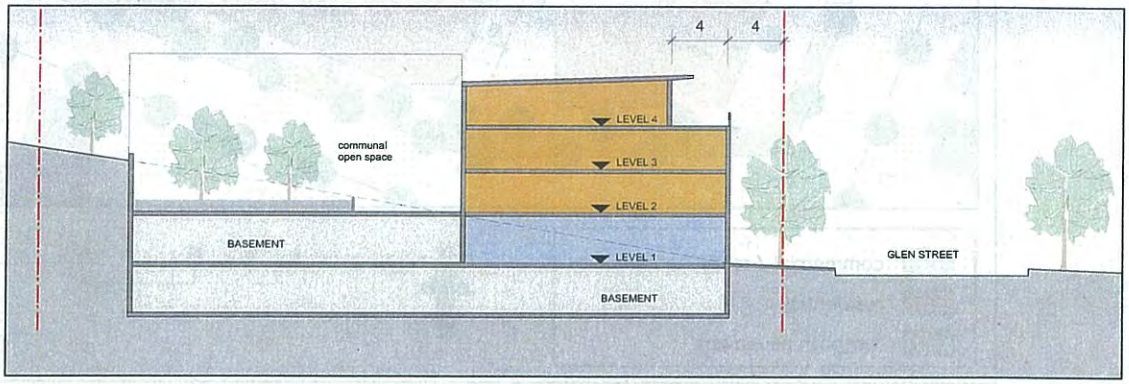


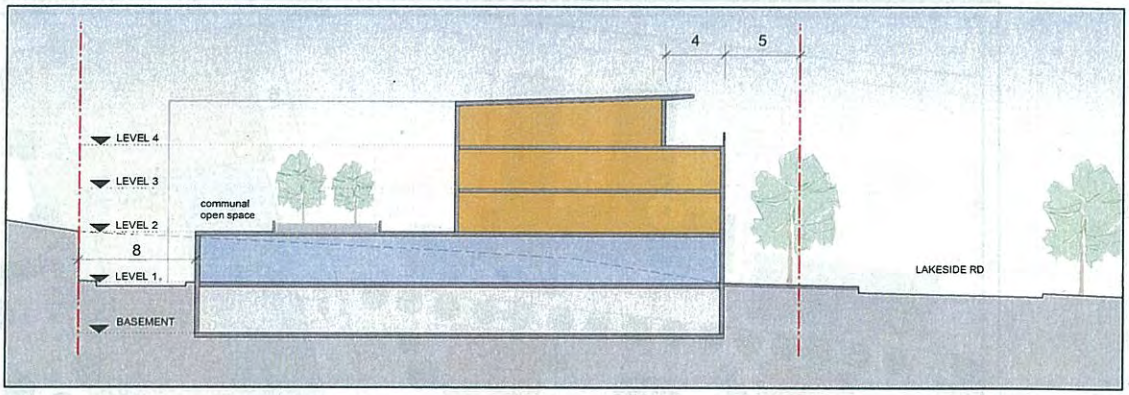
Figure 4.1.14 - Map B. Glen Street and Lakeside Road Setback Control Drawing.



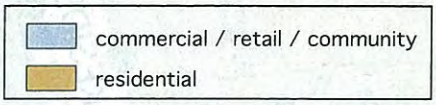
Section A-A



Section B-B



Section C-C



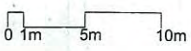


Figure 4.1.15 Glen Street and Lakeside Road Building Setback Controls Sections

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 4.1.16.

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.

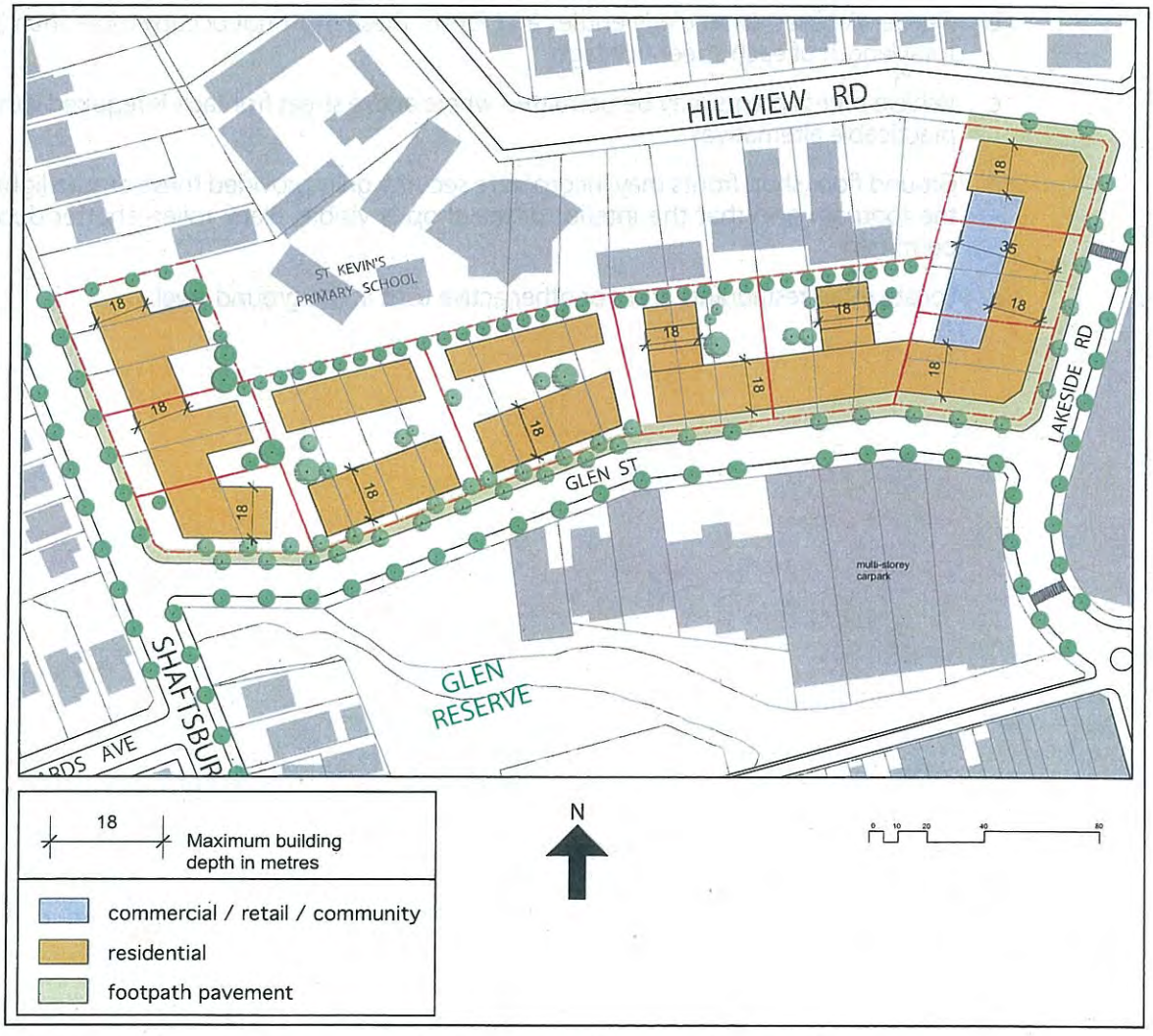


Figure 4.1.16 Glen Street and Lakeside Road Building Depth Control Drawing

4.4.5 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 4.1.17.

   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.

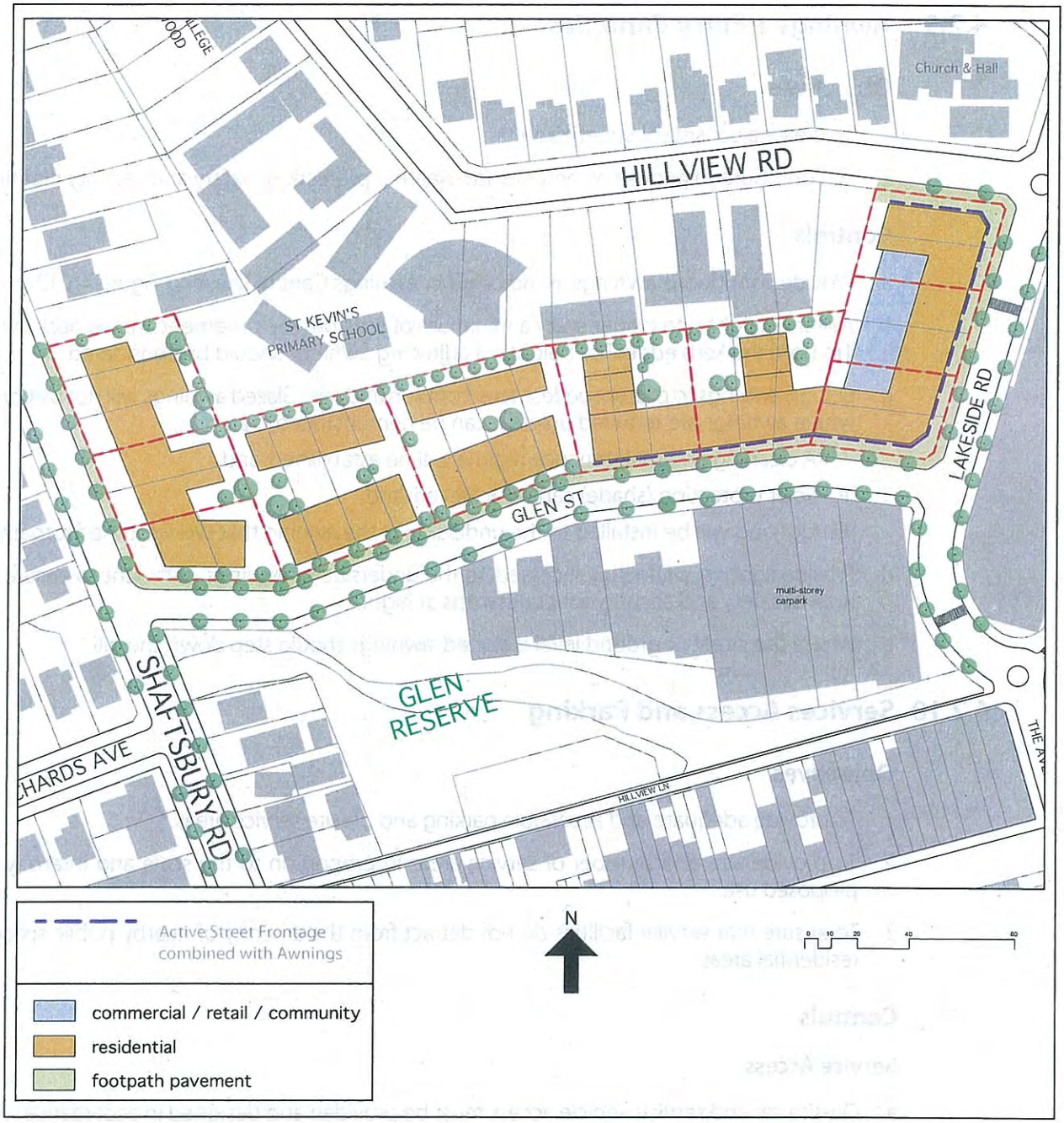


Figure 4.1.17 Glen Street and Lakeside Road Active Street Frontages Control Drawing.

4.2.9 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 4.1.17.

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.

4.2.10 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 2011 Part 9.3 Car Parking.

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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Civic Centre
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Ryde NSW 2112

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City of Ryde

Lifestyle and opportunity
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City of Ryde
Development Control Plan 2011

Part: 4.3
West Ryde 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

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

ARMENIAN

Եթէ այս գրութիւնը չէք հասկնար, խնդրեմ եկէք՝ Ռայտ Սիվիք Սենթըր, 1 Տելվին փողոց, Ռայտ, (Ryde Civic Centre, 1 Delvin Street, Ryde) Երկուշաբթիէն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցէք Հեռաձայնի եւ Թարգմանութեան Սպասարկութեան՝ 131 450, եւ խնդրեցէք որ թարգմանիչ մը Ռայտ Քաղաքապետարանին հետ կապ հաստատէ ձեզի համար, հեռաձայնելով՝ 9952 8222 թիւին։

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員爲你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رایدRyde 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 راید، 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 부탁하십시오.

Amend. No.	Date approved	Effective date	Subject of amendment

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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 2011
- The relevant State Environmental Planning Policies (SEPPs) including SEPP 65, Design Quality for Residential Flat Buildings.

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 2011. 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.

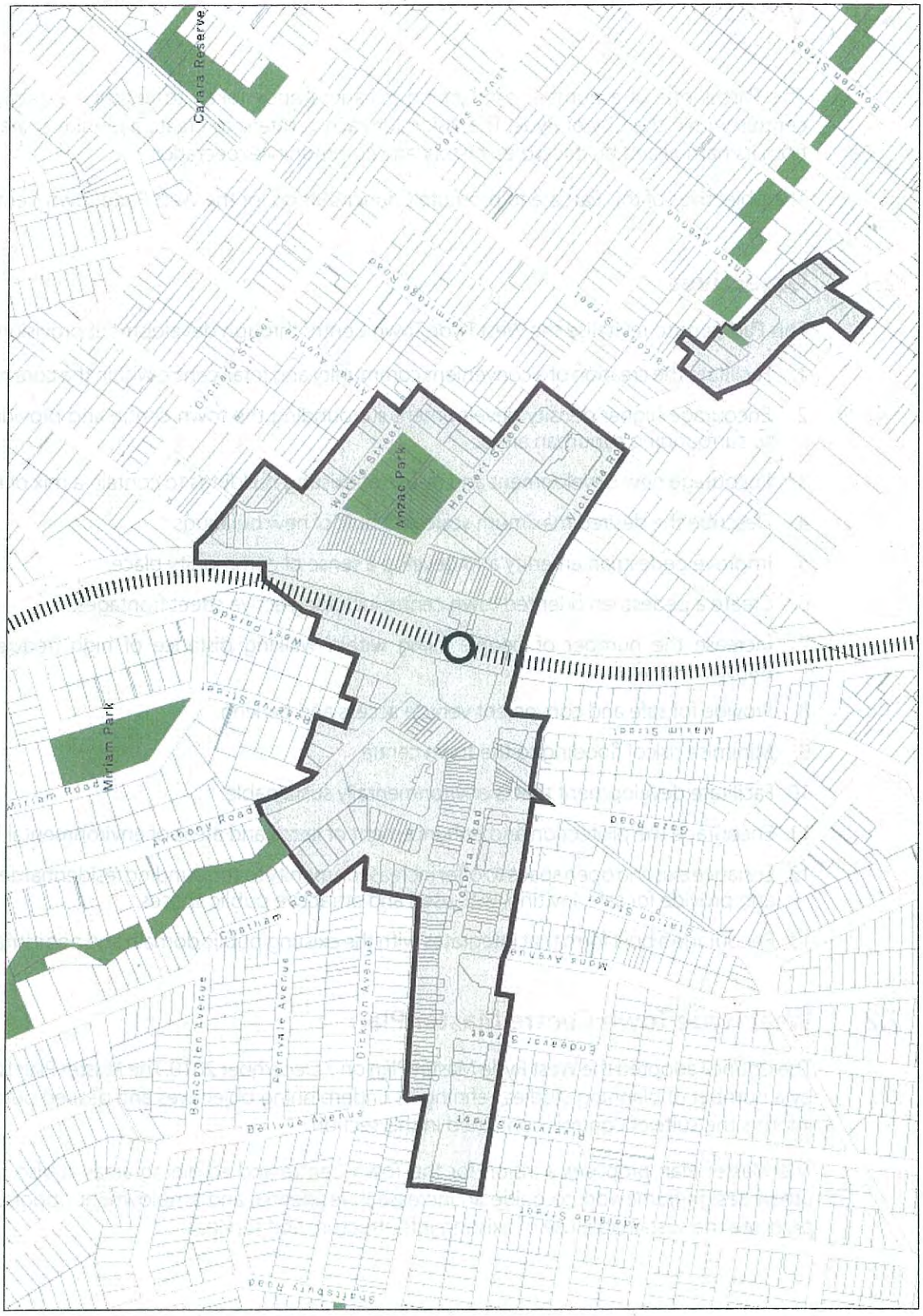


Figure 4.3.01 West Ryde Town Centre and adjoining areas

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.
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.
- 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
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).

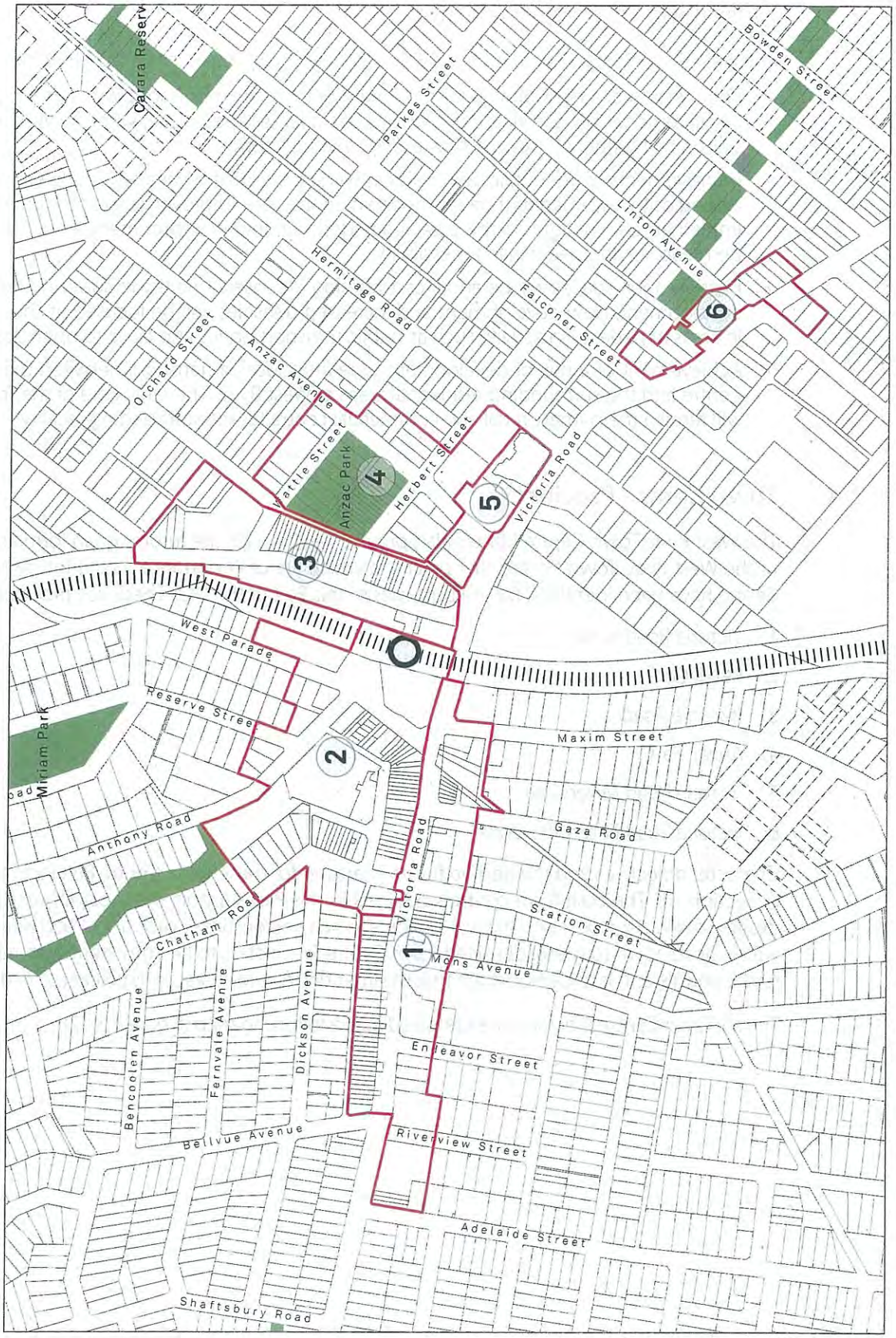


Figure 4.3.02 West Ryde Town Centre DCP Precincts

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 to 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. Overtime, 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 in proximity to transport services, whilst improving the public domain considerably to increase 'livability'.
2. To focus density on open space areas to encourage casual surveillance and provide additional amenity to dwelling occupants.
3. To maintain a transition of residential development towards fringes 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
- 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 2011 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 2011 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:
      - All levels minimum 2.7 metres floor metre floor to ceiling height.

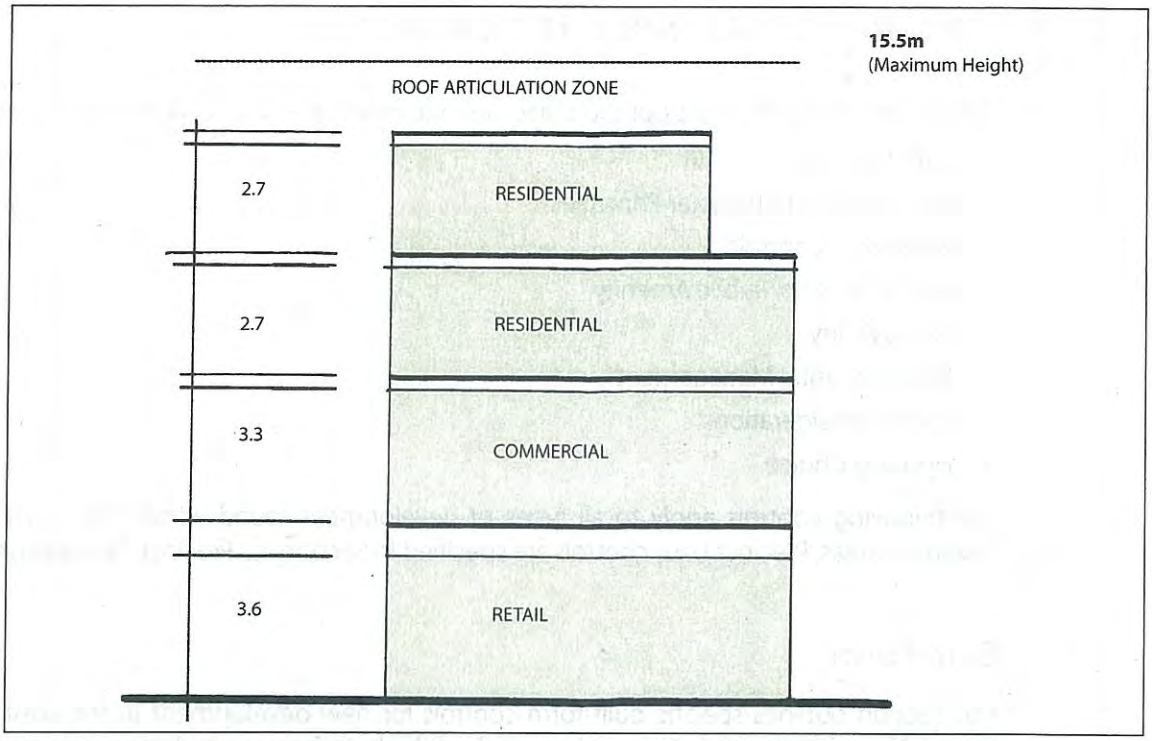


Figure 4.3.03 Minimum Floor to Ceiling Heights (Indicative)

Roof 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. Roof 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 over runs, 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 encouraged 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 Flat Buildings and the Residential Flat Design Code, where appropriate;
   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.
5. To maintain reasonable sunlight access to the public domain, open space and to adjoining sites.
6. 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 evident 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.

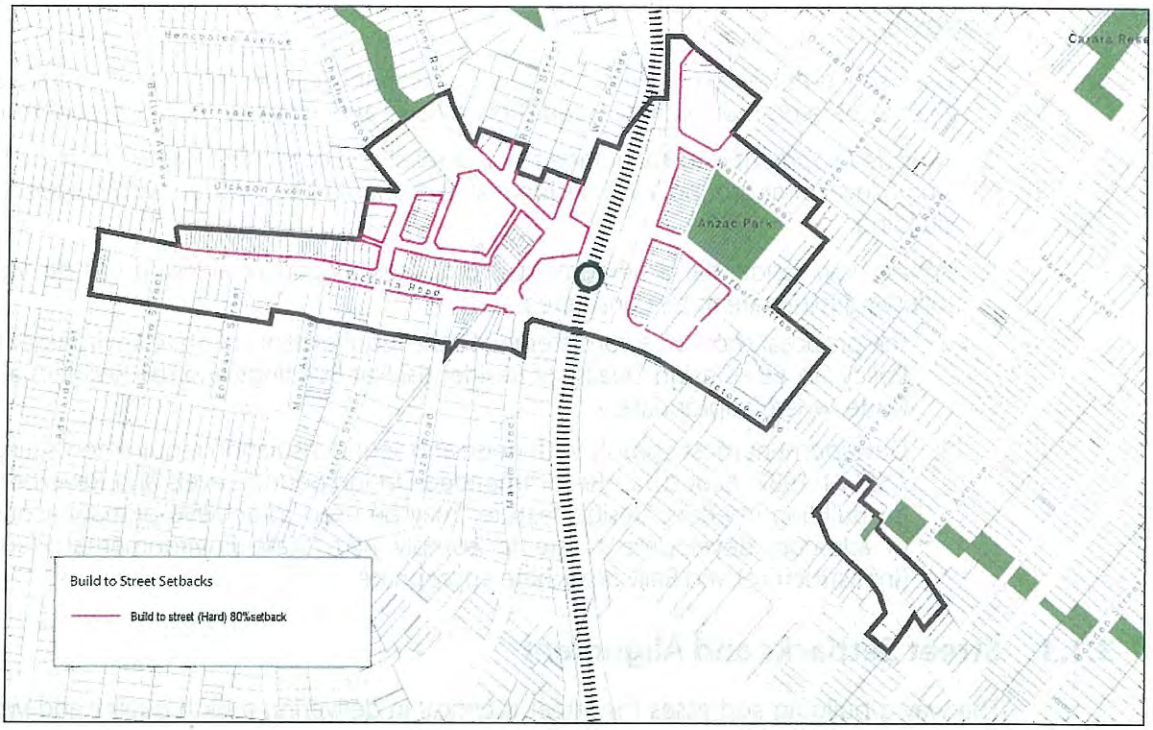


Figure 4.3.04 Build to Street Setback

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 used 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. Open Space and public domain is to be provided, maintained and enhanced in accordance with the City of Ryde Public Domain Technical Manual.

e. 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 opportunities should be provided where possible.

f. Where residential development is proposed, pedestrian entry should be separated

g. from the entry to other land uses in buildings.

h. 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.

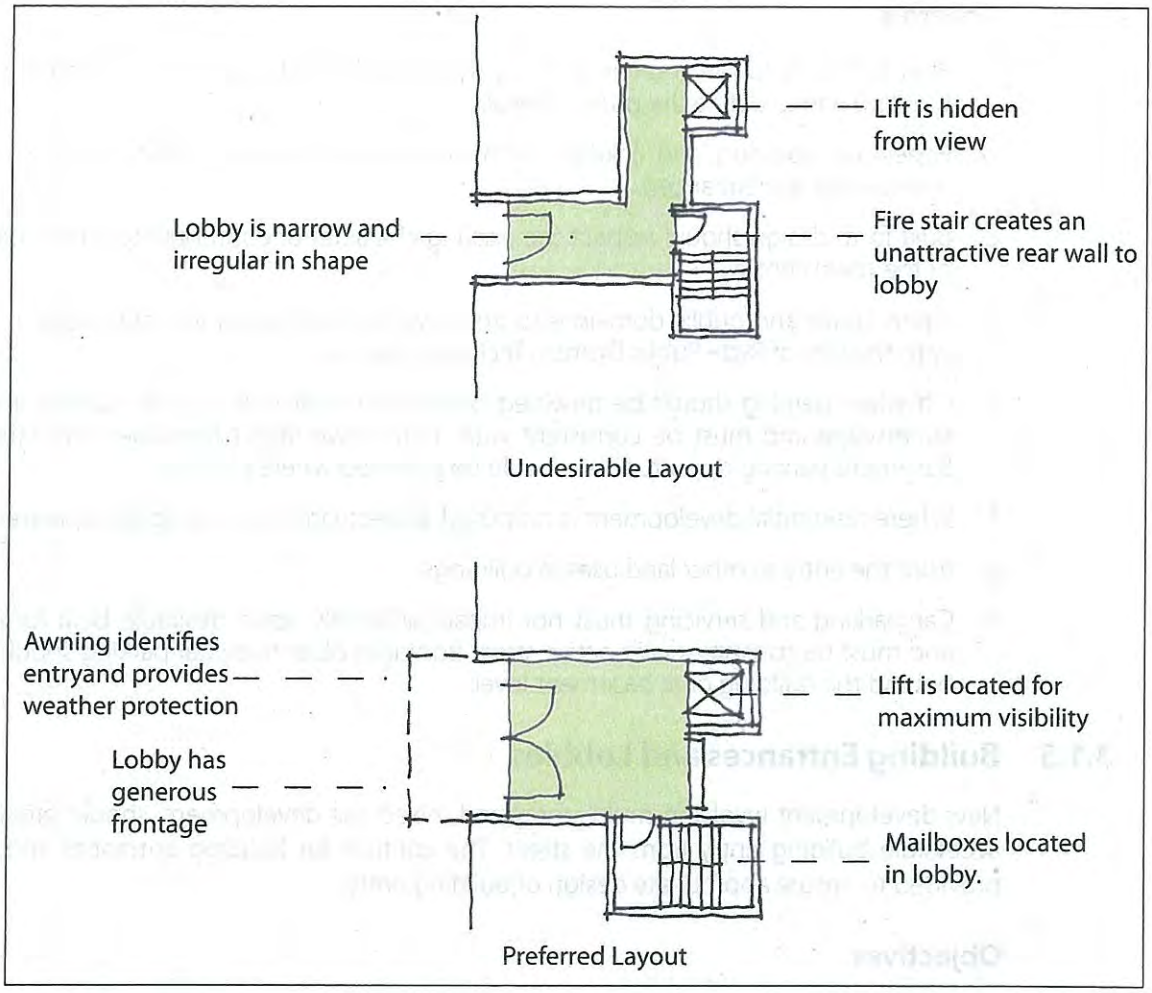


Figure 4.3.05 Lobby Design Principles

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

a. 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).

b. Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.

c. Building facades are to be designed to maximise activation, movement and lighting within the public domain.

d. 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

5. To provide awnings that shelter pedestrians along all public streets and retail areas.
6. To provide continuous awnings that define the street frontage and encourage pedestrian activity.
7. 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 0.6m;
   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 3m 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 flat 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

Visual design measures are designed 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 is respected.

Note: Future development is to take into account the provisions outlined in SEPP 65 - Design Quality of Residential Flat 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.
- Illuminate possible places for intruders to hide.

Acoustic Amenity

k. 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.

l. 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.

m. 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.

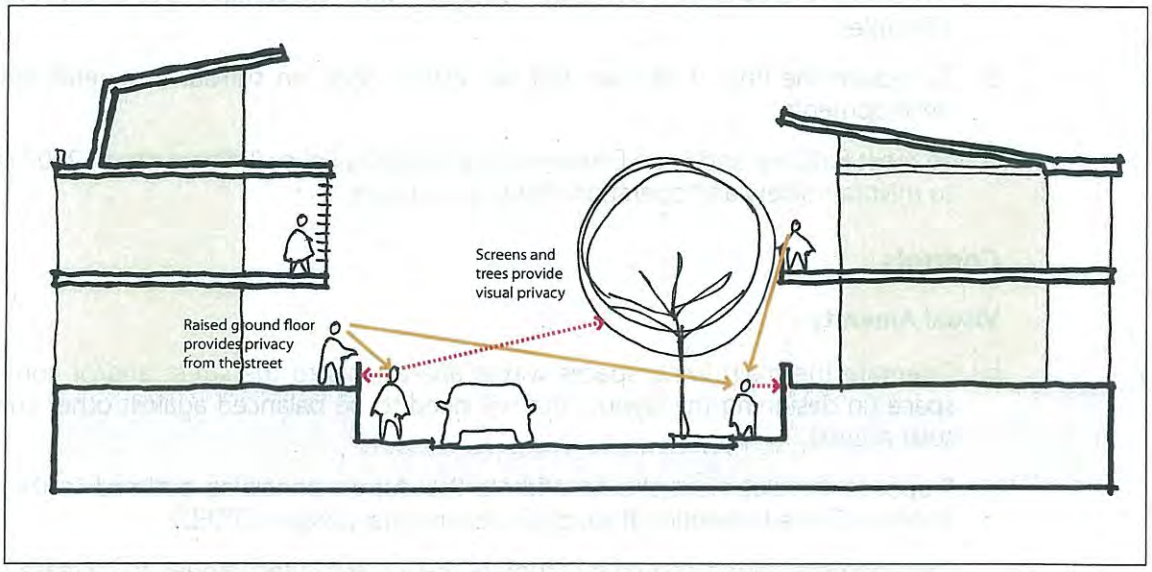


Figure 4.3.07 Casual Surveillance and Privacy Design Principles

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 Residential Flat Design Code 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 Residential Flat Design Code 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 RTA 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
iv. Major Vehicular Intersection

Objectives

7. To improve pedestrian comfort in the town centre.
8. To create a safe environment for pedestrians in the town centre,
9. 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. 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.

c. 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.

d. 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.

e. Council encourages the provision of through-site pedestrian links throughout the Town Centre Core.

f. 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.

g. Internal pedestrian links should, where practical and feasible, make provision for natural light.

h. 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
   - Anzac Lane

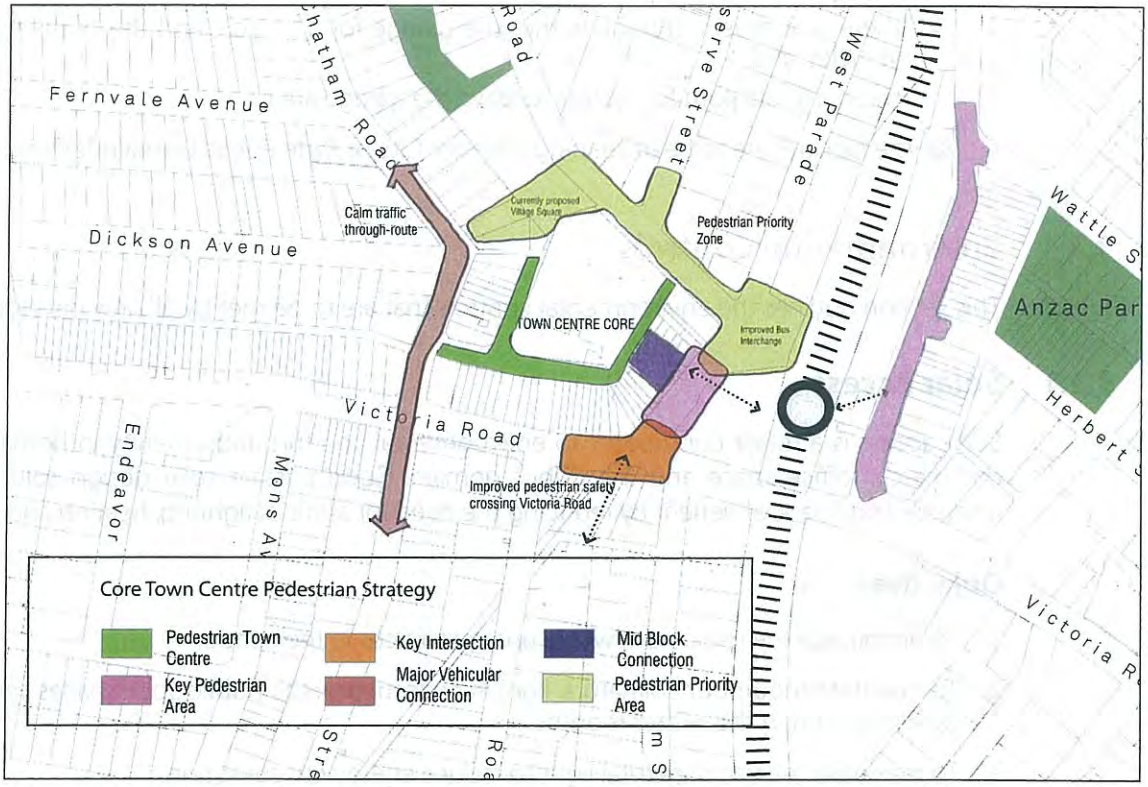


Figure 4.3.08 Core Town Centre Pedestrian Circulation Framework

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
   - 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 area, 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 9am and 3pm 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 10am and 2pm on 21 June.

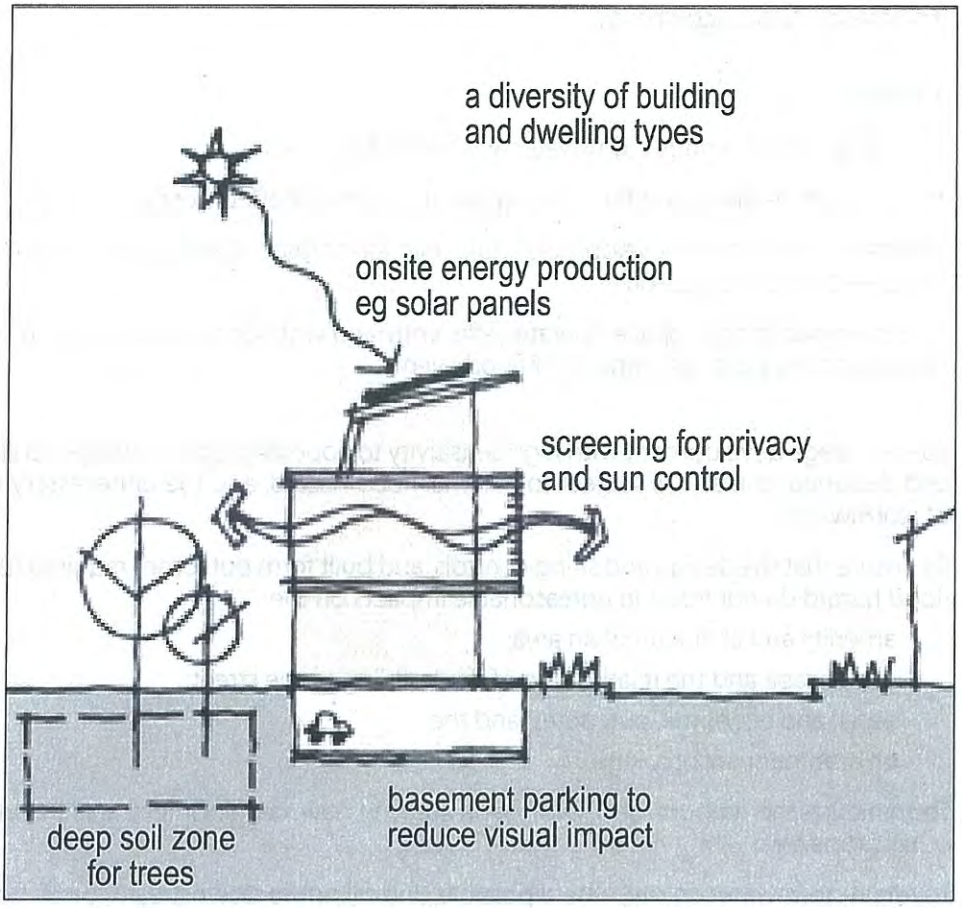


Figure 4.3.09 Site Design Principles for New Development

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 the City of Ryde DCP 2011.

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 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 encourage 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 3.5m, 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 overtime.

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

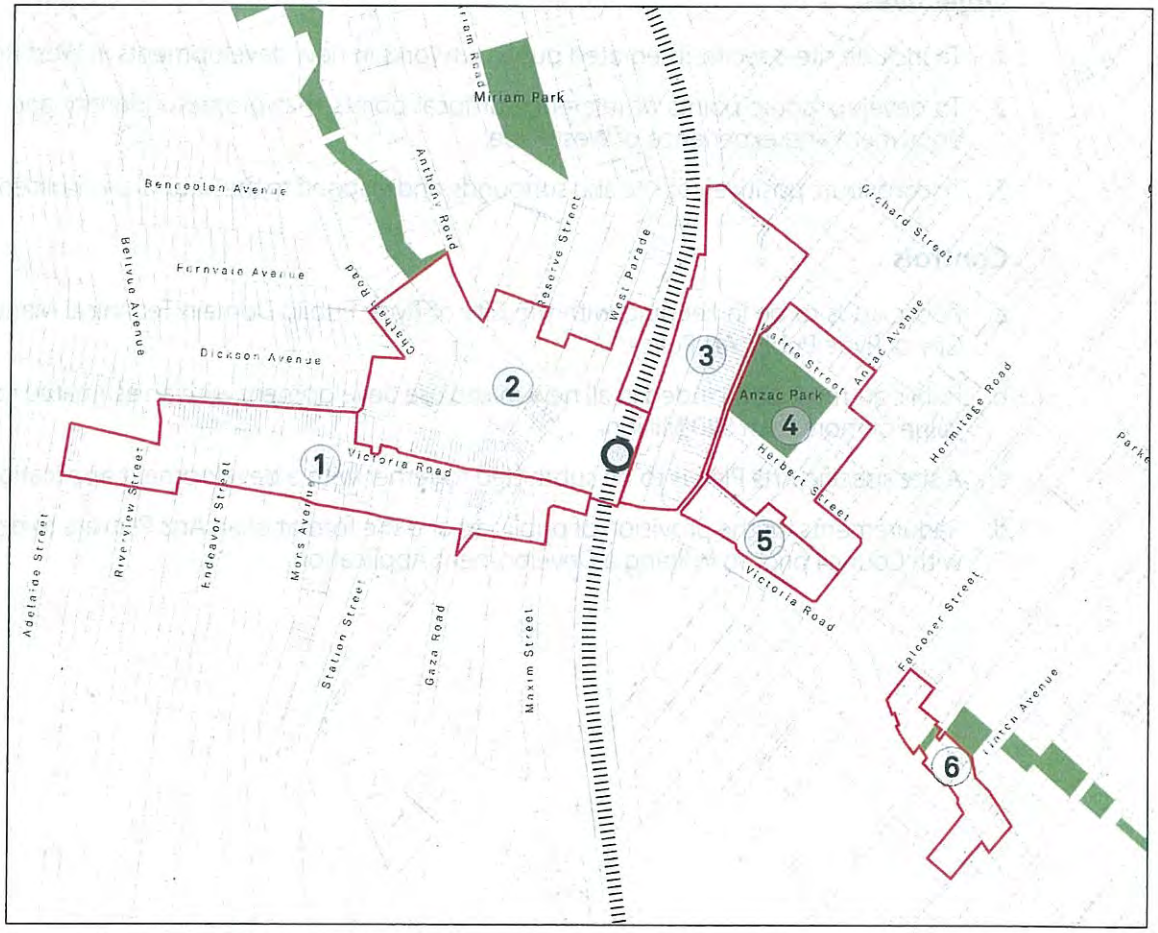


Figure 4.3.10 DCP Precinct Boundaries

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.

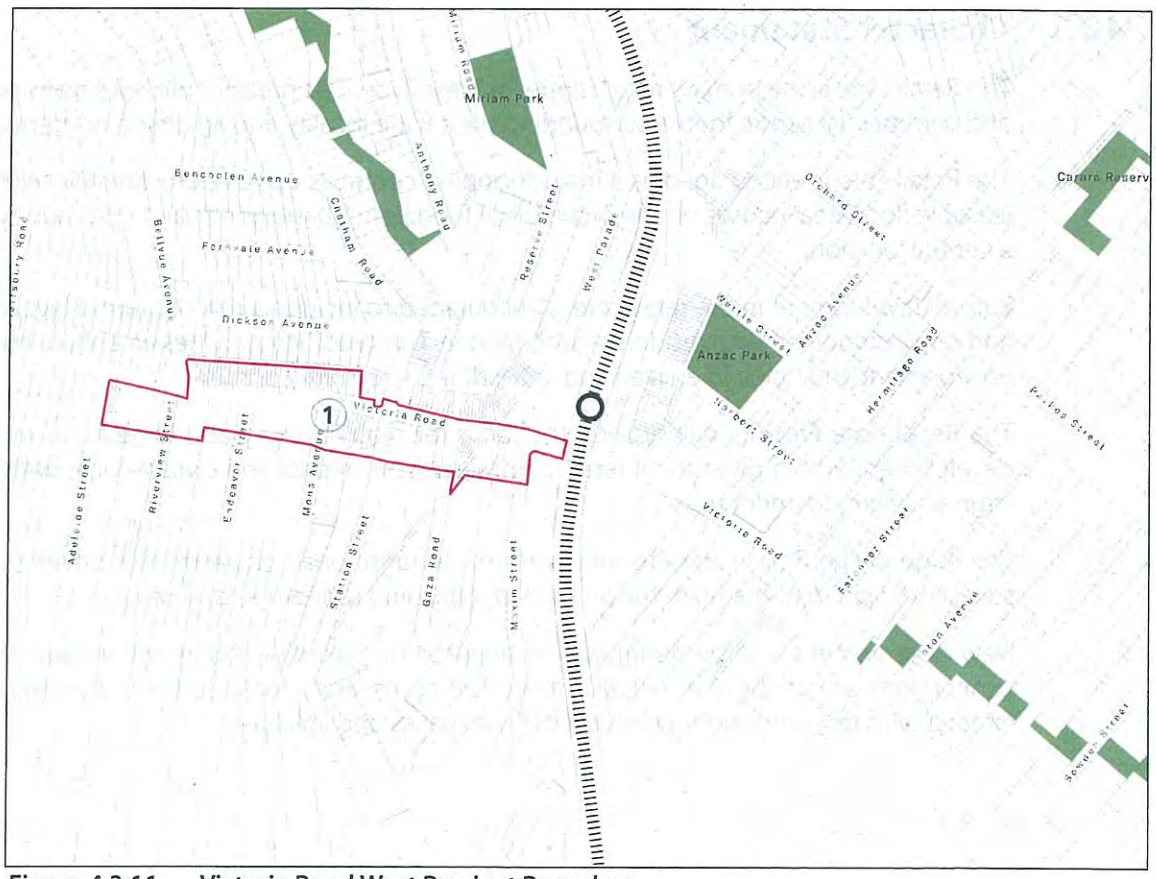


Figure 4.3.11 Victoria Road West Precinct Boundary

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 14,000m2 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 maintained.

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, without unnecessary barriers, through the enhancement of accessibility corridors, including laneways and arcades.

b. Provide active ground floor uses through mixed use development and by designing articulate 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.

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 separated.



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

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 and to ensure there are equitable.

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 accessibility, 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 is designed to respond 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 precinct, 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;
   - 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.

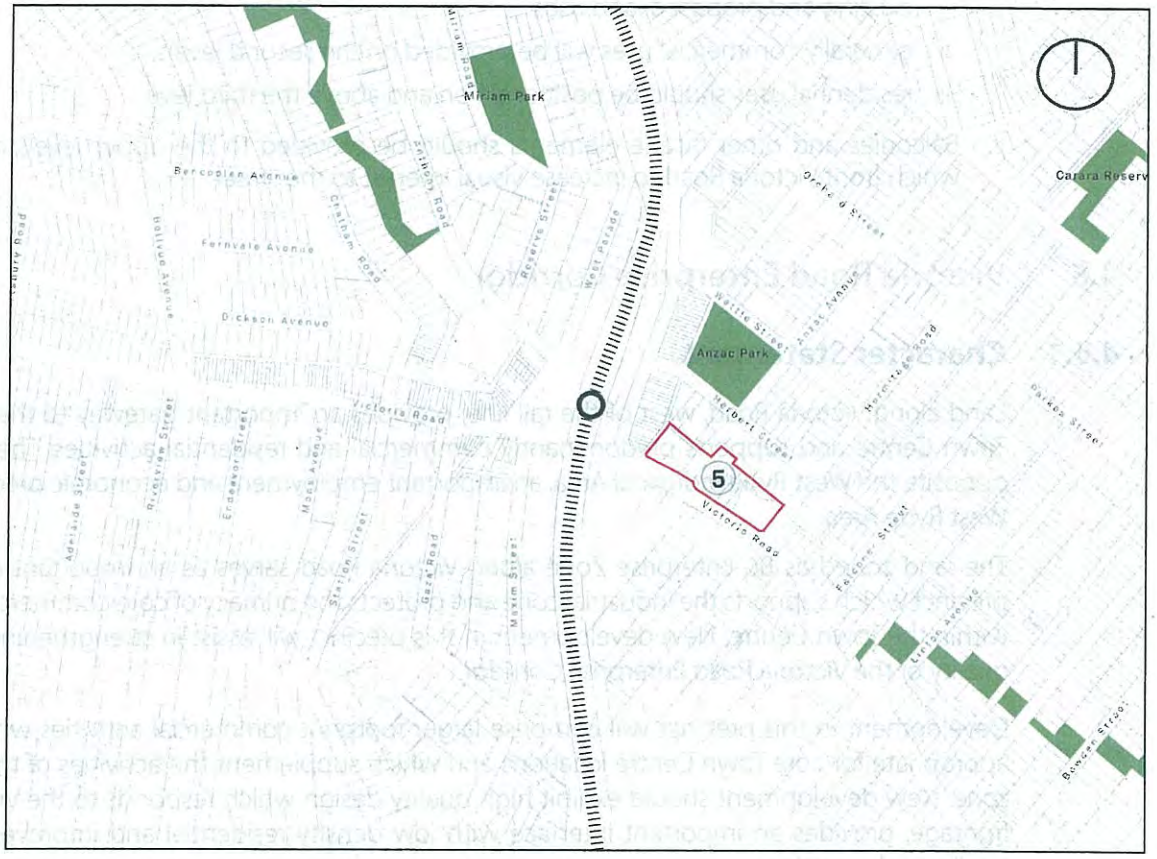


Figure 4.3.15 - Victoria Road Mixed Use Precinct Boundary

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.
   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 though 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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City of Ryde
Civic Centre
1 Devlin Street
Ryde NSW 2112

www.ryde.nsw.gov.au

City of Ryde

Lifestyle and opportunity
@ your doorstep

City of Ryde
Development Control Plan 2011

Part: 5.4
Blenheim Road Small 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

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

ARMENIAN

Եթէ այս գրութիւնը չէք հասկնար, խնդրեմ եկէք՝ Րայտ Սիվիք Սենթըր, 1 Տելվին փողոց, Րայտ, (Ryde Civic Centre, 1 Delvin Street, Ryde) Երկուշաբթիէն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցէք Հեռաձայնի եւ Թարգմանութեան Սպասարկութեան՝ 131 450, եւ խնդրեցէք որ թարգմանիչ մը Րայտ Քաղաքապետարանին հետ կապ հաստատէ ձեզի համար, հեռաձայնելով՝ 9952 8222 թիւին։

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員爲你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رایدRyde Civic Centre, 1 Devlin Street, مراجعه کنید یا به سرویس مترجم تلفنی شماره 131 450 تلفن بزنید و از یک مترجم بخواهید که از طرف شما با شهرداری رایدRyde 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 부탁하십시오.

Amend. No.	Date approved	Effective date	Subject of amendment

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1.0 PRELIMINARY

1.1 Introduction

This Part will facilitate the revitalisation of the Small Centre at Blenheim Road, North Ryde.

This Part should be read in conjunction with other City of Ryde Planning Policies and Development Standards as covered in Section 1.5.

1.2 Purpose of this Part

This Part provides principles for the public domain and development controls for sites within the Small Centre.

1.3 Objectives of this Part

Objectives of this part are :

1. **To reinforce Blenheim Road as a retail, employment and residential location**
   a. Develop a mixed-use small centre with a range of housing and employment opportunities.
   b. Create sustainable employment opportunities that are compatible with shopping and living environments.
   c. Create residential development that contributes to street life with increased activity at the weekends and in the evenings.
2. **To enhance the qualities of the Blenheim Road**
   a. Develop quality, sustainable buildings and public domain spaces and improve the existing public domain.
   b. Enhance and increase the physical and visual prominence of the Mixed Use centre.
3. **To create an attractive, safe, convenient and well-used pedestrian environment and public domain**
   a. Create a high quality public domain that is safe and accessible for all within the small centre, during and outside business hours.
   b. Improve pedestrian connections within the small centre and surrounding areas.
   c. Ensure positive interfaces between public space and private development.
4. **To develop a quality centre**
   a. Reinforce the legibility of Blenheim Road.
   b. Protect sun access to significant public domain spaces.
   c. Ensure that the relationship between buildings is positive and that all development addresses the public domain and street frontages.
   d. Protect streetscapes and the pedestrian environment from adverse impacts of site servicing, garage doors, driveways and loading docks.
5. **To develop high quality built form**
   a. Give detailed guidance to development standards.
   b. Ensure well-designed buildings constructed of durable and attractive materials.
   c. Ensure development is flexible and durable and able to accommodate a range of uses over time.

6. **To develop a sustainable small centre that balances social, economic and environmental objectives**
   a. Encourage efficient and appropriate land-use.
   b. Revitalise the small centres with economically sustainable commercial, retail and residential development.
   c. Intensify land-use to better utilise public transport and other public infrastructure.
   d. Support facilities for public transport use, walking and cycling.
   e. Maintain access and minimise the impacts of traffic congestion in the small centres.
   f. Ensure personal safety and security in the public domain and shared space in private ownership.
   g. Develop sustainable buildings that are robust and adaptable to a variety of uses over time
   h. Develop environmentally sustainable shopping, living and working environments that conserve resources and:
      - Minimise long term energy and water consumption.
      - Protect and improve water and air quality.
      - Minimise waste production and encourage materials recycling and reuse.
      - Integrate environmental management.

1.4 Land affected by this Part

This Part applies to land identified in Fig. 5.4.01.

1.5 Relationship of this Part to other Plans and Policies

This Part supplements and gives guidance to the controls and objectives of Ryde LEP 2011. It is also part of a series of plans promoting the revitalisation of Ryde's business centres and should be read in conjunction with other relevant Council plans and policies, including but not limited to:

- *Ryde Public Domain Technical Manual*
- *Section 94 Development Contributions Plan 2007*
- *DCP 2011 - Other Relevant Sections*

This Part should also be considered in conjunction with the State Environmental Planning Policies (SEPP) including *SEPP 65, Design Quality for Residential Flat Buildings*.

1.6 Interpretation

In this Part, terms have the same meaning as in the Environmental Planning and Assessment Act 1979 (as amended) and the Ryde Local Environmental Plan 2011. If there is an inconsistency between this part and other parts of the City of Ryde DCP 2011 and other codes or policies this Part shall prevail.

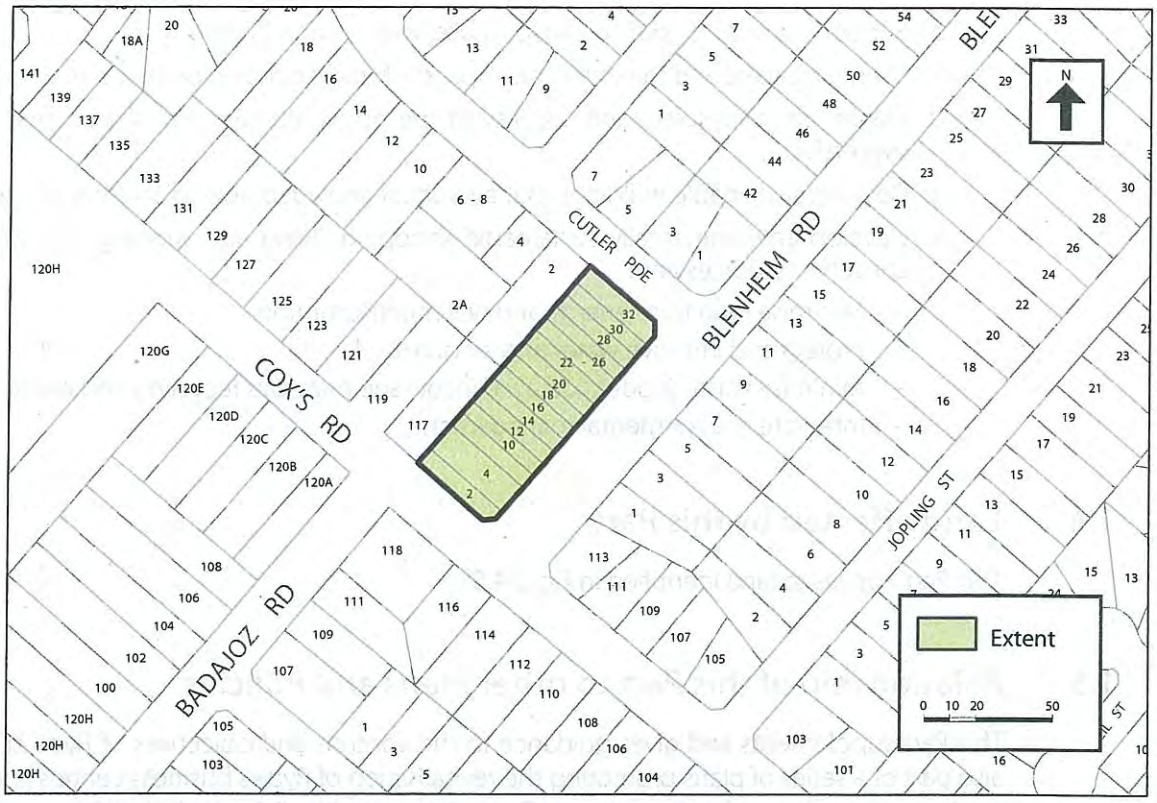


Figure 5.4.01 Map showing Blenheim Road Small Centre Extent.

1.7 Structure of this Part

This Part identifies objectives and controls that will shape the future development of Blenheim Road to create attractive, accessible and unique urban environments in which to live, work, shop, and visit.

Development controls are provided for strategic sites identified as Ryde Small Centres within the City of Ryde LGA. The identified centre is Blenheim Road, North Ryde. This site has been tested with regards to built form, public domain, design and traffic. The detailed development controls for these sites are provided in Section 3.0 of this Part.

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

2.0 VISION

2.1 Blenheim Road, North Ryde - Vision Statement

This part is a planning initiative undertaken by the city of Ryde to revitalise the small centre of Blenheim Road, North Ryde. The vision is to create an attractive place to live, work, shop and visit, arising from Blenheim Road's natural and build features, history and community expectations.

Blenheim Road is a vibrant local centre located in a low density residential area at the intersection of two busy through roads. It has a relatively large number of shops and services and community facilities for the local community. The centre has good connections with the wider road network and good access to public transport. It is located near a major employment area and is well serviced by parkland and recreation opportunities.

In the future the Blenheim Road, North Ryde Small Centre will retain its local retail role, whilst gaining residential development above. The existing rear lane, currently in poor condition, is to be transformed into an accessible rear laneway for pedestrians and private & service vehicles.

The overall built form is to ensure an appropriate scale within the predominately residential context. High quality built form will define and edge public spaces.



3.0 OBJECTIVES AND CONTROLS

3.1 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 setout.

Controls

a. Minimum lot sizes shall comply with Ryde LEP 2011 clauses 4.3 (2A) & 4.4 (2A).

Note: 1. To achieve the optimum development outcome within a small centre a minimum lot size is required for particular development to occur. Clauses 4.3(2A) Height of buildings and 4.4 (2A) 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 Fig. 5.4.03 and Fig. 5.4.04.

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 (Figure 5.4.03, Figure 5.4.04, Figure 5.4.05, Figure 5.4.06, Figure 5.4.07, and Figure 5.4.09) are based on the preferred amalgamation pattern. They are indicative only.



Figure 5.4.02 Map showing Blenheim Road Small Centre Preferred Amalgamation Site Pattern

3.2 Built Form

3.2.1 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 sustainabil ity 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 existing or prevalent lot structure in the design of new buildings. For example the width of shop-fronts should reflect the predominant lot structure prior to the amalgamation taking place.

3.2.2 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.

3.2.3 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.

3.2.4 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.

3.2.5 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

1. 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.

3.2.6 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 heritage 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 2010 Height of Buildings Map.

b. Building height must comply with the Building Height Control Figure 5.4.03 and Figure 5.4.04.

c. The height limits in the LEP and the DCP must 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. The DCP does not restrict the height limit allowed under the LEP.

d. Floor to ceiling height must be a minimum of 2.7m for residential uses.

e. To ensure that ground floor levels are adaptable over time for a wide range of uses, the floor to ceiling height must be a minimum of 3.5m clear for the ground floor.



Figure 5.4.03 Blenheim Road Small Centre Building Height Control

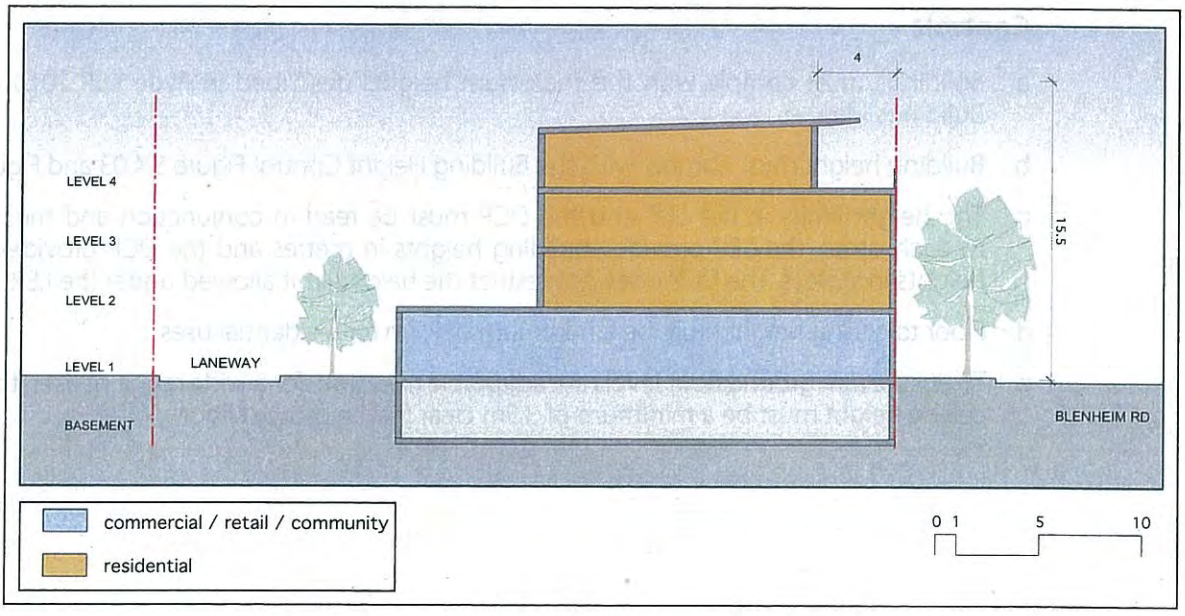


Figure 5.4.04 Blenheim Road Small Centre Building Height Control - Cross Section

3.2.7 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 Blenheim Road Small Centre. Business and retail areas are to be built to the street frontage 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 small 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.

Controls

a. Building setbacks at the ground level and upper levels must comply with the Setbacks Control Drawing.

b. Building setbacks must comply with the Building Setback Controls Figure 5.4.05 and Figure 5.4.06.

c. The build to boundary line applies to the ground, first and second floors.

d. The top floor must be setback 4m from the boundary.

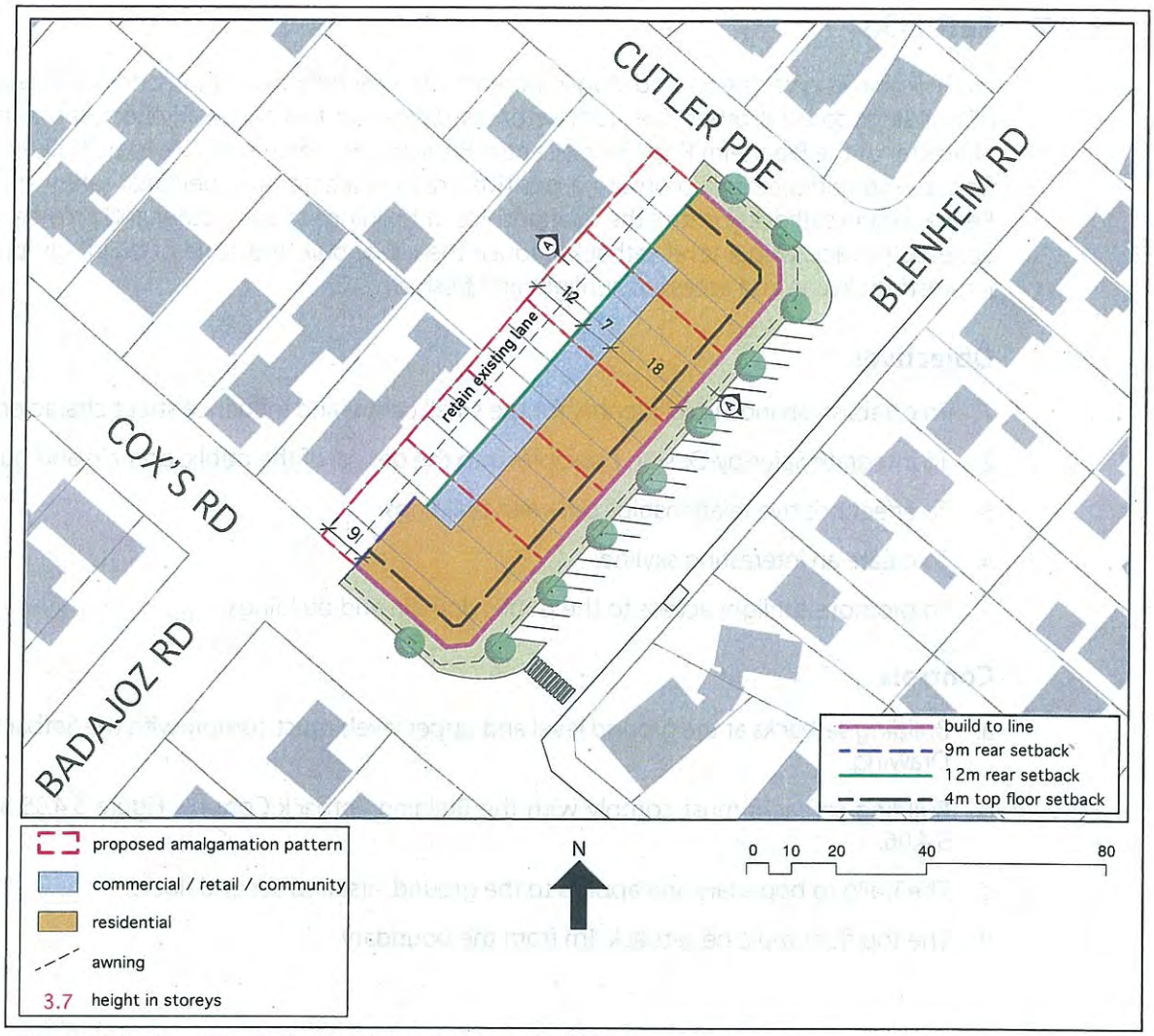


Figure 5.4.05 Blenheim Road Small Centre Setback Controls Drawing

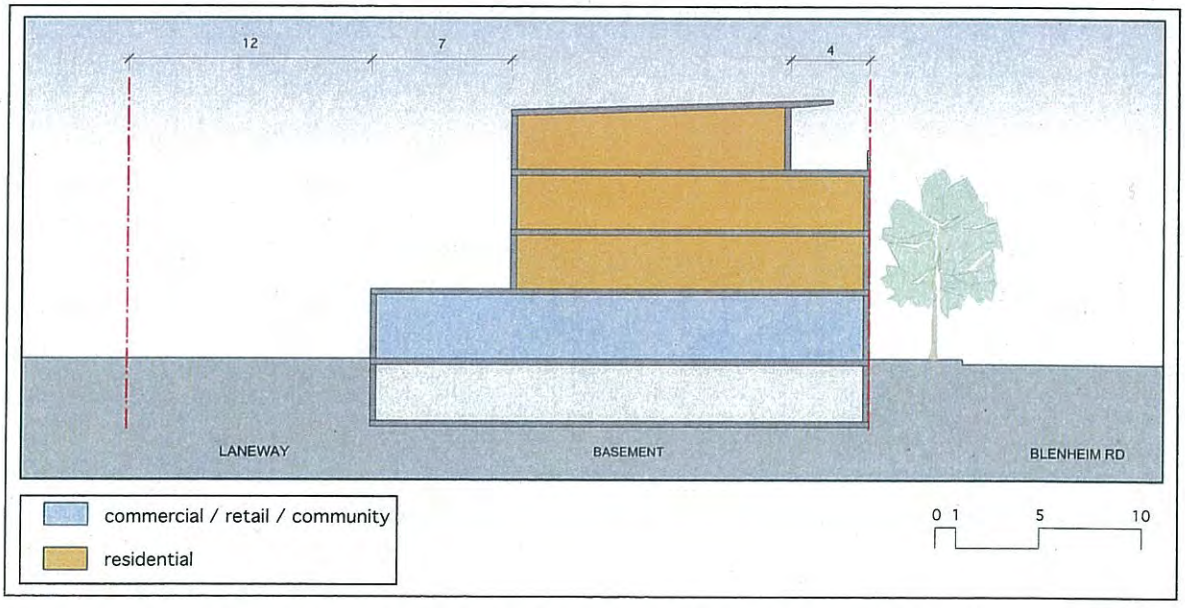


Figure 5.4.06 Blenheim Road Small Centre Setback Controls - Cross Section

3.2.8 Building Depth

Objectives

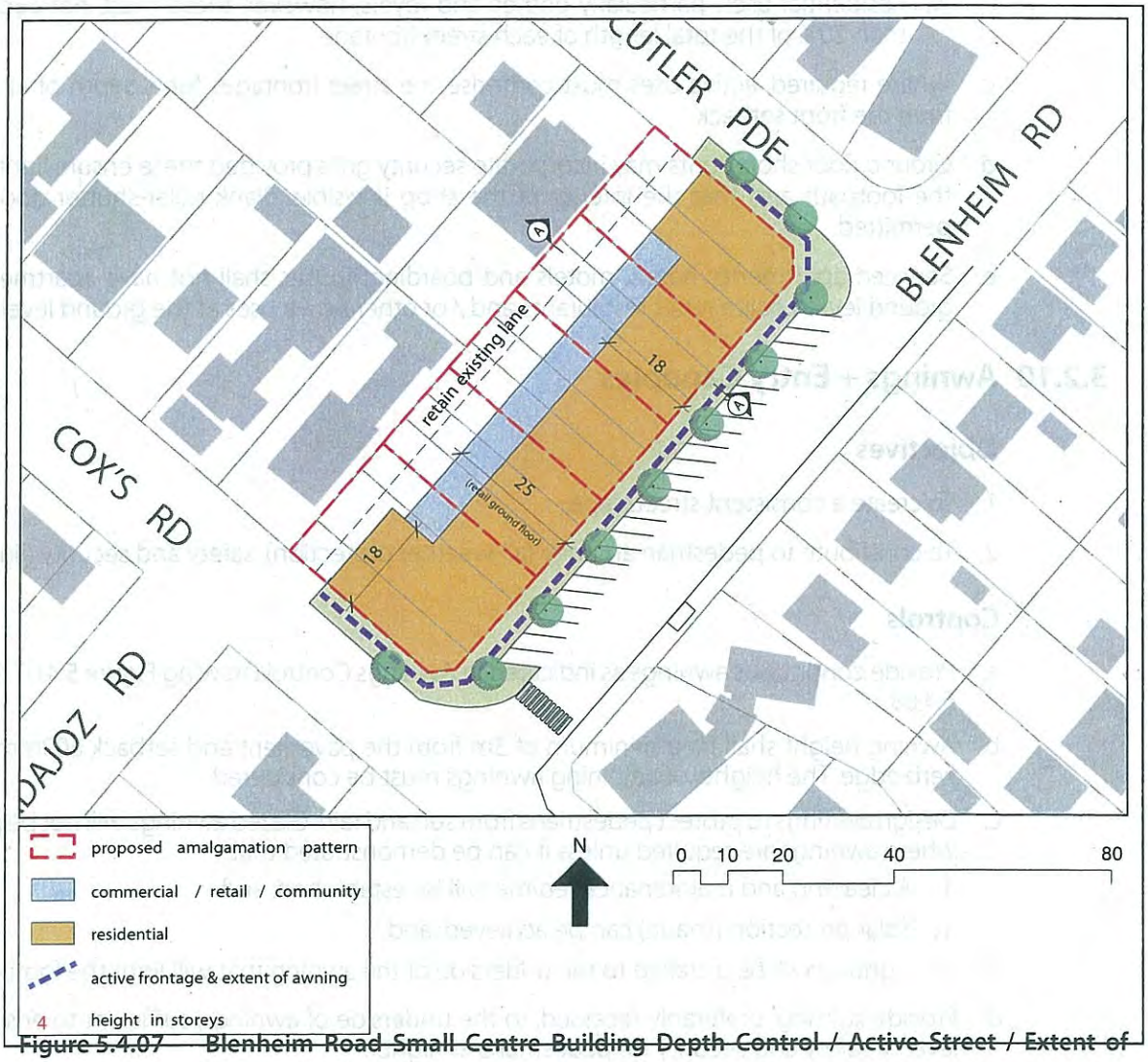
1. To promote sustainable built form.
2. To improve the amenity of buildings for users.

Controls

a. Building depth must comply with the Building Depth Control Drawing Figure 5.4.07.

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. The maximum overall depth of residential buildings is 18m unless design excellence can be demonstrated and natural ventilation is achieved.



~~Figure 5.4.07 – Blenheim Road Small Centre Building Depth Control / Active Street / Extent of~~ Awning Control

3.2.9 Active Street Frontages

Objectives

1. To enhance personal safety and security within the small centres.

Controls

a. Provide ground level active uses where indicated on the Active Street Frontages Control Drawing Figure 5.4.07.

b. Active uses contribute to personal safety in the public domain and comprise:
   i. Community and civic facilities;
   ii. Recreation and leisure facilities;
   iii. Shops;
   iv. Commercial premises;
   v. Residential uses, particularly entries and foyers, however, these must not occupy more than 20% of the total length of each street frontage.

c. Where required, active uses must comprise the street frontages for a depth of at least 10m from the front setback.

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. Serviced apartments, hotels, motels and boarding houses shall not have apartments at the ground level. Locate retail, restaurants and / or other active uses at the ground level.

3.2.10 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 5.4.07 and Figure 5.4.08.

b. Awning height shall be a minimum of 3m from the pavement and setback 600mm from the kerb edge. The heights of adjoining awnings must 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 shall step down the hill.

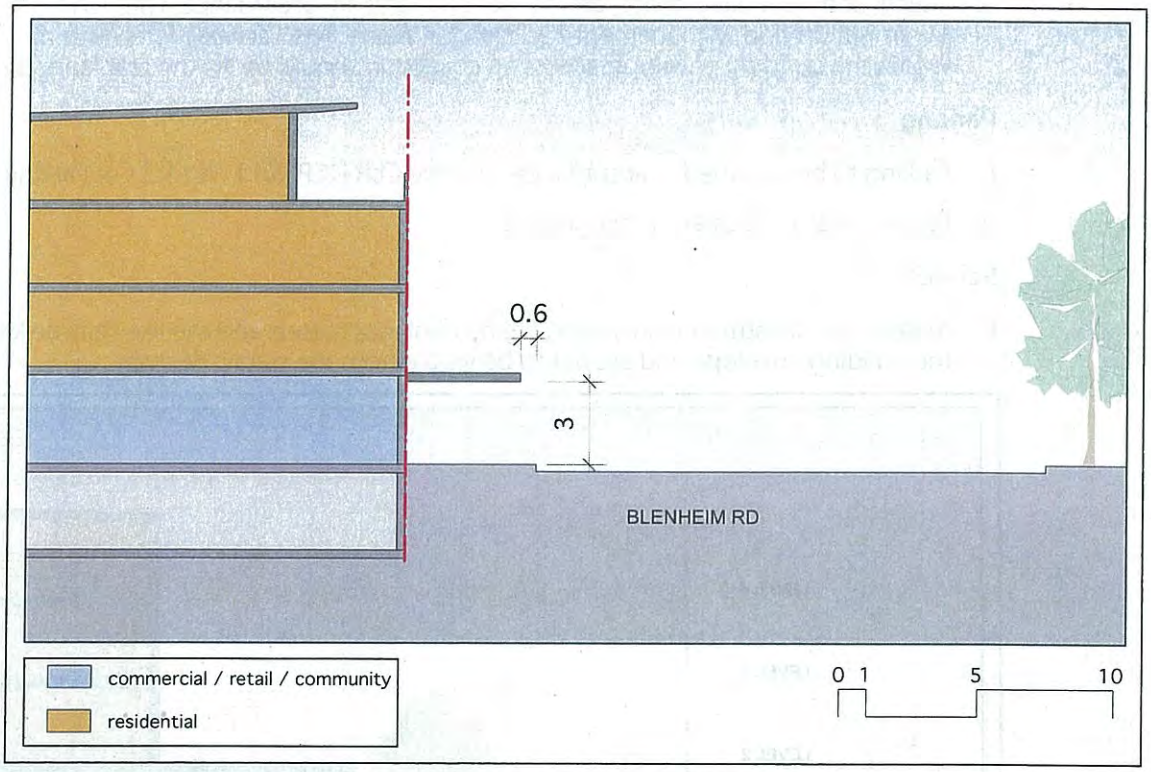


Figure 5.4.08 Blenheim Road Small Centre Awning Control Cross Section

3.2.11 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. Buildings are to provide a shared rear lane for vehicle access points. Refer to Figure 5.4.09 Laneway Section.

b. All service and vehicle access must be from rear lane.

c. On-site car and service vehicle access must be provided and designed in accordance with the following:
   i. a driveway and footpath must be established that is of adequate strength, width and design for the intended car, pedestrian and service vehicle characteristics. (Refer to Figure 5.4.09 for minimal width.)
   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.

d. Generally service vehicle access is to be combined with parking access.

e. Waste and recycling space are to be provided in accordance with DCP Part 7.2 Waste Minimisation and Management Facilities for Waste. The Facilities for Waste must be located within the building envelope. access an collection should be via the rear laneway.

Parking

f. Parking to be provided in accordance with the CoR DCP 2011 Part 9.3 Car Parking.

g. Parking shall be located under ground.

Services

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

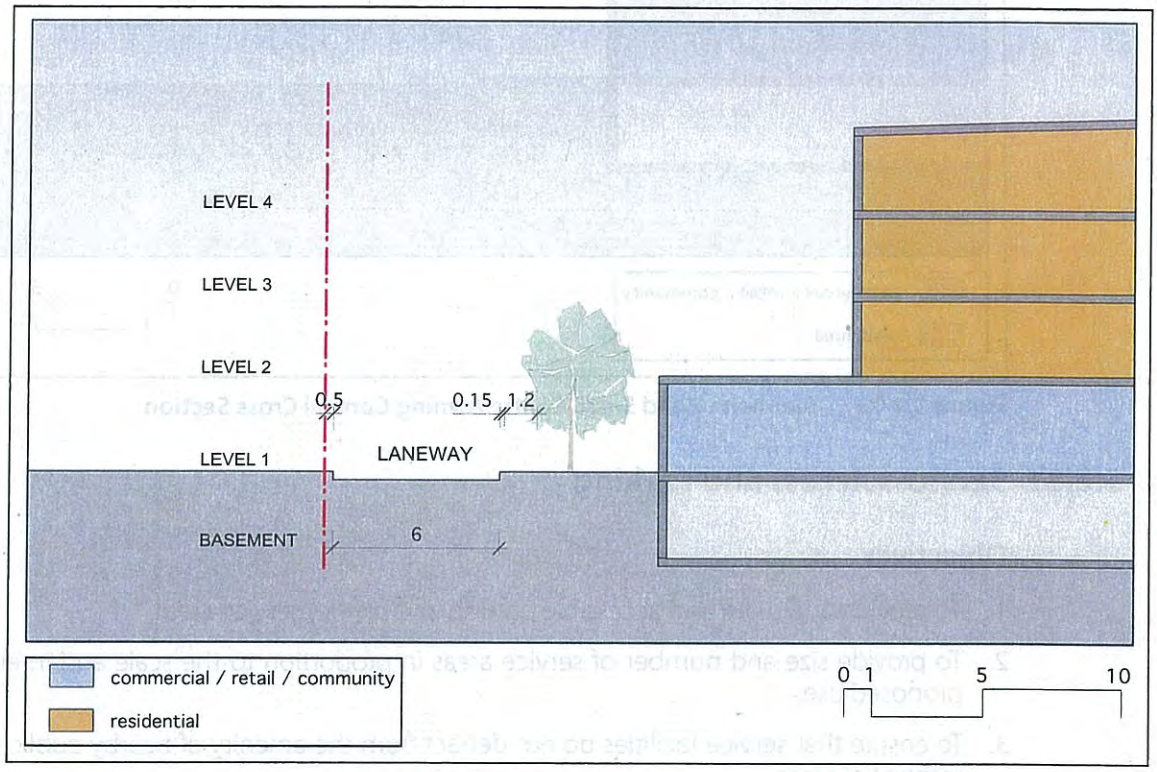


Figure 5.4.09 Blenheim Road Small Centre Laneway Section.

3.3 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.

3.3.1 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.

3.3.2 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 pallette 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.

3.3.3 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 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 City of Ryde Public Domain Technical Manual.

c. Provide new street lighting to council satisfaction.

3.3.4 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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Civic Centre
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Ryde NSW 2112

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Translation

ENGLISH

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ARABIC

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

ARMENIAN

Եթէ այս գրութիւնը չէք հասկնար, խնդրեմ եկէք՝ Ռայտ Սիվիք Սենթըր, 1 Տելվին փողոց, Ռայտ, (Ryde Civic Centre, 1 Delvin Street, Ryde) Երկուշաբթիէն Ուրբաթ կ.ա. ժամը 8.30 – կ.ե. ժամը 4.30, կամ հեռաձայնեցէք Հեռաձայնի եւ Թարգմանութեան Սպասարկութեան՝ 131 450, եւ խնդրեցէք որ թարգմանիչ մը Ռայտ Քաղաքապետարանին հետ կապ հաստատէ ձեզի համար, հեռաձայնելով՝ 9952 8222 թիւին։

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員爲你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

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

Amend. No.	Date approved	Effective date	Subject of amendment

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1.0 INTRODUCTION

1.1 Where this Part Applies

This part applies to:-

- all land within the City of Ryde that is identified as part of a floodplain.
- any development for which consent is required that is located on a floodplain.

The part also includes provisions and controls for specific floodplains within the City.

1.2 Purpose of this Part

The purpose of this Part is to guide development to ensure danger to life and property damage associated with flooding and overland flow are minimised in a manner consistent with the Policies of Council formulated under the NSW Flood Policy and Floodplain Development Manual (FDM).

Background

In 1984, the State Government introduced its Flood Prone Land Policy applicable to New South Wales. The first Floodplain Development Manual was published in 1986, providing guidelines for the implementation of the government's Flood Prone Land Policy and the merit approach that underpins its application.

In 2005, the State Government released revised guidelines under the Floodplain Development Manual (FDM April 2005) to support the Flood Prone Land Policy, the primary objective of which is:

"to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods, utilising ecologically positive methods wherever possible."

The State Government's Flood Prone Land Policy provides for a flexible merit based approach to be followed by local government when preparing controls for planning, development and building matters on flood prone land. For Council to fully carry out its responsibilities for management of flood prone land, it is necessary to prepare a local "Floodplain Risk Management Plan"

The Floodplain Development Manual (FDM) requires that Councils prepare Floodplain Risk Management Studies (FRMS) as a prelude to the formulation of a Floodplain Risk Management Plan (FRMP) that, among other things, would control development and other activity within the floodplain. The process for preparing a FRMS and FRMP is depicted by Figure 8.6.1.

The following controls are consistent with the State Government's Flood Prone Land Policy and the Floodplain Development Manual. The controls in this chapter, represent an application of the State Policy that reflects local circumstances as identified for some floodplains, through the preparation of FRMSs and FRMPs.

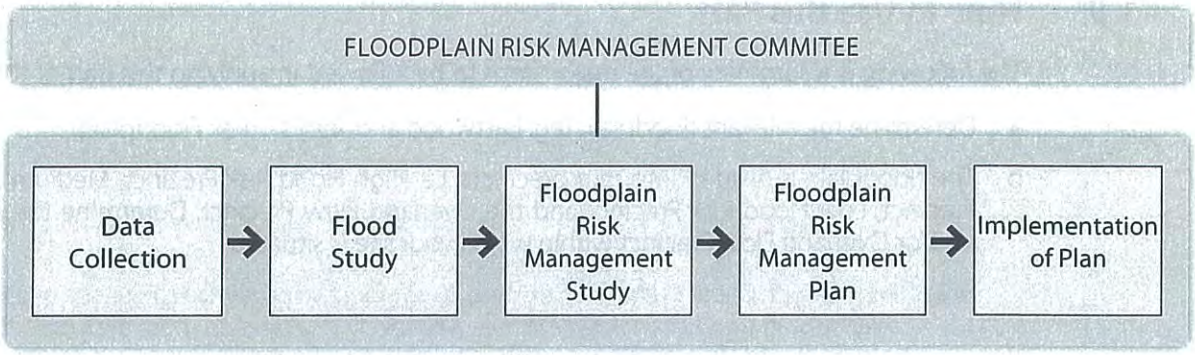


Figure 8.6.1 - Floodplain Risk Management Process (FDM, 2005)

1.3 Objectives of this Part

The objectives of this Part are:

- To increase public awareness of the hazard and extent of land afected by all potential floods, including floods greater than the 100 year average recurrence interval (ARI) flood
- To ensure essential services and land uses are planned in recognition of all potential floods.
- To manage the danger to human life and damage to property caused by flooding and inundation through controlling development on land afected by potential floods and overland flow.
- To apply a merit based approach to development that is proposed on flood or overland flow affected land – taking into account flooding, social, economic, ecological and design considerations
- To provide detailed controls for the assessment of applications lodged on land afected by potential floods and overland flow.
- To reduce the risk associated with flooding and overland flow to existing development within the City

1.4 Relationship with other Instruments and Documents

The following documents should be considered in relation to the provisions of this Part:

- Local Environmental Plan 2011 (In particular Clause 6.6 Flooding)
- Part 8.2 Stormwater Management of this DCP
- Part 10 - Dictionary
- Draft City of Ryde Floodplain Management Technical Manual

1.5 How to Use this Part

The following is a summary of the major steps to be followed in applying this part of the DCP:

a. Determine the relevant floodplain (eg. Eastwood and Terrys Creek Floodplain).

b. The floodplain is divided into four precincts, i.e. High Flood Risk Precinct, Medium Flood Risk Precinct, Low Flood Risk Precinct and the Overland Flow Precinct. Determine the Flood Risk and/or Overland Flow Precinct within which your site is situated.

Note: Enquire with Council regarding existing flood mapping or whether a site-specific assessment may be warranted in your case. Where a property is located in more than one Precinct, the assessment must consider the controls relative to each Precinct.

c. A range of development types have been grouped into 6 land use categories.(Schedule 1) Determine the land use category relevant to your proposal.

Note: Some minor forms of development may be classified as either exempt or complying development subject to satisfying certain criteria. In such cases, this DCP may not need to be applied

d. Check if the proposal will satisfy controls for the relevant land use category in the applicable Precinct, in accordance with this Part.

e. The assistance of Council staff or an experienced floodplain management consultant may be required at various steps in the process to ensure that the requirements of this Plan are fully and satisfactorily addressed.

1.6 Lodging an Application

Refer to Council's information sheets regarding Council's development assessment process and pre – lodgement services.

The Draft City of Ryde Floodplain Management Technical Manual outlines the information requirements to be submitted with a development proposal on flood liable land.

2.0 REQUIREMENTS AND CONTROLS

2.1 Assessment Criteria

In formulating development proposals on land that is affected by flooding and overland flow it is important to recognise that different controls will apply to different land uses, depending on the flood hazard applying to the land. The controls in this part of the DCP comprise:

- **The objectives** which represent the outcomes that the Council wishes to achieve from each control.
- **The performance criteria** which represent a means of assessing whether the desired outcomes will be achieved.
- **The prescriptive controls** which are preferred ways of achieving the outcome. While adherence to the prescriptive controls may be important, it is paramount that the objectives and the performance criteria are clearly satisfied.

The steps to determine whether the proposal complies with the controls are:

- Identify the applicable land use category of the development (see 2.1.1 and Schedule 1)
- Determine the floodplain and precinct in which the property is located
- Assess whether the proposal complies with the performance criteria
- Assess whether the proposal complies with the prescriptive controls
- If the proposal does not comply with any prescriptive controls, any variations must be justified by demonstrating compliance with the performance criteria having regard to the overall objectives.

2.1.1 Land Use Categories

The range of potential development types listed within the Draft LEP 2011 have been grouped into 6 major land use categories based on the sensitivity to flood risks. The 6 land use categories are:

- Critical uses and facilities
- Sensitive uses and facilities
- Residential
- Commercial or industrial
- Recreation and non urban
- Concessional development

The land use categories are outlined Schedule 1.

2.1.2 Flood Risk and Overland Flow Precincts

Each of the floodplains within the City of Ryde can be divided into precincts based on different levels of potential risk. The precincts provide a basis to assign controls on a development. The relevant Precincts are outlined below.

High Flood Risk Precinct

The high flood risk precinct is where high flood damages, potential risk to life and/or evacuation problems would be anticipated or where development would significantly or adversely alter flood behaviour. Most development should be restricted in this precinct. In this precinct, there would be a significant likelihood of flood damages or danger to life without compliance with flood related building and planning controls.

Medium Flood Risk Precinct

In this precinct there would still be a significant likelihood of flood damage or danger to life, but these damages or dangers to life can be minimised by the application of appropriate development controls.

Low Flood Risk Precinct

This has been defined as all other land within the floodplain (ie. within the extent of the probable maximum flood) but not identified within either the High Flood Risk , Medium Flood Risk Precinct or the Overland Flow Precinct, where the likelihood of damages is low for most land uses.

Overland Flow Precinct

The Overland Flow Precinct comprises areas distant from watercourses where shallow inundation occurs following heavy rain. Typically the depth of inundation will be less than 0.3m to 0.5m but more than 0.1 m to 0.2m in a 100 year ARI event. Velocities in these areas are mild and the combination of depth and velocity is unlikely to present a safety danger to able-bodied adults or to cause significant erosion problems. These areas would normally be classified as 'low' provisional hazard under the Floodplain Development Manual.

Note, very shallow inundation may still occur in areas above the Overland Flow Precinct where depths would typically be less than 0.1 m to 0.2m. These areas are not classified as in either an Overland Flow Precinct or any Flood Risk Precinct and would include areas referred to as 'Local Drainage' under the Floodplain Development Manual.

2.2 General Development Controls

This section outlines the objectives, criteria and development controls that apply to land within a flood risk or overland flow precinct. The development controls are graded relative to the severity and frequency of potential floods, based on the findings of a floodplain study and management plan.

The development controls applicable to each floodplain are outlined within the planning matrix contained in following schedules:

- Schedule 2 - Eastwood and Terrys Creek

It is intended that development controls and a planning matrix for other floodplains within the City be included in the Schedules of this Part following the completion of floodplain studies and plans.

Objectives

1. To require 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.
2. To allow development with low sensitivity to flood damages or danger to life to be located within a floodplain - subject to design and siting controls and provided the chance of personal harm and damage to property is minimised.
3. 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:
   - streetscape and the relationship of the building to the street; - social and economic outcomes; and the
   - environment and ecology.

4. To ensure the flood risk associated with development, comprising danger to life and damage to property, is minimised and not increased beyond the level acceptable to the community.
5. To ensure that the proposed development does not exacerbate flooding on other properties.

Criteria

a. The risk associated with the flooding of development comprising danger to life and damage to property is minimised and not increased beyond the level acceptable to the community.

b. The additional economic and social cost which may arise from damage to property from flooding is not greater than that which can reasonably be managed by the property owner and general community. The cost of damages that may be incurred over the expected life of a development should be no greater than that which could be reasonably expected to be met by the occupants and/or the developer without Government assistance.

c. Effective warning time and reliable access is available for evacuation from an area potentially affected by flooding to an area free of risk from flooding and overland flow.

d. Appropriate procedures (such as warning systems, signage or evacuation drills) for land use categories of "critical uses and facilities" and "sensitive uses and facilities" is in place, if necessary, so that people are aware of the need to evacuate personnel and relocate goods and motor vehicles during a flood, and are capable of identifying an appropriate evacuation route.

e. Development does not detrimentally increase the potential flood effects on other development or properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain. Development should not change the height or behaviour of flood waters elsewhere in the floodplain in a manner which is likely to affect other property. The assessment of these effects must include the potential for similar impacts that would arise as a consequence of other development in the floodplain that has the potential to occur in the future under current zoning and planning controls.

f. Motor vehicles associated with the development are able to be relocated, undamaged, to an area with substantially less likelihood from flooding, within the effective warning time.

g. Development does not result in significant impacts upon the amenity of an area (eg. by way of unacceptable overshadowing of adjoining properties) or privacy impacts (eg. by unsympathetic house-raising).

h. Development is compatible with the existing and planned streetscape and character of the locality.

i. The design of car parking (enclosed or uncovered) and associated driveways does not result in unacceptable environmental or amenity impacts such as visual intrusion from elevated driveways and parking structures and overshadowing of adjoining residential properties.

j. The proposal does not have an unacceptable adverse impact upon the ecological value of the waterway corridors, and where possible, should provide for their enhancement.

Controls

a. Compliance with the requirements of the **Planning Matrix** for the relevant floodplain within the City as contained in Schedule 2 .

Note: Development within the centres of the City must ensure that design solutions address flood risk management objectives as well as providing appropriate urban design outcomes, particularly in regard to:

i. ground floor levels that are consistent with existing adjoining commercial development or form part of an integrated design which incorporate the frontage of a whole street block. (Note: design solutions could include, flood proofed shop front windows at street level

and confined active spaces (such as eating areas) at the street level which are substantially constructed of flood compatible materials and building components or able to be closed of with flood proof doors. Ground floor areas away from the street interface may vary subject to being adequately integrated.)

ii. acceptable access for persons with disabilities; and

iii. an overall building height that is compatible with the existing and planned streetscape.

Proposals involving collecting and piping overland flow through the subject property or upgrading a section of Council's existing pipe-infrastructure, will generally not be acceptable for the following reasons:

i. there is a substantial potential for system blockage due to the limited number of inlets available

ii. the natural detention storage available within the catchment is reduced and flow velocities are increased; and

iii. due to greater rates of flow, it may cause localised increases in hazard at the system outlet and greater scour of natural creeks and/or disturbance of the downstream river bed.

iv. Proposed land subdivisions of lots affected by overland flow will not be approved unless the applicant can demonstrate to Council that it is possible to provide a development on the newly created lot that realises the full floor space ratio (FSR) potential of the lot and provides suitable private open space while meeting the overland flow management criteria outlined in this document.

2.3 Fencing

Fencing can have a significant influence on the distribution of flood waters, particularly in a built up urban area such as the City of Ryde. The implications of fencing are greater where flood waters are deeper and faster moving such as is expected in a high flood risk precinct.

Objectives

1. To ensure that in any development fencing is constructed in a manner that does not affect the flow of flood waters so as to result in additional flood impacts on surrounding land; and
2. To ensure that in any development fencing is constructed so as to withstand the forces of flood waters, or collapse in a controlled manner to prevent the undesirable impediment of flood waters.

Criteria

a. Fencing is to be constructed in a manner that does not affect the flow of flood waters so as to detrimentally change flood behaviour or increase flood levels on surrounding land.

Controls

a. Fencing within a High Flood Risk Precinct must be security/ permeable/ open type/safety fences. Council may require such fencing to be able to be opened at the bottom with the force of floodwaters. (This requirement may be secured by a Section 88B instrument burdening the title of the land).

b. An applicant will need to demonstrate that any fence would create no impediment to the flow of flood waters by being adequately constructed so as to withstand the forces of flood waters, or collapse in a controlled manner

Note: Brick and masonry type fences are generally not suitable

3.0 INFORMATION REQUIREMENTS

Applications must include the following matters, as applicable.

1. Applications for Concessional Development (which includes alterations and additions to existing developments or minor development – see Schedule 1) to an existing dwelling on Flood Liable Land shall be accompanied by documentation from a registered surveyor confirming existing floor levels.
2. A survey plan showing:
   a. The position of the existing building/s or proposed building/s;
   b. The existing ground levels to Australian Height Datum around the perimeter of the building and contours of the site; and
   c. The existing or proposed floor levels to Australian Height Datum.
3. Applications for earthworks, filling of land and subdivision shall be accompanied by a survey plan (with a contour interval of 0.5m) showing relative levels to Australian Height Datum.
4. For large scale developments, or developments in critical situations, particularly where an existing catchment based flood study is not available, a flood study using a fully dynamic one or two dimensional computer model may be required. For smaller developments the existing flood study may be used if available and suitable (eg it contains suficient local detail), or otherwise a flood study prepared in a manner consistent with the"Austral ian Rainfall and Runof" publication, any relevant Council Drainage Design Code and the Floodplain Development Manual, will be required. From this study, the following information shall be submitted in plan form:
   a. water surface contours (including the 100 year flood and PMF extents);
   b. velocity vectors;
   c. velocity and depth product contours;
   d. delineation of flood risk and overland flow precincts relevant to individual flood plains; and
   e. show both existing and proposed flood profiles for the full range of events for total development including all structures and works (such as revegetation/ enhancements)..
5. Proposals for house raising must provide appropriate documentation including:
   a. a report from a suitably qualified engineer to demonstrate that the raised structure will not fail from the forces of floodwaters in a 100 year ARI flood; and
   b. the provision of details such as landscaping and architectural enhancements which ensure that the resultant structure will not result in significant adverse impacts upon the amenity and character of an area.

   Note: This information is required for the pre-developed and post-developed scenarios
6. Where the controls for a particular development proposal require an assessment of structural soundness during potential floods, the following impacts must be addressed:
   a. hydrostatic pressure;
   b. hydrodynamic pressure;
   c. impact of debris; and
   d. buoyancy forces. Foundations need to be included in the structural analysis.
7. Where computer modelling is used for either hydrological or hydraulic analysis, an electronic copy of the input and output files shall be submitted to Council in a form compatible with Council's computer software along with the plans and a hard copy of the input and output data.

Schedule 1 - Land Use Categories

Note: Land uses listed are not all permitted in all land use zones within Ryde LEP 2011.

CRITICAL USES AND FACILITIES	SENSITIVE USES AND FACILITIES	RESIDENTIAL
Emergency services facilities; administration building or public administration building that may provide an important contribution to the notification or evacuation of the community during flood events (e.g. SES Headquarters and Police Stations); Hospitals.	Community facility; telecommunications facility; Institutions; Educational establishments; Liquid fuel depot; Public utility undertaking (including electricity generating works and utility installations) which are essential to evacuation during periods of flood or if affected would unreasonably affect the ability of the community to return to normal activities after flood events, residential care facility, school and seniors housing.	Attached dwelling, backpackers' accommodation; bed and breakfast accommodation; boarding house; caravan park (with permanent occupants); child care centre; dual occupancy; dwelling; dwelling house; exhibition home; group home; home-based child care centre; home business; home industry; home occupancy; home occupation (sex services); hostel; hotel or motel accommodation; moveable dwelling; multi dwelling housing; neighbourhood shop; permanent group home; residential accommodation; residential flat building; secondary dwelling; semi detached dwelling; serviced apartments; tourist and visitor accommodation and transitional group home.
COMMERCIAL OR INDUSTRIAL	**RECREATION AND NON – URBAN**	**CONCESSIONAL DEVELOPMENT**
Air transport facility; airport; amusement centre; brothel; bulky goods premises; business premises; caravan park; community facility (other than critical and sensitive uses and facilities); correctional centre; crematorium; depot; entertainment facility; exhibition village; food and drink premises; freight transport facility; function centre; funeral chapel; funeral home; hazardous industry; hazardous storage establishment; health care professional; health consulting rooms; health services facility; heavy industry; heliport; highway service centre; industrial retail outlet;	Animal boarding or training establishment; biosolid waste application; biosolids treatment facility; boat launching ramp; boat repair facility; boat shed; caravan park (with non-permanent occupants); charter and tourism boating facility; environmental facility; environmental protection works; extensive agriculture; extractive industry; information and education facility; horticulture; kiosk; landscape and garden supplies; marina; mine; mining; moveable dwelling; port facilities; public utility undertaking (other than critical uses or facilities); recreation area; recreation	a. In the case of residential development: i. an addition or alteration to an existing dwelling of not more than 10% or 30m2 (whichever is the lesser) of the habitable floor area which existed at the date of commencement of this Plan; ii. the construction of an outbuilding with a maximum floor area of 30m2; or iii. rebuilt dwellings which substantially reduce the extent of flood risks compared with the existing situation.

COMMERCIAL OR INDUSTRIAL	RECREATION AND NON – URBAN	CONCESSIONAL DEVELOPMENT
industry; liquid fuel depot; light industry; market; medical centre; mixed use development; mortuary; night club; offensive industry; offensive storage establishment; office premises; passenger transport facility; place of public entertainment; place of public entertainment; place of public worship; pub; public administration building (other than critical uses and facilities); recreation facility (major); registered club; restaurant; restricted premises; retail premises; self-storage units; service station; sex services premises; shop top housing; storage premises; take away food or drink premises; timber and building supplies; transport depot; truck depot; vehicle body repair workshop; vehicle repair station; vehicle sales or hire premises; veterinary hospital; warehouse or distribution centre; waste disposal facility; waste management facility; waste or resource management facility; waste or resource transfer stations; and wholesale supplies. repair station; vehicle sales or hire premises; veterinary hospital; warehouse or distribution centre; waste disposal facility; waste management facility; waste or resource management facility; waste or resource transfer stations; and wholesale supplies. repair station; vehicle sales or hire premises; veterinary hospital; waste management facility; waste or resource management facility; waste or resource transfer stations; and wholesale supplies.	facility (indoor); recreational facility (outdoor); research station; resource recovery facility; restriction facilities; utility installations (other than critical uses and facilities); water recreation structure; water recycling facility; and water storage facility.	b. In the case of other development: i. an addition to existing buildings of not more than additional 100m2 or 10% of the floor area which existed at the date of commencement of this DCP (whichever is the lesser); ii. rebuilding of a development which substantially reduces the extent of flood risks to the existing development; iii. a change of use which does not increase flood risk having regard to property damage and personal safety; or iv. subdivision that does not involve the creation of new allotments with potential for further development.

Schedule 2 - Eastwood & Terrys Creek

Planning & Development Controls

Planning Consideration	Flood Risk and Overland Flow Precincts																					
	Low Flood Risk						Medium Flood Risk						High Flood Risk						Overland Flow					
	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development	Critical Uses & Facilities	Sensitive Uses & Facilities	Residential	Commercial & Industrial	Recreation & Non-Urban	Concessional Development
Floor Level		3	2,6,7	5,6,7	1,6	4,7			2,6,7	5,6,7	1	4,7					1	4,7	3	3	2or8, 6or9, 7	5or8, 6or9, 7	1or8, 6or9	4,7
Building Components		2	1	1	1	1			1	1	1	1					1	1	2	2	1 or 3	1 or 3	1 or 3	1 or 3
Structural Soundness		3	2	2	2	2			2	2	2	2					1	1						
Flood Effects		2	2	2	2	2			2	2	2	2					1	1	2	2	2	2	2	2
Car Parking & Driveway Access		1,3,5,6,7	1,3,5,6,7	1,3,5,6,7	2,3,4,6,7	6,7,8			1,3,5,6,7	1,3,5,6,7	2,3,4,6,7	6,7,8					2,3,4,6,7	6,7,8	1or9, 3, 6	1or9, 3, 6	1or9, 3, 6	1or9, 3, 6	2,3,6	6,8
Evacuation		2	2	1 or 2	3	2			2	1 or 2	3	2					3	2	2	2				
Management & Design		1,4,5	1	1,2,3,5	1,2,3,5	1,2,3,5			1	1,2,3,5	1,2,3,5	1,2,3,5					1,2,3,5	1,2,3,5	1,4,5	1,4,5	1	1,2, 3or6, 5	1,2, 3or6, 5	1,2, 3or6, 5

Unsuitable Land Use (refer to General Note b)

No Controls

General Notes

a *Freeboard* equals an additional height of 500mm. In *Overland Flow* precincts, the *freeboard* is 300mm.

b The relevant environmental planning instruments (generally the Local Environmental Plan) identify development permissible with consent in various zones in the LGA. Notwithstanding, constraints specific to individual sites may preclude Council granting consent for certain forms of development on all or part of a site.

c Filling of the site, where acceptable to Council, may change the FRP considered to determine the controls applied in the circumstances of individual applications.

d Refer to Section 2.3 of the DCP for planning considerations for proposals involving only the erection of a fence. Any fencing that forms part of a proposed development is subject to the relevant flood effects and structural soundness planning considerations of the applicable landuse category.

e Refer to Section 3.0 of the DCP for information requirements relating to house raising proposals development of properties identified for voluntary acquisition.

f Terms in italics are defined in the glossary of this plan and Schedule 2 specifies development types included in each land use category. These development types are generally as defined within Environmental Planning Instruments applying to the LGA.

Floor Level

1 All floor levels to be no lower than the 20 year flood level plus freeboard unless justified by site specific assessment.

2 *Habitable floor* levels to be no lower than the 100 year flood level plus *freeboard* .

3 *Habitable floor* levels to be no lower than the *PMF* level. Non-*habitable floor* levels to be no lower than the *PMF* level unless justified by a site specific assessment.

4 Floor levels to be no lower than the *design floor level.* Where this is not *practical* due to compatibility with the height of adjacent buildings, or compatibility with the floor level of existing buildings, or the need for access for persons with disabilities, a lower floor level may be considered. In these circumstances, the floor level is to be as high as *practical,* and, when undertaking alterations or additions, no lower than the existing floor level.

5 The level of *habitable floor areas* to be equal to or greater than the 100 year *flood* level plus *freeboard* . If this level is not *practical* for a development in a Business zone, the floor level should be as high as possible.

6 Non-*habitable floor* levels to be equal to or greater than the 100 year flood level plus *freeboard* where possible, or otherwise no lower than the 20 year flood level plus *freeboard* unless justified by site specific assessment.

7 A restriction is to be placed on the title of the land, pursuant to S.88B of the Conveyancing Act, where the lowest *habitable floor area* is elevated above finished ground level, confirming that the undercroft area is not to be enclosed, where Council considers this may potentially occur.

8 *Habitable floor* levels to be minimum 500mm above adjacent ground levels.

9 *Non-habitable floor* levels to be minimum 300mm above adjacent ground levels.

Building Components & Method

1 All structures to have *flood compatible building components* below the 100 year flood level plus *freeboard.*

2 All structures to have *flood compatible building components* below the *PMF* level.

3 All structures to have *flood compatible building components* up to 500mm above adjacent ground levels.

Structural Soundness

1 Engineer's report to certify that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood plus *freeboard,* or a *PMF* if required to satisfy evacuation criteria (see below). In the case of alterations or additions to an existing development, the structure to be certified is that which is proposed to be newly constructed or otherwise required to be of a specified standard to satisfy other controls.

2 Applicant to demonstrate that the structure can withstand the forces of floodwater, debris and buoyancy up to and including a 100 year flood plus *freeboard,* or a *PMF* if required to satisfy evacuation criteria (see below). An engineer's report may be required.

3 Applicant to demonstrate that any structure can withstand the forces of floodwater, debris and buoyancy up to and including a *PMF* An engineers report may be required.

Flood Effects

1 Engineer's report required to certify that the development will not increase effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the conveyance of flood or overland flow waters; and (iii) the cumulative impact of multiple potential developments in the floodplain.

2 The flood impact of the development to be considered to ensure that the development will not increase flood effects elsewhere, having regard to: (i) loss of flood storage; (ii) changes in flood levels and velocities caused by alterations to the flood *conveyance;* and (iii) the cumulative impact of multiple potential developments in the floodplain. An engineer's report may be required.

Car Parking and Driveway Access

1 The minimum surface level of open car parking spaces or carports shall be as high as *practical,* and not below: (i) the 20 year flood level plus freeboard; or (ii) the level of the crest of the road at the location where the site has access; (which ever is the lower). In the case of garages, the minimum surface level shall be as high as *practical,* but no lower than the 20 year flood level plus freeboard.

2 The minimum surface level of open car parking spaces, carports or garages, shall be as high as *practical.*

3 Garages capable of accommodating more than 3 motor vehicles on land zoned for urban purposes, or *enclosed car parking,* must be protected from inundation by floods equal to or greater than the 100 year flood.

4 The driveway providing access between the road and parking space shall be as high as *practical* and generally rising in the egress direction.

5 Where the level of the driveway providing access between the road and parking space is lower than 0.3m below the 100 year flood, the following condition must be satisfied - the depth of inundation on the driveway during a 100 year flood shall not exceed: (i) the depth at the road; or (ii) the depth at the car parking space. (Refer to Schedule 3). A lesser standard may be accepted for single detached dwelling houses where it can be demonstrated that risk to human life would not be compromised.

6 *Enclosed car parking* and car parking areas accommodating more than 3 vehicles with a floor level below the 20 year flood level plus *freeboard* or more than 0.8m below the 100 year flood level, shall have *adequate warning systems, signage and exits.*

7 Restraints or vehicle barriers to be provided to prevent floating vehicles leaving a site during a 100 year flood.

8 Driveway and parking space levels to be no lower than the *design ground/floor levels.* Where this is not *practical,* a lower level may be considered. In these circumstances, the level is to be as high as *practical,* and, when undertaking alterations or additions, no lower than the existing level.

9 The minimum surface level of open car parking spaces or carports shall be as high as *practical,* and not below: (i) the 20 year flood level plus freeboard; or (ii) the level of the crest of the road at the location where the site has access; or (iii) 300mm above adjacent ground level; (which ever is the lower). In the case of garages, the minimum surface level shall be as high as *practical,* but no lower than the 20 year flood level plus freeboard or 300mm above adjacent ground level.

Note: a. A flood depth of 0.3m is sufficient to cause a small vehicle to float.
b. *Enclosed car parking* is defined in the glossary and typically refers to carparks in basements.

Evacuation

1 Reliable access for pedestrians or vehicles required during a 100 year flood.

2 Reliable access for pedestrians or vehicles is required from the building, commencing at a minimum level equal to the lowest *habitable floor* level to an area of refuge above the *PMF level,* or a minimum of 20% of the gross floor area of the dwelling to be above the *PMF* level. In the case of alterations or additions to an existing development, this may require retro-fitting the existing structure if required to support a refuge above the PMF.

3 The evacuation requirements of the development are to be considered. An engineers report will be required if in the opinion of Council the evacuation of persons might not be achieved within the *effective warning time.*

Management and Design

1 If this application involves subdivision, the applicant is to demonstrate that potential development as a consequence of the subdivision, can be undertaken in accordance with this DCP.

2 *Site Emergency Response Flood Plan* required where floor levels are below the *design floor level,* (except for single dwelling-houses).

3 Applicant to demonstrate that an area is available to store goods above the 100 year flood level plus *freeboard.*

4 Applicant to demonstrate that an area is available to store goods above the *PMF* level.

5 No storage of materials below the *design floor level* which may cause pollution or be potentially hazardous during any flood.

6 Applicant to demonstrate that an area is available to store goods at least 500mm above adjacent ground level.

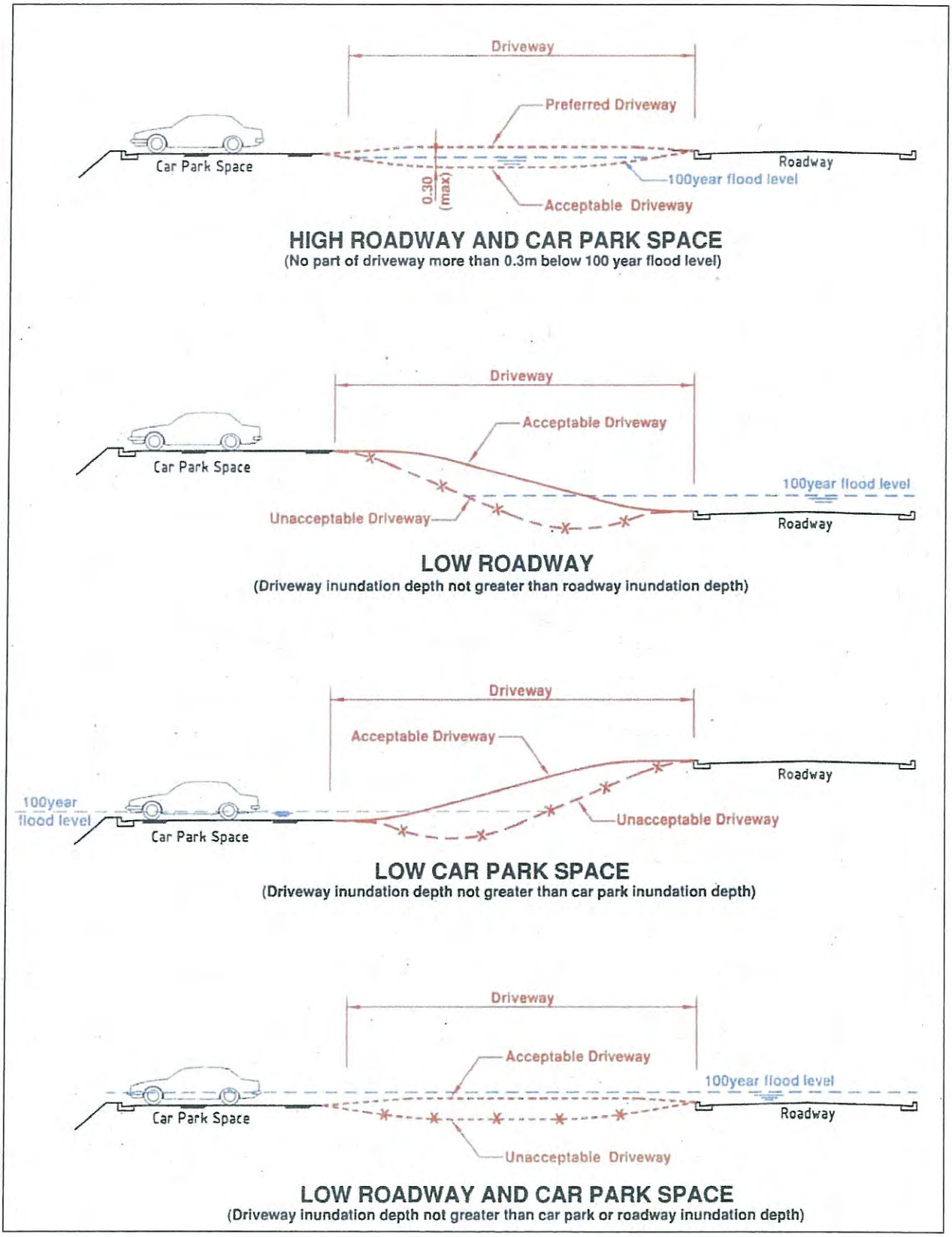
Note: a. A list of Flood Compatible Materials & Building Components is provided in Schedule 3
b. Car Parking and Driveway Access Examples are provide in Schedule 4

Schedule 3 - Flood Compatible Materials & Building Components

BUILDING COMPONENT	FLOOD COMPATIBLE MATERIAL	BUILDING COMPONENT	FLOOD COMPATIBLE MATERIAL
Flooring and Sub- floor Structure	▪ concrete slab-on ▪ ground monolith ▪ construction ▪ suspension reinforced ▪ concrete slab	**Doors**	▪ solid panel with water proof adhesives ▪ flush door with marine ply filled with closed cell foam ▪ painted metal construction ▪ aluminium or galvanised steel frame
Floor Covering	▪ clay tiles ▪ concrete, precast or in situ ▪ concrete tiles ▪ epoxy, formed-in-place ▪ mastic flooring, formed-in-place ▪ rubber sheets or tiles with chemical-set adhesives ▪ silicone floors formed in-place ▪ vinyl sheets or tiles with chemical-set adhesive ▪ ceramic tiles, fixed with mortar or chemical-set adhesive ▪ asphalt tiles, fixed with water resistant adhesive	**Wall and Ceiling Linings**	▪ fibro-cement board ▪ brick, face or glazed ▪ clay tile glazed in waterproof mortar ▪ concrete ▪ concrete block ▪ steel with waterproof applications ▪ stone, natural solid or veneer, waterproof grout ▪ glass blocks ▪ glass ▪ plastic sheeting or wall with waterproof adhesive
Wall Structure	▪ solid brickwork, blockwork, reinforced, concrete or mass concrete	**Insulation Windows**	▪ foam (closed cell types) ▪ aluminium frame with stainless steel ▪ rollers or similar corrosion and water resistant material.
Roofing Structure (for Situations where the Relevant Flood Level is Above the Ceiling)	▪ reinforced concrete construction ▪ galvanised metal; construction	**Nails, Bolts, Hinges and Fittings**	▪ brass, nylon or stainless steel ▪ removable pin hinges ▪ hot dipped galvanised steel wire, nails or similar.

Electrical and Mechanical Equipment For dwellings constructed on land to which this Plan applies, the electrical and mechanical materials, equipment and installation should conform to the following requirements.	**Heating and Air Conditioning Systems** Heating and air conditioning systems should, to the maximum extent possible, be installed in areas and spaces of the house above the relevant flood level. When this is not feasible every precaution should be taken to minimise the damage caused by submersion according to the following guidelines.
Main power supply Subject to the approval of the relevant authority the incoming main commercial power service equipment, including all metering equipment, shall be located above the relevant flood level. Means shall be available to easily disconnect the dwelling from the main power supply.	Fuel Heating systems using gas or oil as a fuel should have a manually operated valve located in the fuel supply line to enable fuel cut-off.
Wiring All wiring, power outlets, switches, etc., should, to the maximum extent possible, be located above the relevant flood level. All electrical wiring installed below the relevant flood level should be suitable for continuous submergence in water and should contain no fibrous components. Earth core linkage systems (or safety switches) are to be installed. Only submersible-type splices should be used below the relevant flood level. All conduits located below the relevant designated flood level should be so installed that they will be self draining if subjected to flooding.	**Installation** The heating equipment and fuel storage tanks should be mounted on and securely anchored to a foundation pad of sufficient mass to overcome buoyancy and prevent movement that could damage the fuel supply line. All storage tanks should be vented to an elevation of 600 millimetres above the relevant flood level.
Equipment All equipment installed below or partially below the relevant flood level should be capable of disconnection by a single plug and socket assembly.	**Ducting** All ductwork located below the relevant flood level should be provided with openings for drainage and cleaning. Self draining may be achieved by constructing the ductwork on a suitable grade. Where ductwork must pass through a water-tight wall or floor below the relevant flood level, the ductwork should be protected by a closure assembly operated from above relevant flood level.
Reconnection Should any electrical device and/or part of the wiring be flooded it should be thoroughly cleaned or replaced and checked by an approved electrical contractor before reconnection.	**Ancillary Structures (steps, pergolas, etc)** Suitable water tolerant materials should be used such as masonry sealed hardwood and corrosive resistant metals. Copper Chrome Arsenate (CCA) treated timber is not a suitable material.

Schedule 4 - Car Parking and Driveway Access Examples



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City of Ryde
Civic Centre
1 Devlin Street
Ryde NSW 2112

www.ryde.nsw.gov.au