

## 2. Gladesville

### 2.1 Analysis of Existing Character

#### 2.1.1 Introduction to the Gladesville Town Centre and Victoria Road Corridor

Gladesville is located 10 km west of Sydney. The suburb is bisected by Victoria Road which is a major traffic corridor linking Sydney and the western suburbs. The business district includes the historic centre of Gladesville and is located along Victoria Road. Away from Victoria Road Gladesville is predominantly residential in character.

The Gladesville Town Centre and Victoria Road Corridor extend along Victoria Road from Punt Road in the south to Monash Road in the north.

The area is broken into four precincts as defined in the DCP:

- South Gladesville,
- North Gladesville,
- Gladesville Town Centre and
- Monash Road.

The City of Ryde and Hunters Hill Council (HHC) share the precincts of South Gladesville and the Town Centre (up to Pittwater Road). This manual is relevant to the City of Ryde Local Government Area (LGA) only. Refer to Figure 1 for details.

The Ryde Local Environmental Plan (LEP) 2010 Gladesville Town Centre and Victoria Road Corridor and Part 4.6 of the Ryde Development Control Plan are the controlling documents for the area. The Public Domain Manual reflects the objectives of these plans and it should be read in conjunction with these other instruments.



Figure 1. The Gladesville Town Centre and Victoria Road Corridor

### 2.1.2 Historical Overview of the Gladesville Town Centre and Victoria Road Corridor

The Gladesville area was settled by Europeans for farming in the late 1790's. However, it was not until after the release of residential land under the Gladesville Estate subdivision of 1855 that the village of Gladesville began to grow. The commercial centre of Gladesville developed along the main transport corridor, the Great Northern Road, which would later become Victoria Road.

The completion of important infrastructure such as the Gladesville Bridge in 1881, Pittwater Road in 1884 and the tramway to Sydney in 1910 improved the accessibility to the area. This created the impetus for rapid growth of the village of Gladesville with further residential subdivision following each of the major infrastructure improvements.

In the two decades following the arrival of the tramway the Gladesville Town Centre developed into a successful strip shopping precinct. Its success was driven by accessibility, convenience and pedestrian amenity.

A major change to the commercial district occurred in the 1930's when Victoria Road was widened. This resulted in the demolition of many of the existing buildings along the western side of Victoria Road. The 1950's saw further changes beginning with the removal of the tramways due to an increase in car numbers using Victoria Road. This began to erode the 'village' character and accessibility of the Gladesville Town Centre. Sydney's continued growth westwards; the completion of the new Gladesville Bridge and its connecting road network in the 1960's brought a dramatic and continuing growth in the volume of traffic using Victoria Road. This further reduced pedestrian amenity and accessibility of the Gladesville commercial centre.

The 1960's also saw suburban shopping patterns change from the local strip shopping model to the regional shopping complex with extensive parking facilities. The result was fewer people using local shops in areas like Gladesville. This was exacerbated in Gladesville with parking on Victoria Road being limited to improve traffic flow. Gladesville remained largely unchanged as a strip shopping area until the Gladesville shopping centre development that opened in 1999.

Over time these factors made the commercial centre more reliant on local trade. This constrained the renewal of the Town Centre and lead to diminished amenity in the area.

The remainder of the Victoria Road corridor initially developed from farming to residential use in the late 19<sup>th</sup> to early 20<sup>th</sup> century. In North Gladesville the corridor changed from a rural / residential area into a light industrial precinct from the 1900's into the middle of the century. This shaped the character of the area. In the 1980's bulky goods retail and car orientated retail outlets began to supplant the light industries. The trend has continued to the present day. South Gladesville on the other hand has remained a predominantly residential precinct.

The Monash Road precinct developed into a local retail hub in a similar way to the Gladesville Town Centre and was particularly influenced by the arrival of the tramline. During the second half of the 20<sup>th</sup> century it was subject to the same challenges as the town centre. However, these challenges had a greater impact and over time its role as a local centre was lost. Instead the Monash Road precinct developed in a similar way to North Gladesville.



### 2.1.3 Existing Character

#### Built environment



**The Gladesville Town Centre** is bisected by Victoria Road. The historic town centre runs from the clock tower at Wharf Road in the south to the Christ Church and St Andrews Church in the North. However, commercial and retail properties extend past these landmarks to the south and particularly the north. Figure 2 shows the extent of the town centre as defined by the DCP. The buildings are generally 2 stories high and are characterised by narrow allotments along Victoria Road. Most properties have their shopfront facing onto Victoria Road. There is little activity on side streets or in rear laneways. With a few exceptions the streetscape dates from the 1930's when the commercial centre had to be rebuilt due to road widening on Victoria Road.

The character of the built form in the Gladesville Town Centre reflects its function as a main street strip shopping precinct. As noted above the growth of the shopping precinct has been affected by the large volumes of traffic on Victoria Road and changes in shopping habits. There has been little renewal of the built environment to revitalise economic and social activity in the town centre.

The Gladesville shopping centre based around the Coles supermarket located in the Hunters Hill Council LGA is the exception. It is the first major retail development to move away from the 'strip shopping' model in the precinct. However, this development is insular. It does not connect well with the other retail and commercial buildings in Gladesville.

Focus on traffic management along Victoria Road has led to narrow footpaths, restrictions to on-street parking and a core retail street that does not efficiently accommodate local vehicular and pedestrian traffic.

Figure 2. The Gladesville Town Centre Precinct



Figure 3. North Gladesville Precinct

**North Gladesville** extends from Gerard and Stansell Streets on Victoria Road to north of Primrose Hill as shown in Figure 3. The area is predominantly a retail strip. Much of the retail in this precinct is servicing the traffic along Victoria Road. This includes fast food and petrol outlets. There are also bulky goods retail stores and some small scale commercial / retail buildings closer to the town centre. Our Lady Queen of Peace Church and the Gladesville Hotel, although incongruous in use, are two properties whose services are aimed at the local community.

The buildings vary greatly - from single storey residential buildings to 3 storey high warehouses. Most of the light industrial businesses that once characterised this area have closed and there are several vacant properties in this precinct. Primrose Hill is the most prominent of these.

North Gladesville is now an area that people drive through to get to somewhere else. It does not have a well defined local character.



Figure 4. Monash Road Precinct

**The Monash Road** precinct is located between the intersection with Victoria Road to the south and College and Eltham Streets to the north. It is the smallest of the 4 precincts.

Monash Road has a similar character to North Gladesville where it joins Victoria Road. However, the height and size of the individual buildings reduce to a residential scale at the College Street intersection. Apart from a café the other shops along Monash Road are specialist in nature and do not activate the street. The existing mix of shops does not provide key amenities to attract and service local residents. The shops and businesses at the junction with Victoria Road are subject to the same traffic conditions as the Gladesville Town Centre.





Figure 5. South Gladesville Precinct

**South Gladesville** is the southern entry into the town centre. The precinct begins at Punt Road and finishes at Junction Street where it meets the town centre. South Gladesville has strong historic links with the former hospital buildings nearby and contains a number of buildings from the 19<sup>th</sup> and early 20<sup>th</sup> century.

It has a stronger residential character than the other parts of the Victoria Road Corridor, particularly on the eastern side that is part of the Hunters Hill local government area. The western side of Victoria Road is more mixed. There are a number of commercial and retail buildings as well as small apartment blocks. So the junction between this precinct and the town centre is not well defined on the western side.

## Destinations, Topography and Views

- The primary destination in Gladesville is the Town Centre. The centre includes the majority of local retail stores and a Coles supermarket. A number of commercial buildings can be found in the Town Centre. There are also public community facilities such as the local library, youth centres and community nursing. These activities are facilitated by the council carparks.
- Monash Road, and North and South Gladesville have limited appeal as destinations. There is little to attract local residents or even nearby workers. Many of the businesses and built forms in these areas reflect this by catering for the one-off, vehicle borne customer. In North Gladesville where there are a large number of these retail outlets they reinforce a transient feel to the precinct and actively reduce the quality of the area as a local destination.
- The Victoria Road Corridor runs north – south along a ridge line. The land falls rapidly to the east and west. The corridor generally rises to the north. However, Monash Road and the Town Centre coincide with localised plateaus providing a relatively flat public domain for the 2 centres.
- There are potential views to the east and the west as well as to the south looking down Gladesville Road. Few of the existing buildings allow access to these views from the public/semi-public domain. Side streets, laneways and vacant sites such as Primrose Hill provide some public access to these views.
- In the Town Centre there are local views to landmarks such as Christ Church, St Andrews Church and the clock tower. Refer to figure 6.

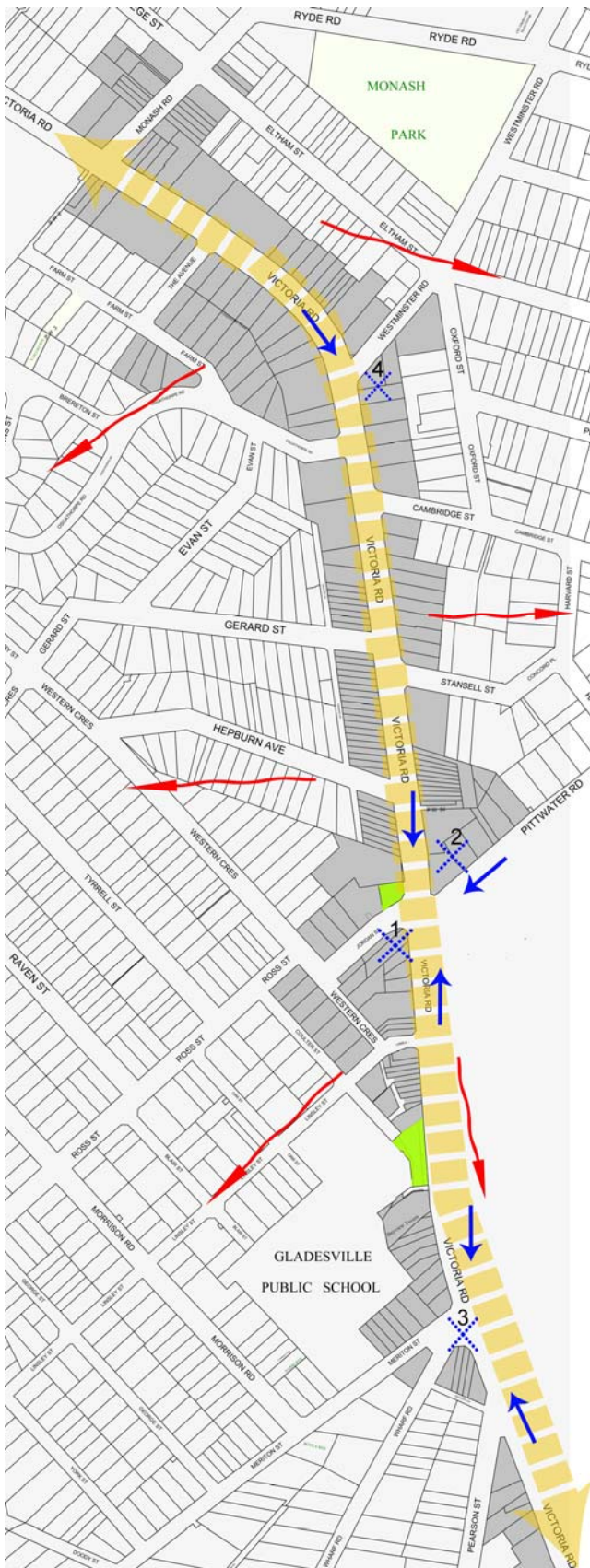







Figure 6. Topography and Views



Photos 1a & 1b. District Views from North Gladesville

### Legend

- |                                                                                     |                     |    |                                |
|-------------------------------------------------------------------------------------|---------------------|----|--------------------------------|
|  | Existing open space | 1. | Christ Church                  |
|  | Ridge line          | 2. | St Andrew's Church             |
|  | District Views      | 3. | Clock Tower                    |
|  | Local views         | 4. | Our Lady Queen of Peace Church |
|  | Places of interest  |    |                                |



## Open Spaces

Public open space is very limited along the Victoria Road corridor. The recently rejuvenated Trim place, the corner of Jordan and Victoria Road, and to a lesser extent Wharf Road near the clock tower are the only public open spaces.

## Paving Types

- Monash Road has 2 paving types. There is bitumen and concrete pavement with a concrete kerb and gutter adjoining Victoria Road. Further towards the east the paving becomes a 1.2m wide concrete pathway within a nature strip. The bitumen pavement is in a poor condition.
- North Gladesville has a mixture of pavement types. The most common is a concrete pathway within a nature strip. However, there are also bitumen, concrete and clay brick pavements.



Photo 2. Monash Road



Photo 3. North Gladesville

- The Town Centre has 3 pavement types. The main type is concrete block pavers. These are discoloured and stained, and there has been no consistency in colour selection when replacing damaged pavers. There is also bitumen; Trim Place has bitumen with clay paver banding. The third paver type is grey granite, which is the new standard for Gladesville (see Fig 14, Section 2.2).



Photo 4. Town Centre – Trim Place



Photo 5. South Gladesville

- South Gladesville has a mixture of pavement types. These include a concrete pathway within a nature strip, bitumen, concrete and clay pavers.



### Street Tree Network and Street Furniture

- The Victoria Road corridor has few street trees. In the Town Centre and other areas that have street awnings the current footpath is too narrow to allow street trees to be planted. Therefore, tree planting is limited to open spaces such as Trim Place.
- Currently there is limited street furniture in Gladesville and it is mainly found in the Town Centre. The recently upgraded Trim Place sets a new standard for street furniture in the area.



Photo 6. Trim Place

### Pedestrian Network, Safety and Amenity

- The existing pedestrian network in Gladesville is concentrated along Victoria Road and is under pressure. Focus on vehicular traffic management along Victoria Road has led to narrow foot paths that do not provide good accommodation for pedestrian traffic. The pedestrian amenity when using Victoria Road is reduced due to the noise, pollution and proximity of the traffic. Pedestrian amenity is also affected by secondary factors such as built form, street trees and street furniture.

- North Gladesville is an unpleasant environment for pedestrians. In addition to the traffic there is little shelter or respite for pedestrians in the form of street trees, awnings or street furniture. There are no obvious destination points and the business and built form encourage car access over foot traffic. See below:



Photo 7. North Gladesville Streetscape

- Victoria Road divides the Town Centre. It is difficult for pedestrians to cross this road. The Town Centre would operate more effectively as a retail precinct if pedestrian links across Victoria Road were improved.
- The secondary streets and laneways are underutilised in the Town Centre. There is scope to improve the pedestrian network in Gladesville by better utilising secondary streets and laneways. An example of how this can be done is the Trim Place upgrade that has improved pedestrian access down Coulter Street, linking Victoria Road to the council carpark.

### Social and Cultural Resources

- Gladesville Town Centre provides a social hub for the local community. Community facilities include a public library on Pittwater Road, community nursing and a privately run youth centre in Coulter Street. There are 2 primary Schools along the Victoria Road corridor and a number of child care centres that cater for a number of different user groups.
- The Victoria Road corridor has no public art of any form. The clock tower at Wharf Road is recognised as a local monument. It replaced an earlier monument dating from 1910.



## 2.2 Urban Design Concepts

### 2.2.1 Vision and Structure Plan

This section presents design concepts and strategies for the improvement of the public domain. The secondary purpose of this section is to provide guidance to developers on how new developments should respond to the DCP public domain requirements.

#### Background

Section 2.1 has described the existing character of the Gladesville public domain. The character has changed with the historical development of the town centre along Victoria Road, and the evolution of this road into a major regional transport corridor.

A change from the current strip shopping model is required to improve the accessibility and amenity of the area for the local community. This has begun with the development of the Gladesville shopping centre. However, those shops do not connect well with other retail and commercial buildings or the public domain. A more coordinated and holistic approach is required to enhance the amenity and character of the area.

A possible model for Gladesville is the town centre of West Ryde which has started to address some of the challenges facing Gladesville. For example the laneways and streets behind Victoria Road have been activated, making the West Ryde precinct more accessible and pedestrian friendly.

To achieve these goals in Gladesville it will be necessary to work with individual building developments to extend and improve the public domain. It is expected that opportunities other than those described here will present themselves for specific developments and these should be considered.

#### Proposals

A summary of the key opportunities for improving the public domain in Gladesville are:

- 1. The creation and expansion of pedestrian connections to destinations around Gladesville to reduce the reliance on Victoria Road**
- 2. The improvement of pedestrian amenity on Victoria Road**
- 3. The improvement of the streetscape (landscaping, furniture, and artwork) along the Victoria Road corridor and secondary streets and laneways.**

### 2.2.2 Pedestrian Network, Safety and Amenity

There are a number of opportunities to extend the pedestrian network and improve the pedestrian amenity in the Victoria Road corridor.

#### a) Create new pedestrian pathways and upgrade existing pathways

New and upgraded pedestrian pathways will give local pedestrians alternative access to shops and facilities free from the traffic congestion, noise, pollution and overcrowding associated with Victoria Road. This will also alleviate pedestrian congestion on Victoria Road. The network should integrate public pathways with new connections through private properties to provide a safer pedestrian environment. These pathways will improve the local community's access to the Gladesville town centre.

The pedestrian connections can take many forms depending on their purpose and whether they are publicly or privately owned. These include:

- Footpaths,
- Retail arcades,
- Covered walkways,
- Laneways,
- Parks and open spaces &
- Right of ways



Photo 8. Royal Arcade Melbourne



Photo 9. Hardware Lane Melbourne



Photo 10. Internal street  
Rouse Hill Town Centre



Photo 11. Block Arcade entry  
Melbourne





In North and South Gladesville footpaths will be widened to provide greater amenity for pedestrians. On key sites the DCP nominates specific pathways be created. On other sites the pedestrian connections should be developed on a case by case basis. Generic options for future developments on these sites are shown in Figure 7.

All pathways should link to 'destinations' to encourage use (refer to Section 2.2.3). The Town Centre and North Gladesville will benefit most from this initiative.

Figure 7

## Legend

- Study Area
- Existing Open Areas
- Existing Pedestrian Connections to be Upgraded
- Possible Future Pedestrian Connections
- Future Open Areas

### b) Provide better pedestrian access across Victoria Road

Providing better access across Victoria Road is an important step to improving the amenity of the Town Centre. Crossing Victoria Road is difficult for pedestrians because of the large volume of traffic. Victoria Road's importance as a main road also limits possible solutions. The DCP makes allowance for a pedestrian overpass within the zone noted in Figure 8.

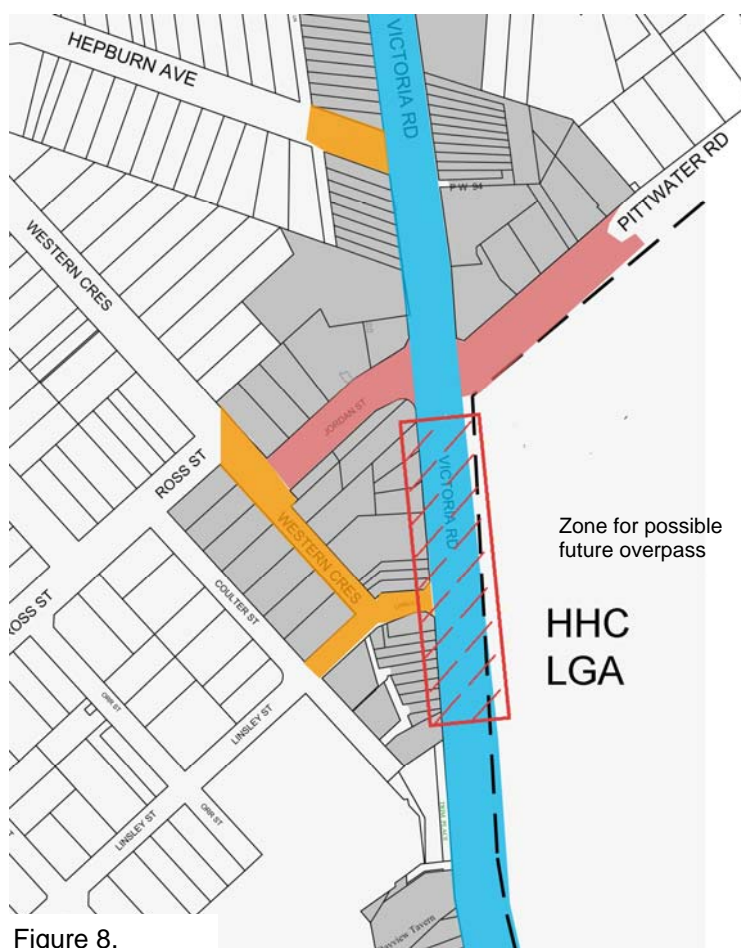


Figure 8.

The overpass will achieve the following:

- Provide a connection to adjacent buildings.
- Be a gateway element into Gladesville.
- Be a high quality design.
- Comply with RTA requirements.
- Coordinate with existing services and utilities.
- Meet the safety requirements noted below.

#### One other solution can be considered:

Create a large pedestrian crossing zone between Cowell and Massey Streets to operate in non-peak traffic periods (subject to RTA approval). The following issues need to be considered:

- Sequencing of traffic lights to create a large pedestrian crossing zone.
- The need to restrict carparking in this area during operation of the pedestrian zone.
- Review bus stop locations to maximise pedestrian zone.



### **c) Provide better pedestrian access along Victoria Road**

Improving the pedestrian access along Victoria Road will provide a better visual and physical connection within the Town Centre and the Victoria Road Corridor. Figure 9 shows 'major' and 'minor' intersections along the corridor.

Vehicles can be encouraged to use the major intersections where existing signalised pedestrian crossings will be retained. At the minor intersections such as Linsley Street, pedestrian right of way can be encouraged over vehicle movement.

In order to increase vehicle awareness of pedestrians and provide visual links across minor intersections for pedestrians, the following will be considered:

- Entry markers or precinct signage at crossings.
- Specific road treatment at crossings to provide a visual contrast to the general roadways.
- Increased width of pedestrian crossings.
- Widening of footpaths at intersections.

Monash Road is subject to different conditions to the remainder of the Victoria Road Corridor. The volume of traffic on Monash Road is smaller than on Victoria Road, however crossing the road is difficult for pedestrians. It is proposed that a pedestrian crossing be installed near the junction with Eltham Street to complement the signalised crossing at Victoria Road. Other measures to reduce traffic speeds and encourage driver awareness of pedestrians could be considered. These include:

- A roundabout at the junction with Eltham Street.
- Speed humps between Eltham Street and Victoria Road.
- Visual cues for pedestrians and motorists such as different road treatment and entry markers.

### **d) Safety**

- All pathways, private or public, need sufficient width, lighting and finishes to meet public safety requirements. A minimum width of 3m is required for new pathways.
- Where appropriate pathways should be adjacent to active street fronts to improve amenity and safety.
- Public access should be available between at least 7am to 7pm.
- Where possible pathways should be located separately to vehicular traffic.

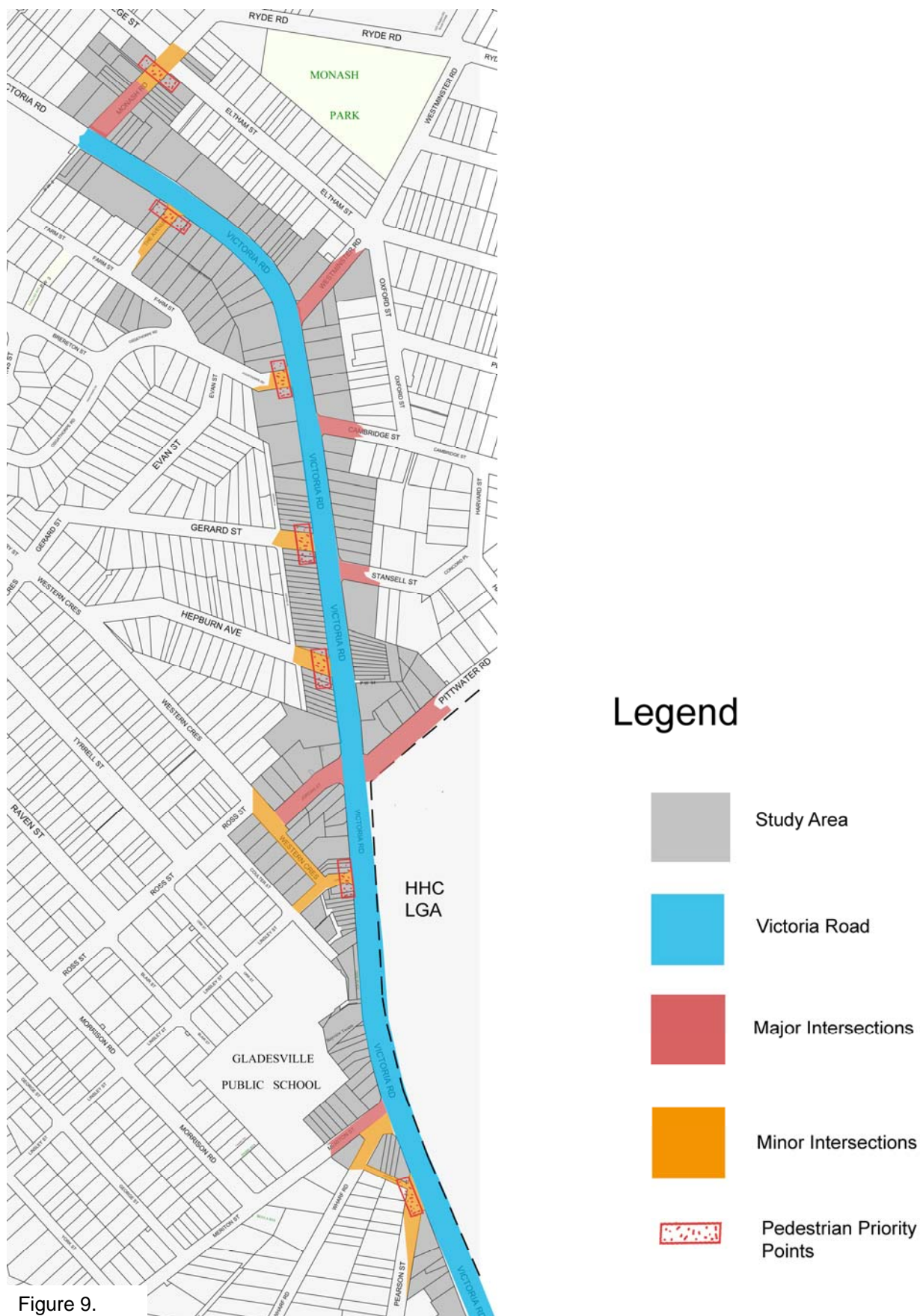


Figure 9.



### 2.2.3 Destinations

The new pedestrian connections should link with specific destinations. A destination can include one or more of the following:

#### Open spaces

The DCP nominates a number of key sites where open spaces will be developed. In addition to these key sites the DCP envisions that open spaces be created in other developments as appropriate on private and public property. Ideally the open spaces should occur away from the direct influence of the Victoria Road traffic, but retain a connection to this main commercial and transport spine. Open spaces may include urban parks, communal squares, widened footpaths, atria, retail courtyards and arcades. Figure 10 shows where opportunities to provide open spaces exist.

#### Active Streets

Street activation occurs where land use and built forms combine to attract people to an area. There are a number of land uses that encourage street activation including retail outlets, outdoor dining and community facilities. Spaces that allow for specific events such as markets and festivals are also important. Building form can assist in street activation if the building is attractive and provides interest. At street level the shopfront should make people feel safe and welcome, and the public and private zones should be integrated. To achieve this, the shopfront should be visually open to the street as shown in the example below.



Photo 12. Activated shopfront

#### Views

The significant views to east, west and south throughout the Victoria Road corridor should be utilised. Views to the east and west are available from the rear of most properties facing Victoria Road. New developments should take advantage of these views. Public access in the form of lookouts, lobbies, balconies and active retail will be encouraged.

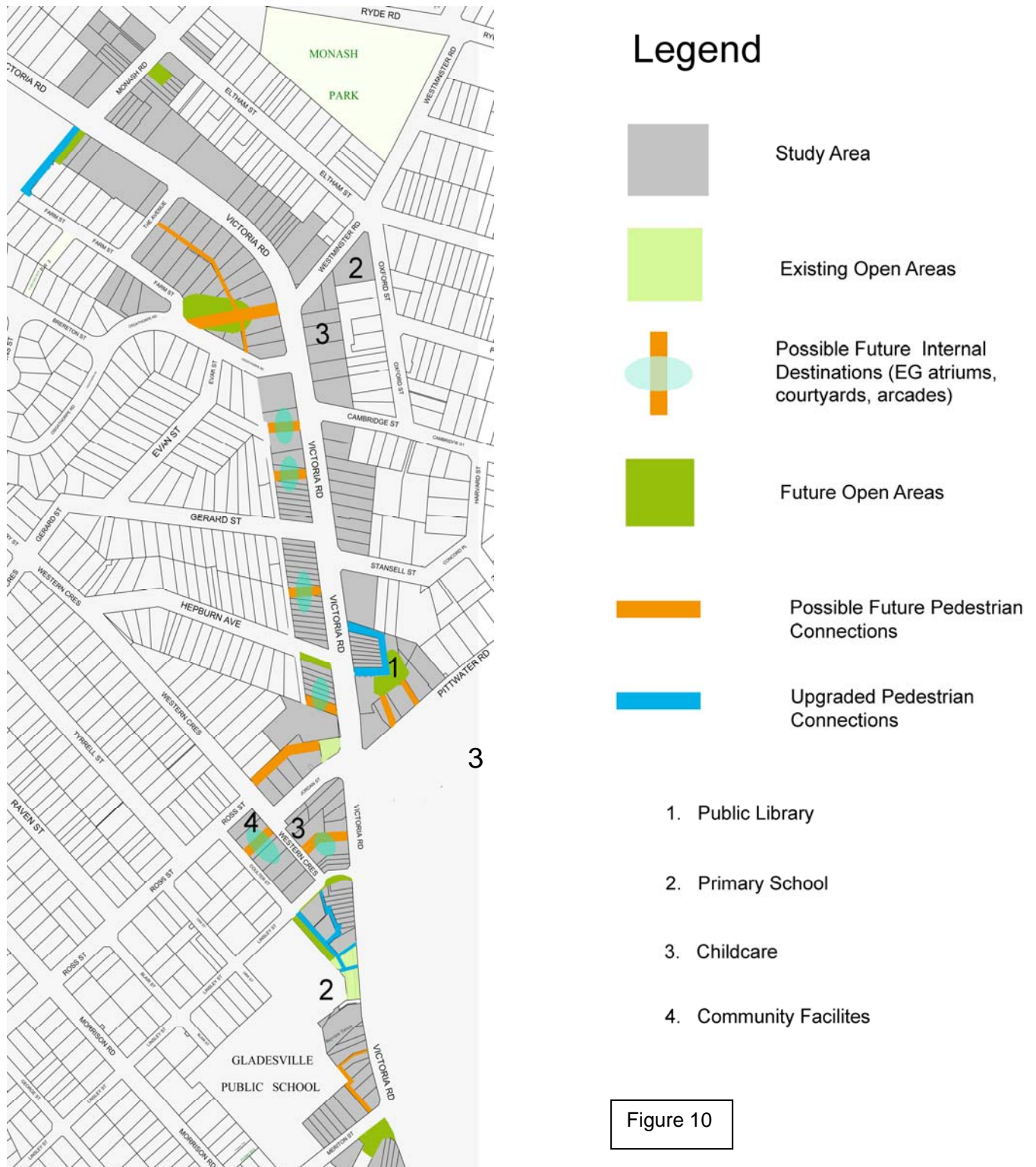
#### Community facilities

The pedestrian connections will be located to access community amenities. These can be public institutions such as a school, library and community hall but equally these can be cafes,

newsagents, medical practitioners, bakeries and so on that service the local community. Figure 10 shows proposed new or upgraded connections to a number of public services.

### Landmark buildings

Landmark buildings are destination points. Landmark buildings include projects of architectural excellence, historic significance or nationally significant sustainable buildings. Refer to Section 2.2.4 for more information.





## 2.2.4 Semi-Public Spaces

### Built form

The built form has a significant impact on the public domain. The DCP controls the built form. New developments need to address issues such as street activation, access to daylight and articulation of the façades. These elements should be developed to complement and enhance the public domain.

The DCP controls, the relatively narrow blocks and the topography of the sites facing Victoria Road mean that appropriate building types are row or street wall buildings. Occasional 'laneways' between and through the buildings to provide visual and physical links through the sites will be encouraged to break up the blocks. The built form will generally step down the ridge line along Victoria Road and to the rear boundary of these properties. The key sites nominated generally have larger and deeper blocks and so have scope to develop other building types.

Meeting the DCP controls includes creating semi-public areas such as arcades, courtyards and lobbies that address and are consistent with the public domain. The entry to Our Lady Queen of Peace church is an example of a semi-public space linked with the public domain and the future pedestrian connection through Primrose Hill (Figure 11). A second example is the courtyard in front of the Christ Church as shown below in Figure 12. It can be seen that in these examples the semi-public spaces are located along view corridors from the public domain and this shall be supported in future developments.

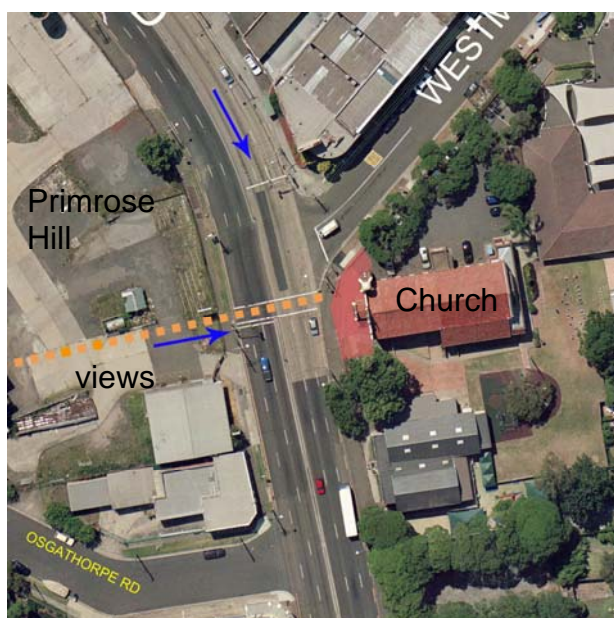


Figure 11. Our Lady Queen of Peace



Figure 12. Christ Church

### Landmark Buildings

Landmark buildings are buildings of excellence, and as such will attract interest from the wider community. They may include examples of outstanding urban design, architectural design,

heritage significance or sustainability. They can be the catalyst for commercial growth and tourism within a centre. See photos 13 – 15.

Landmark buildings improve the urban environment for the community. They provide premium sought-after spaces internally and a good commercial return for the owner, which flows on to the local community. The key sites are identified as locations suitable for landmark buildings in Gladesville. The development of landmark buildings on other sites will be supported.



Photo 13. Albury Library – City place marker



Photo 14. Commercial building  
Double Bay – urban re-activation



Photo 15. CH2 Melbourne –  
'World best' environmental  
performance



## **Car parking**

The location and accessibility of public car spaces is an important consideration in improving the amenity of the public domain in Gladesville.

The DCP requires:

- The current numbers of public car spaces to be retained in any new developments.
- Where possible, access to carparks should be off secondary streets and not from Victoria Road (RTA requirements).

In addition, the entries to carparks should be located to minimise the impact on pedestrian networks. Carparking should be located to provide easy access to new open spaces, shops, community facilities, etc but should not be immediately adjacent or visible from these areas.

In the Monash Road precinct short term on-street carparking will be maximised to provide accessibility. Future developments should consider incorporating public carparking to provide greater amenity for local residents.

### **2.2.5 Street trees, Paving and Street Furniture**

Improving the streetscape quality has a direct and immediate benefit for the public domain. The opportunities for improving the streetscape are noted in Section 2.1. All new developments are required to incorporate streetscape improvements under the current DCP.

The scope and general requirements for street trees, paving and street furniture are noted below. Refer to Council's Public Works Department for detailed specifications of these items. The detailed specifications should be considered when preparing development application documents. It is important these elements are coordinated between the public and semi-public domains.

#### **Street trees**

Refer to Street Tree Plan (Figure 13) for the location of future street trees. It also nominates possible future open spaces.

Extensive tree planting will generally not be possible in the Town Centre. The Town Centre area as defined in the DCP retains the existing building lines and awning line. Elsewhere the DCP nominates building setbacks for new developments. The setback will allow an increase in the width of the footpath that will accommodate extensive tree planting.

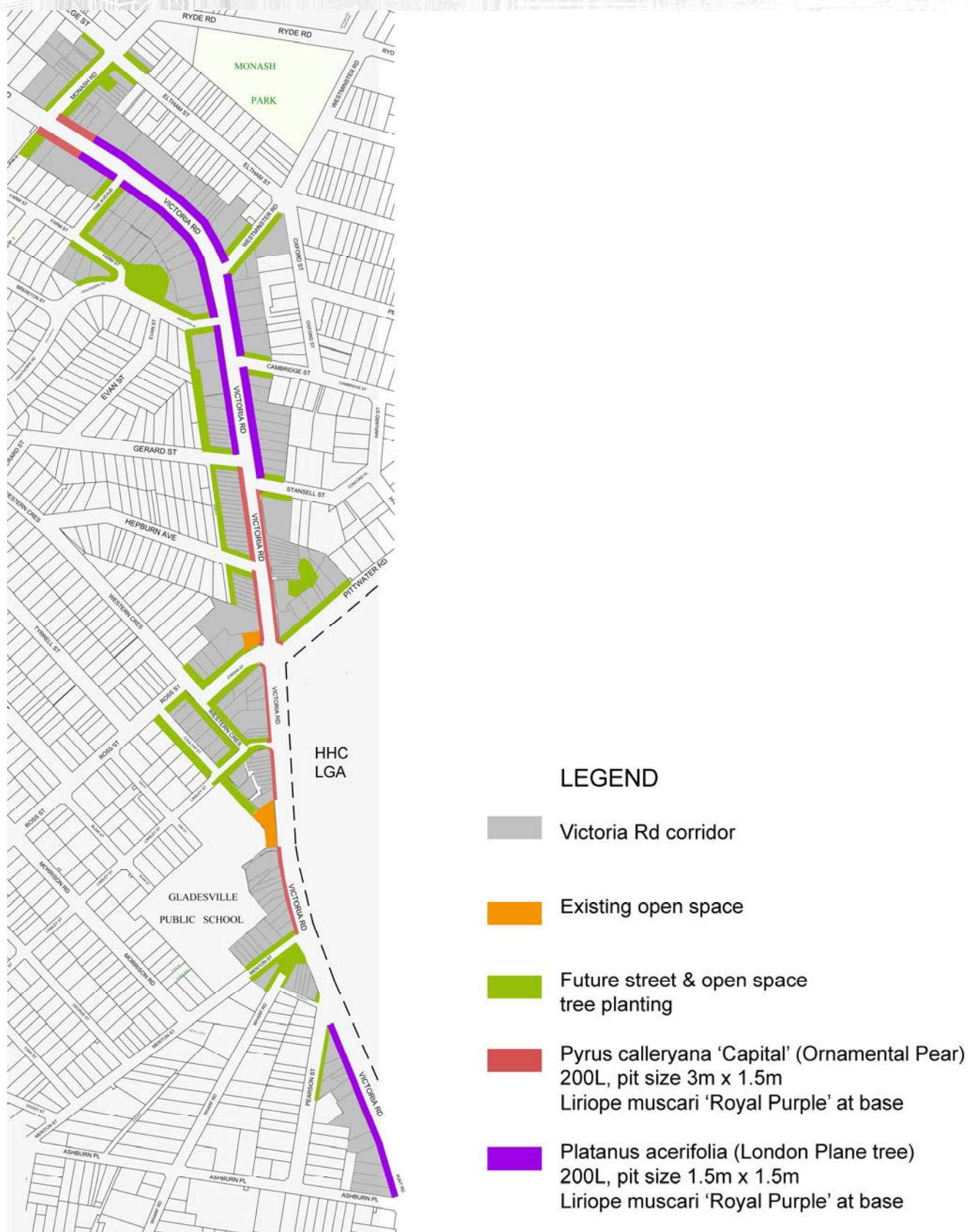


Figure 13. Street Tree Plan



## GLADESVILLE STREET TREES Data sheet



Pyrus flower and bark

Pyrus in Victoria Road, Gladesville (summer)

*Pyrus calleryana* 'Capital' – Capital Pear

- Narrow shape to fit limited space on Victoria Road
- Deciduous - good shade in summer, sun in winter
- Autumn colour
- White flowers in spring
- Tolerates full sun and air pollution



Platanus bark and foliage

*Platanus acerifolia* – London Plane Tree

- Excellent shade tree, hardy and long-lived
- Tolerates full sun and air pollution
- Quick growing, establishing in 3 to 5 years
- Attractive – interesting leaves and bark

## Paving

The existing paving will continue to be upgraded to granite throughout the Victoria Road corridor as shown in the paver layout plan and photo of Gladesville town centre below. Specifications can be obtained from Council's Public Works Department.

Refer to Figure 14 for the extent of paving and paving types.






Figure 14. Paving Plan



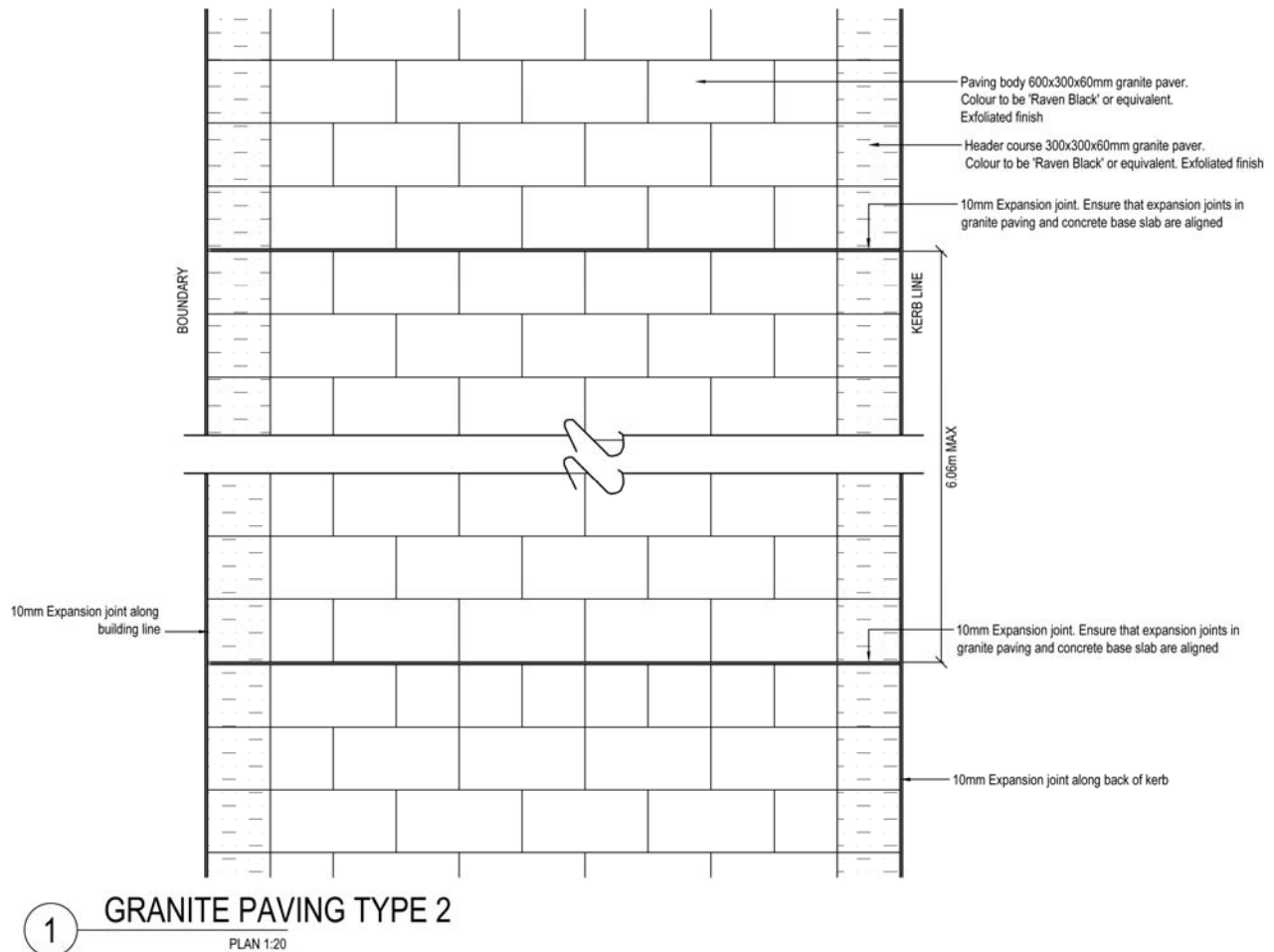
Paving type 1 – Victoria Rd, Gladesville

## Legend

-  Study Area
-  Paving Type 1  
grey granite with  
sandstone-coloured granite banding
-  Paving Type 2  
grey granite



## Paver layout plan



## Street furniture

The following street furniture shall be provided to Council's satisfaction for all new developments in the Victoria Road corridor:

- Seating (Seat 01 and Bench 01)
- Bins (Bin 01)
- Bollards (Bollard 03)
- Bus shelters

Additional street furniture that may be considered for specific sites includes:

- Tables
- Bike racks
- Drinking fountains
- Café barriers

Specific models can be obtained from Council's Public Works Department.

### Lighting and over-head services

Multifunction poles are to be installed in Victoria Road (from Monash Road to Pearson Street), Jordan Street (from Victoria Road to Western Crescent) and Pittwater Road (from Victoria Road to no.6 Pittwater Road). These will incorporate lighting, street signage, and banners into one element. See Figure 15 below.

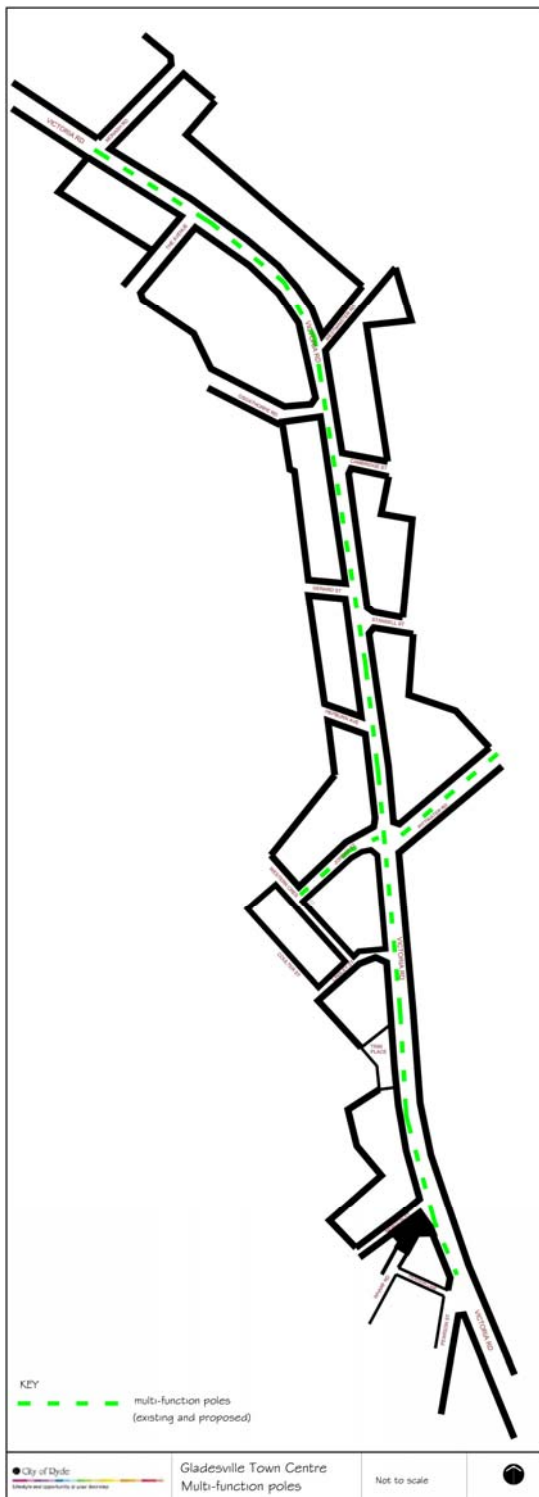


Figure 15 – Multi-function poles Plan



Power lines and other services shall be re-located underground. Refer to Figure 16 below for the general extent of under grounding required. Refer to Public Works for a more detailed extent.

### **Signage**

Refer to Section 9.1 of the DCP for general signage.

Signage can enhance the prominence of the major entry points into the Victoria Road corridor. The City of Ryde is implementing a program to provide 'gateway' signage in Gladesville. Precinct signage and local signage should be coordinated to improve the orientation and movement of pedestrians within the corridor. A Civic Signage Manual has been developed to create a consistently high standard of public signage in the Ryde Local Government area.

Smaller miscellaneous signage should be located on the multifunction poles where practical.

### **Environmental performance**

The environment performance can be enhanced by using the following when selecting and detailing materials:

- Recycled materials
- Functionally and aesthetically long lasting materials
- Materials that require minimal maintenance.

Water Sensitive Urban Design (WSUD) should be incorporated into the public domain design.

Refer to the City Of Ryde draft DCP for detail on achieving a water sensitive urban design.



Required extent of under  
grounding of overhead services  
is shown dotted.

Refer to Council's Public Works  
Dept for the extent required on  
an individual site.

Figure 16. Extent of under-grounding of overhead services



### 2.2.6 Public Art

Public art can make an important contribution to the local community in a number of ways. These include:

- Providing visual enjoyment and interest to everyday activities and social gatherings.
- Highlighting and enhancing the local character of an area. Making it a memorable place to visit and return to.
- Marking the identity of key sites:
  - Gateways into Gladesville
  - Historic precincts
  - Open spaces / recreation areas
  - Public facilities
  - Landmark buildings (see photos 13-15 above)
- Creating a point of reference for the local community and visitors.

Proposed art works should be site specific and respond to the distinctive character of the local area. Artworks can be integrated with buildings and landscaping elements or be stand alone objects.

Some general concepts that should be explored in art work include:

- Historic themes such as:
  - the area's development as a transport hub,
  - links to the Parramatta river,
  - communications (flagstaff station 1820's),
  - past industrial uses (North Gladesville)
  - the character of specific sites such as the Christ Church and St Andrew's Church.
- 'Gateways' into North and South Gladesville.
- Social and cultural values that have importance for the local community.

Opportunities exist to include custom made, artist designed furniture that will celebrate specific aspects of Gladesville's character. This would be appropriate for the key sites nominated in the DCP or landmark buildings.

Semi-public art work associated with individual buildings is encouraged. This can be in the form of art walls, screens or other building elements which provide exposure for the particular building but also interest for the community.

### 2.2.7 Cycleways

Residents have highlighted the need for better facilities for cyclists in the local area. The Ryde Bicycle Strategy and Masterplan (2007) shows the proposed regional bike network within Gladesville and surrounding suburbs. This Masterplan also shows there are opportunities to provide local bike routes within the Victoria Road Corridor. Additionally, facilities for cyclists such as convenient bike parking and change facilities are to be encouraged in the town centre.

The lack of open public space in Gladesville limits these opportunities at present. The development of the key sites and other large projects should provide the impetus for improving the environment for cyclists.

In terms of specific strategies for local cyclists it is proposed to create a bicycle path in Gerard Lane. This is based on the gradual widening of Gerard Lane as future development occurs along Victoria Road (in accordance with the DCP). The bicycle path will provide a link between North Gladesville and the Town Centre for local residents and students. It also links with the regional bicycle network shown in the Ryde Bicycle Strategy and Masterplan (2007) for other cyclists.

The path will terminate in the heart of the Town Centre at Trim Place. This is also convenient to the Gladesville Public school and provides access to public transport along Victoria Road. In addition bicycle parking would be provided as part of a future upgrade or extension of Trim Place. In this location parking will be accessible to shoppers, students and commuters.

Figure 17 shows the proposed route of the bicycle path and location of parking facilities.



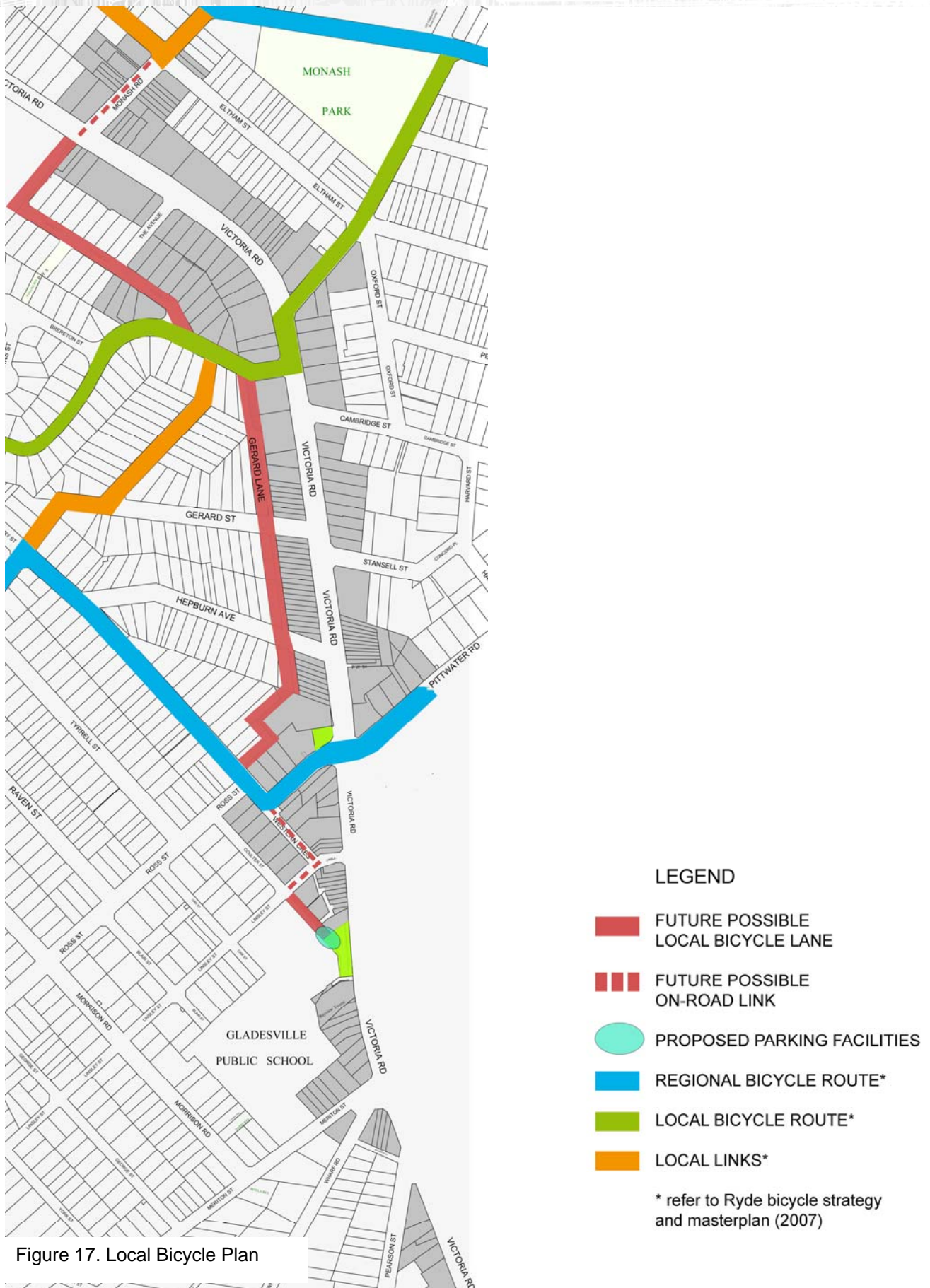


Figure 17. Local Bicycle Plan