

**ATTACHMENTS FOR: AGENDA NO. 6/19
COUNCIL MEETING**

Meeting Date: Tuesday 25 June 2019
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 7.00pm

ATTACHMENTS FOR COUNCIL MEETING

Item

**9 PLANNING RYDE: DRAFT LOCAL STRATEGIC PLANNING
STATEMENT**

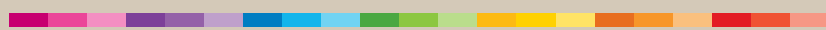
Attachment 1 Draft Local Strategic Planning Statement 2019



PLANNING RYDE

Draft Local Strategic Planning Statement 2019

 City of Ryde



Lifestyle and opportunity @ your doorstep

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ATTACHMENTS **Attachment 1** – City of Ryde Housing Issues Paper
Dwelling Delivery City of Ryde 2016-2021 Draft Report
Dwelling Capacity City of Ryde Post 2022 Draft Report

Attachment 2 – Draft Waterloo Road Linear Park Strategy

Attachment 3 – Draft West Ryde Urban Revitalisation Strategy

Attachment 4 – Making it Happen (Actions and Timeframes to Implement the Local Strategic Planning Statement)

Attachment 5 – Alignment with North District Plan

Attachment 6 – Town Centre Structure Plans

Available on Council’s website www.ryde.nsw.gov.au





PART

1

INTRODUCTION



1.1 Introduction

1.1.1 About the City of Ryde

The earliest known inhabitants of the area known today as the City of Ryde were the Wallumedegal clan of the Dharug people. Wallumedegal territory followed the north bank of the Parramatta River from the Turrumburra (the Lane Cove River) in the east to Burramatta at the head of the river to the west.

Wullumatta was the original name given to the area and likely derived from the Wallumedegal term for snapper fish, wullumai, and matta, a place usually associated with water. The Aboriginal name survives in the Wallumatta Nature Reserve in North Ryde. Reminders of Wallumedegal clan's presence can still be found in rock carvings and middens along the rivers. The famous indigenous leader Bennelong, lived in the area, and is thought to be buried locally.

European occupation dates from 1792 when the first land grants were made along the northern bank of the Parramatta River. By 1841 the name Ryde began to emerge for the district. It was derived from its English namesake on the Isle of Wight. The area first came into legislative existence in 1870, as the Municipal District of Ryde. During its early years, the district was largely agricultural. By the late 1900s, villages and town centres began to spring up along main roads and around train stations bringing with them large increases in population. In 1946, the Council established the Ryde Housing Scheme, an innovative and forward-thinking approach

to address contemporary housing supply and affordability issues. Council constructed 593 homes and six shops under the scheme, and also provided funding to 400 ratepayers to construct cottages on their own land.

Throughout the 1950s, Ryde continued to grow and urbanise. In 1957, Top Ryde, Australia's first drive-in shopping mall, opened its doors. Macquarie University was established in 1964, and the post war housing boom was matched by an expansion of Ryde's industrial and scientific sectors, including the establishment of a number of CSIRO facilities and the Gladesville industrial area. In 1981, Macquarie Shopping Centre was opened and to this day it remains one of the largest shopping centres in New South Wales.

Today, the City of Ryde local government area (LGA) covers an area of approximately 40 square kilometres, including waterways and parklands. It is located 12 kilometres from the Sydney CBD, and includes 16 suburbs, two major rivers, 200 hectares of natural areas, 207 parks

and open spaces, a leading university, two TAFE colleges, and 29 schools with a total of over 58,000 students.

The City of Ryde is currently home to 125,000 residents in over 43,000 households. Our population is ethnically diverse, with 47 per cent of residents speaking at least one of 72 languages other than English, and over 40 per cent of residents born overseas.

“

Today, the City of Ryde local government area (LGA) covers an area of approximately 40 square kilometres, including waterways and parklands.

The City of Ryde’s resident workforce is highly educated with an above average proportion of female workers.

The suburb of Macquarie Park has become an economic powerhouse, contributing over

\$9.5 billion to the NSW economy in 2018. Industrial areas throughout the south of the LGA, in Gladesville and West Ryde provide critical anchor points for productivity, employment, a diverse economy, and contribute

towards the NSW Government’s vision of a 30-minute city, where people can get from their homes to their workplaces within 30 minutes on public transport seven days a week.

Community Strategic Plan | City of Ryde

Our Community

A rich and proud history

The City of Ryde is the third oldest settlement in Sydney. The first land grants to eight marines and ten emancipated convicts were given in 1792.

For thousands of years the area that includes the City of Ryde was home to the Wallamadigal clan of the Dharug people.

Population and Age Profile

The population of Greater Sydney is 4.7 million and is projected to grow by 1.7 million people to 2036. This growth will be distributed across the city.



116,302
Residents in 2016



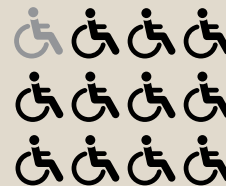
160,000
Residents in 2031

Source: ABS 2016 Census data and 2016 NSW and Local Government Area population and Household projections and implied dwelling requirements.

Age Groups	%
Babies > (0 to 4)	7,118
Primary school (5 to 11)	8,686
Secondary school (12 to 17)	6,430
Tertiary education (18 to 24)	12,474
Young workforce (25 to 34)	21,178
Parents/homebuilders (35 to 49)	24,445
Older workers (50 to 59)	13,642
Retirees (60 to 69)	10,587
Seniors (70 to 84)	8,774
Elderly aged (85 and over)	2,972

5,347

People with Disability needing assistance with care activities 4.6 % of the population



Household Types	%
Couples with children	34.5
Couples only	23.6
One parent families	8.5
Other families	1.7
Group household	5.4
Lone person	22.3
Other	3.1
Visitor only households	0.9



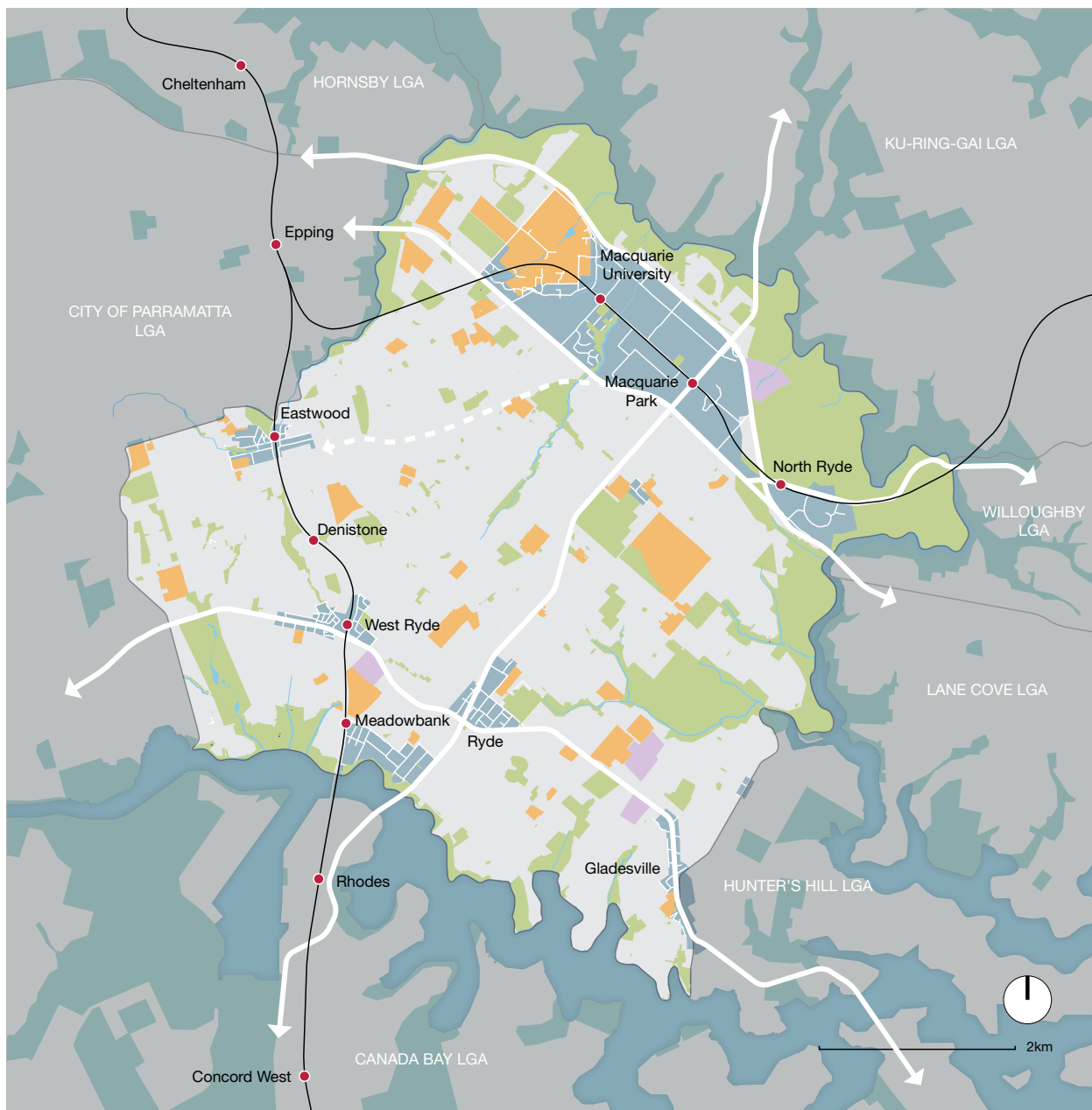
43,020
Households in 2016



62,000
Households in 2031

Figure 1 Our community

1.1.2 Existing City of Ryde structure plan



KEY

- Railway station
- Green space
- Education / hospital
- Centre
- Major industrial area
- Railway line
- Main road

Figure 2 Existing structure plan

1.1.3 The role of the Local Strategic Planning Statement within the NSW planning system

The current NSW planning system guiding land use in the City of Ryde includes six key documents.

These form a hierarchy, where each plan is subject to the requirements set out in the plans ranked above. The Local Strategic Planning Statement (LSPS) is prepared by local councils to respond to the *Environmental Planning and Assessment Act*

1979, and the NSW Government’s Metropolitan Plan and District Plan. The LSPS sets the 20-year vision for the area and guides councils’ more detailed plans, planning controls and policies.

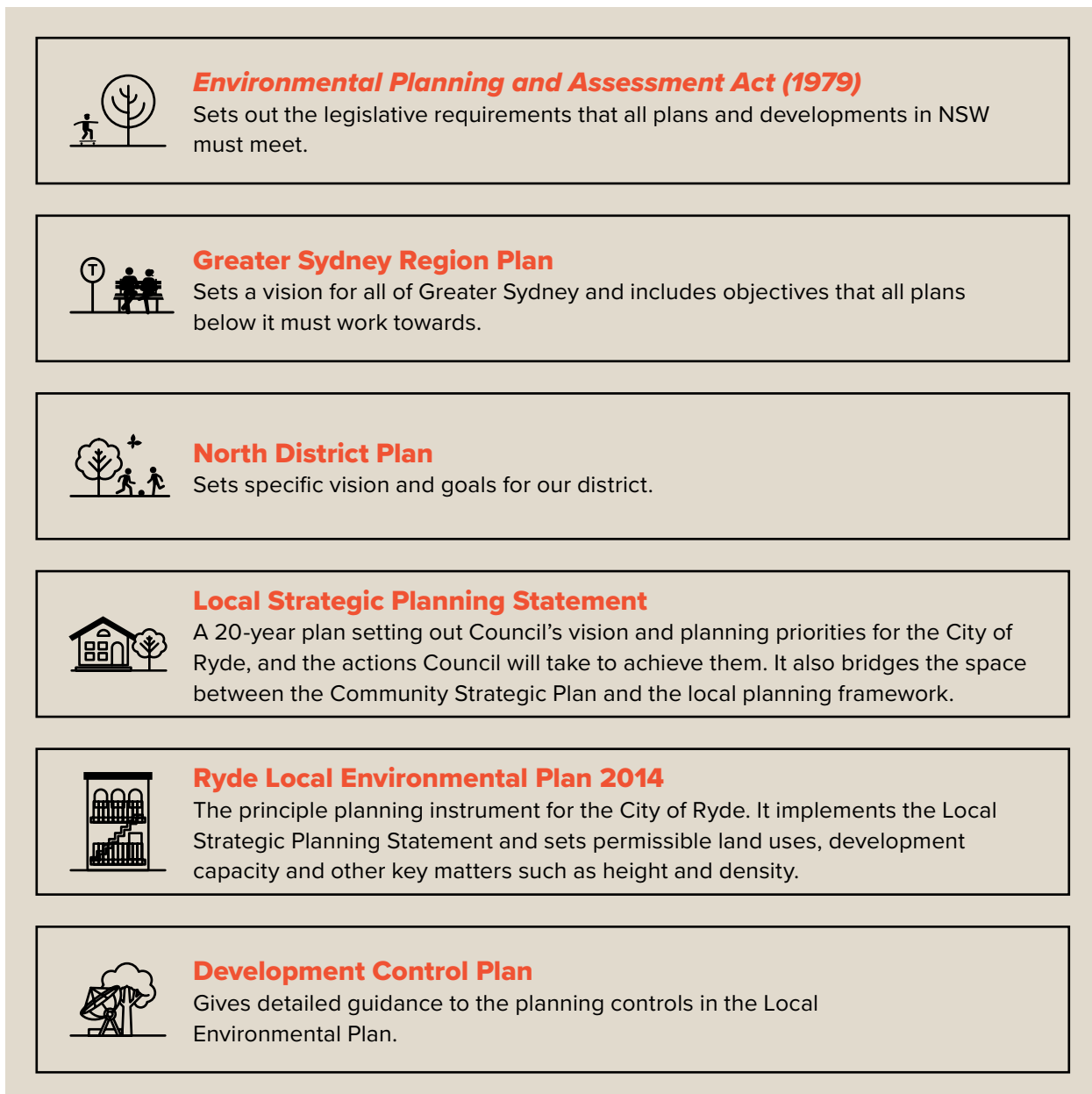


Figure 3 Planning system hierarchy

1.1.4 Ryde Community Strategic Plan 2018

The Community Strategic Plan is the plan for the City of Ryde, by the people of the City of Ryde. It is the product of extensive consultation and reflects the community's views on what they want the City of Ryde to be like in ten years' time.

The Plan breaks down the community's desired future for Ryde into seven key categories: vibrant and liveable; active and healthy; natural and sustainable; smart and innovative; connected and accessible; diverse and inclusive; and open and progressive.

The document details actions and practices the community would like to see Council adopt to realise each of these categories. Those that relate to land use planning have been built into this draft LSPS.

The LSPS is informed by the Community Strategic Plan and is designed to be read alongside it. The LSPS spells out how Council intends to use land use planning to help make the community's vision a reality. It adopts the priorities spelled out in the Community Strategic Plan and looks at them in the context of the land use planning and place-making that will underpin the future built form of our city.



Figure 4 Categories from Ryde Community Strategic Plan 2018

The Ryde Community Strategic Plan 2018 identified the following challenges and opportunities which also inform this Local Strategic Planning Statement:

Community Strategic Plan | City of Ryde

Challenges and Opportunities

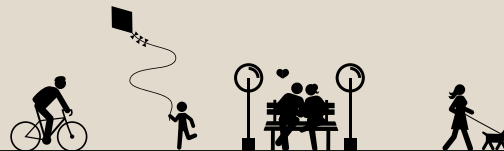
Our growing population



By **2031** the projected increase in the City of Ryde’s population will require an additional **17,000** new dwellings, an increase of more than a third from now.

Our opportunity is to use this growth to enhance the city’s prosperity, uniqueness and liveability, and strategically plan for affordable and varied housing options for our growing community while maintaining the character of our many neighbourhoods.

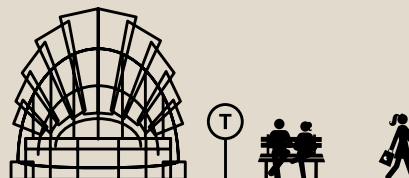
Our changing population



Over coming decades the **overall composition of our community will shift** in some important areas.

Our opportunity is to protect and revitalise the places, facilities and services that people use and better target these to meeting the changing needs of our community.

Our part in Sydney’s future



Over coming decades, Sydney will grow to a city of more than **6.4 million** people by **2036** and **8 million** by **2056**.

Our opportunity is to work with the NSW government and other stakeholders to achieve outcomes for the City of Ryde that protect it’s character and enhances the city’s future prosperity, uniqueness and liveability.

Figure 5 Challenges and opportunities from Ryde Community Strategic Plan 2018

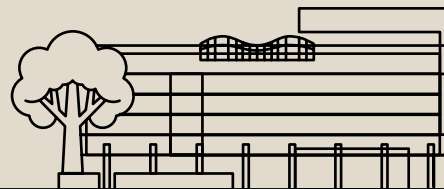
Adapting to climate change



Over the coming decade, natural hazards such as **heatwaves**, increased overnight temperatures and **increased “hot” days** during the year, as well as the frequency of **extreme rainfall** events and high intensity storms are expected to accelerate as the climate changes.

Our opportunity is to ensure our neighbourhoods are prepared for changes to weather patterns and our infrastructure and urban areas are able to cope with more frequent extreme weather, bushfires, erosion and flooding.

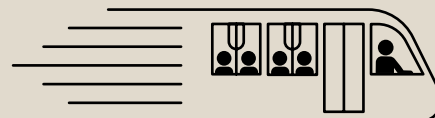
Valuing our cultural heritage



In **2016**, around **50%** of City of Ryde’s population were **born overseas**, compared to **36.8%** for the rest of Greater Sydney. People from more than 50 different countries call our City home.

Our opportunity is to protect and revitalise the places, facilities and services that people use and better target these to meeting the changing needs of our community.

Managing traffic and congestion



City of Ryde residents use their own car for approximately **70%** of trips that they make. Almost **80% of people** coming to City of Ryde use their car.

Our opportunity is to work with our stakeholders and the NSW Government, strongly advocating for improved transport links and making sure that appropriate infrastructure is planned and delivered to support major developments.

1.1.5 How to read this document

The City of Ryde LSPS outlines the vision for land use planning in our local area over the next 20 years, and will guide all planning decisions.


PART	1	<ul style="list-style-type: none"> – Introduction – Background information about the City of Ryde and planning system.
PART		<ul style="list-style-type: none"> – Details of the LSPS, broken down by Infrastructure and Collaboration, Liveability, Productivity and Sustainability – Each section contains one or more focus areas, each with their own vision statement, context and key challenges, list of 20-year targets, 20-year planning priorities and actions, short term actions and one or more case studies.
PART	6	<ul style="list-style-type: none"> – Details how the LSPS is to be implemented, and how it works with other plans in the planning system, including the North District Plan and the Community Strategic Plan.
PART	G	<ul style="list-style-type: none"> – Glossary.
ATTACHMENTS		<p>The following attachments can be accessed on Council's website (www.ryde.nsw.gov.au):</p> <ul style="list-style-type: none"> – Attachment 1 – The Dwelling Delivery City of Ryde 2016-2021 Final Report. – Attachment 2 – Draft Waterloo Road Linear Park Strategy – Attachment 3 – Draft West Ryde Urban Revitalisation Strategy. – Attachment 4 – Making it Happen (Actions and Timeframes to Implement the Local Strategic Planning Statement). – Attachment 5 – Alignment with District Plan and Community Strategic Plan. – Attachment 6 – Town Centre Structure Plans.

Figure 6 How to read this document

1.1.6 Methodology

The LSPS brings together existing relevant adopted Council studies, documents, plans and policies to guide future development in the City of Ryde.

It has been structured to show consistency with the Greater Sydney Commission's North District Plan (which sets out planning priorities and actions for the Ryde, Hornsby, Hunter's Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney,

Northern Beaches and Willoughby LGAs). The tables below summarise which existing Council documents have been used to inform this LSPS and further studies to be completed.

Table 1 Existing Council documents used to inform this LSPS and further studies to be completed.

Productivity	Sustainability
North District Plan Priorities	North District Plan Priorities
N7 Growing a stronger and more competitive Harbour CBD	N14 Leveraging inter-regional transport connections
N8 Eastern Economic Corridor is better connected and more competitive	N15 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways
N9 Growing and investing in health and education precincts	N16 Protecting and enhancing bushland and biodiversity
N10 Growing investment, business opportunities and jobs in strategic centres	N17 Protecting and enhancing scenic and cultural landscapes.
N11 Retaining and managing industrial and urban services land	N19 Increasing urban tree canopy cover and delivering Green Grid connections
N12 Delivering integrated land use and transport planning and a 30-minute city	N20 Delivering high quality open space
N13 Supporting growth of targeted industry sectors	N21 Reducing carbon emissions and managing energy, water and waste efficiently
	N22 Adapting to the impacts of urban and natural hazards and climate change
Council's Existing relevant plans	Council's Existing relevant plans
– Urban Services Lands Study	– Integrated Open Space Plan 2012
– Ryde Economic Development Plan 2015 –2019	– Waste Management Strategy
– Night Time Economy Study 2016 and Action Plan	– Biodiversity Plan 2016
– Integrated Transport Strategy 2016 – 2031	– Children's Play Implementation Plan 2013
– Macquarie Park Marketing Plan	– Sport and Recreation Strategy 2016- 2026
	– Street Tree Master Plan 2013
	– Parramatta River Master Plan
Proposed Studies to address gaps	Proposed Studies to address gaps
– Economic Development Plan	– Resilience Plan
– Creative Enterprise Strategy	– Active Transport Strategy/30 Minute City (incl. Waterloo Rd Master Plan)
– Macquarie Park Employment Lands Study	

Infrastructure and Collaboration	Liveability
North District Plan Priorities	North District Plan Priorities
N1 Planning for a city supported by infrastructure	N4 Fostering healthy, creative, culturally rich and socially connected communities
N2 Working through collaboration	N5 Providing housing supply, choice and affordability, with access to jobs, services and public transport
N3 Providing services and social infrastructure to meet people's changing needs	N6 Creating and renewing great places and local centres, and respecting the District's heritage
Council's Existing relevant plans	Council's Existing relevant plans
<ul style="list-style-type: none"> – s94. Developer Contributions Plan 2007 – Social and Cultural Infrastructure Framework 2014 – Libraries for Ryde 2014 – 2024 – Integrated Open Space Plan 2012 – Children's Play Implementation Plan 2013 – Sport and Recreation Strategy 2016- 2026 – Integrated Transport Strategy 2016 – 2031 – City of Ryde Bicycle Strategy – Ryde Council Communications and Engagement Strategy 	<ul style="list-style-type: none"> – Public Art Planning Guide for Developers – Public Art Implementation Guide – Cultural Plan – Community and Social Wellbeing Plan – Aboriginal Cultural Heritage – Heritage Studies, 1988, 2001, 2010 – Affordable Housing Policy, 2015 – City of Ryde Events Strategy – City of Ryde Disability Inclusion Action Plan – Ryde DCP 2014 Parts <ul style="list-style-type: none"> » 4.1 Eastwood » 4.2 Shepherds Bay » 4.3 West Ryde » 4.4 Ryde » 4.5 Macquarie Park » 4.6 Gladesville and Victoria Road Corridor – Liveable neighbourhood program – Public domain Technical Manual
Proposed Studies to address gaps	Proposed Studies to address gaps
<ul style="list-style-type: none"> – S7.11 Developer Contributions Plan – Infrastructure Strategy incl. Infrastructure Structure Plans – Macquarie Park Strategic Investigation 	<ul style="list-style-type: none"> – Housing Strategy – Heritage Study – Centres and Places Strategy – West Ryde Urban Revitalisation Strategy

1.2 Our 20-year vision

Council's 20-year vision for land use planning in the City of Ryde:

A liveable, prosperous and connected city, that provides for our future needs while protecting nature and our history. A city with diverse and vibrant centres, our neighbourhoods reflect and service our residents and businesses. Our well-planned places enhance the health, wellbeing and resilience of our future community. They also foster innovation, equity, inclusion and resilience.

Our vision has been informed by community feedback received in the development of our Community Strategic Plan.



Top Ryde and surrounds

1.2.1 Land use planning vision

The City of Ryde has experienced sustained population and housing growth over the past decade, which has put pressure on the unique local character of our buildings, heritage and natural areas.

As the City of Ryde continues to be a desirable place to live and work, it will be crucial to ensure our growing community has access to diverse housing and employment opportunities as well as vital services.

Our residents expect Council to control development to ensure this growth brings with it urban renewal and vibrancy to areas of need.

Our residents also want to see our tree canopy, natural areas and open spaces protected and increased, as well as have access to efficient transport options that connect them to places locally and across the wider Sydney area.



Macquarie Park

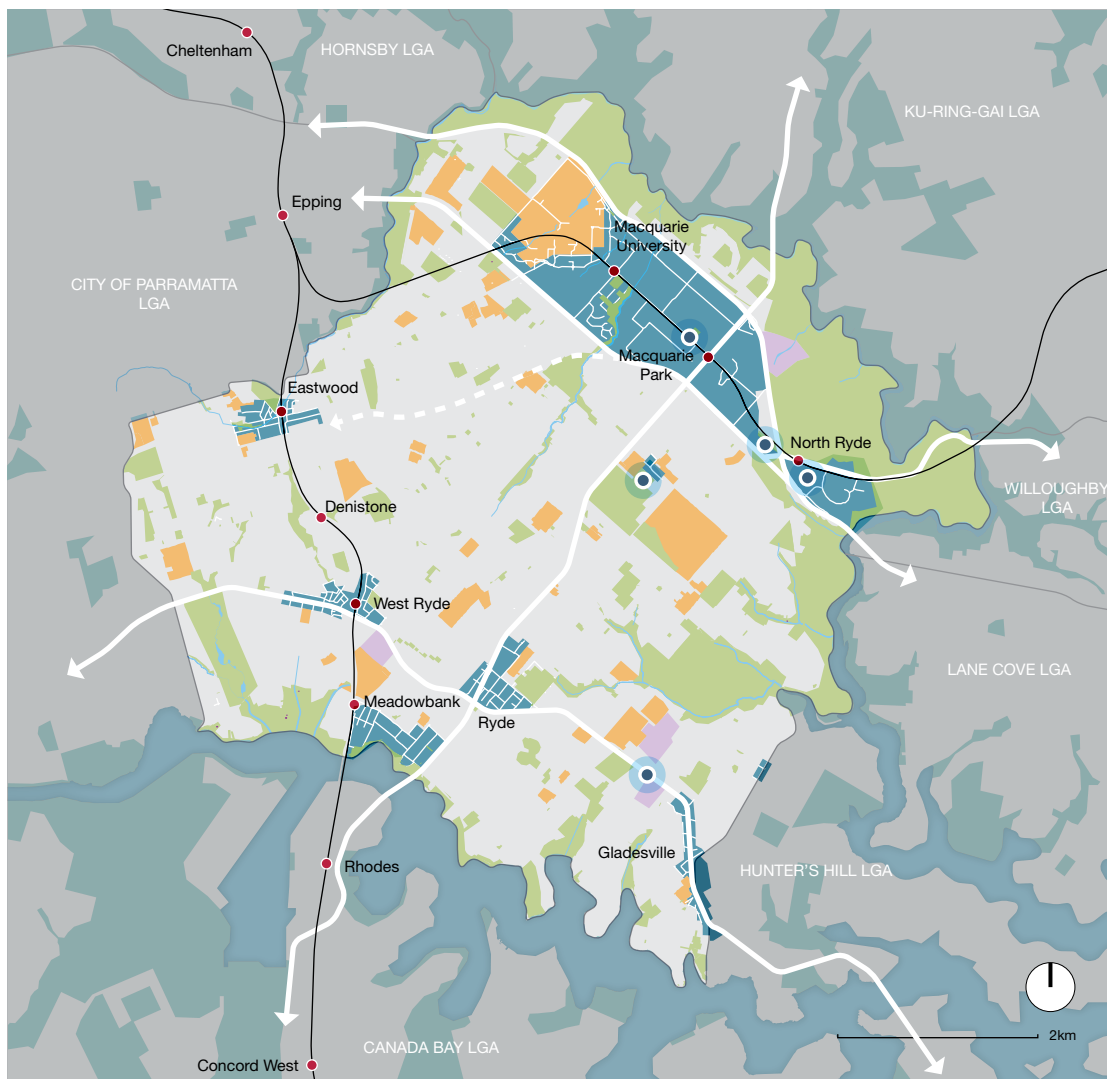
1.2.2 Future City of Ryde structure plans

In planning for the future, it is important to consider what infrastructure, facilities and services are required to support growth. The following Future Structure Plans outline Council’s investigation of future opportunities. They are indicative only and are subject to change.

Centres structure plan

Council’s current centres are well placed to serve the local community in the long term provided there is continued investment in upgrades and

renewal. Emerging centres will be monitored for future master-planning opportunities.



KEY

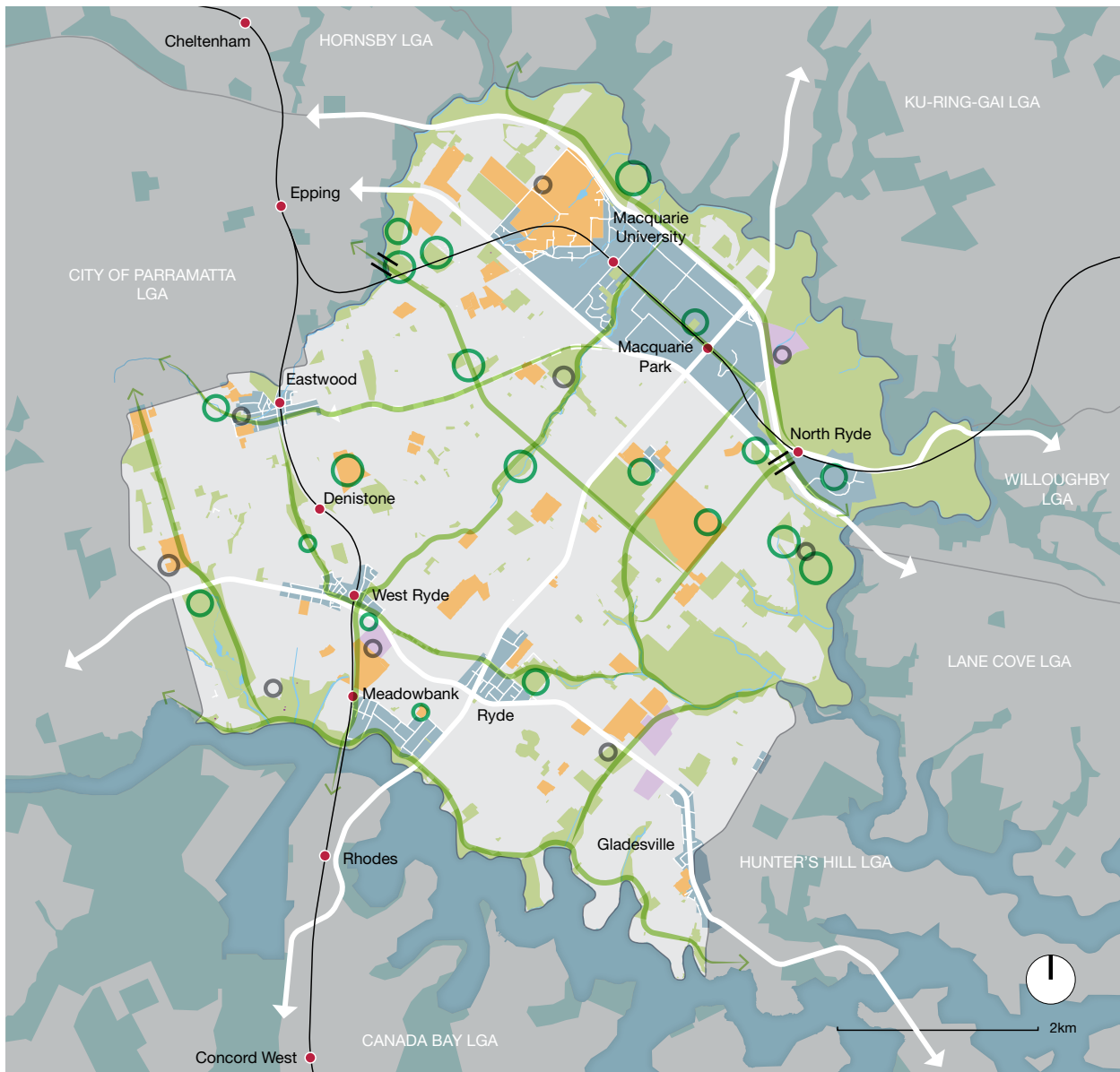
- Railway station
- Green space
- Major industrial area
- Railway line
- Centre
- Emerging hubs / retail centre
- Main road
- Education / hospital

Figure 7 Centres Structure Plan

Open space structure plan (including future proposed open space)

Providing sufficient open space to support a growing, active and healthy community is important to ensure long term quality of life. We want to diversify and increase active recreation opportunities (for example, through the provision

of walking and cycling paths and indoor recreation facilities). While some potential opportunities are shown below, additional spaces will also be required, to support individual sites and localities.



KEY

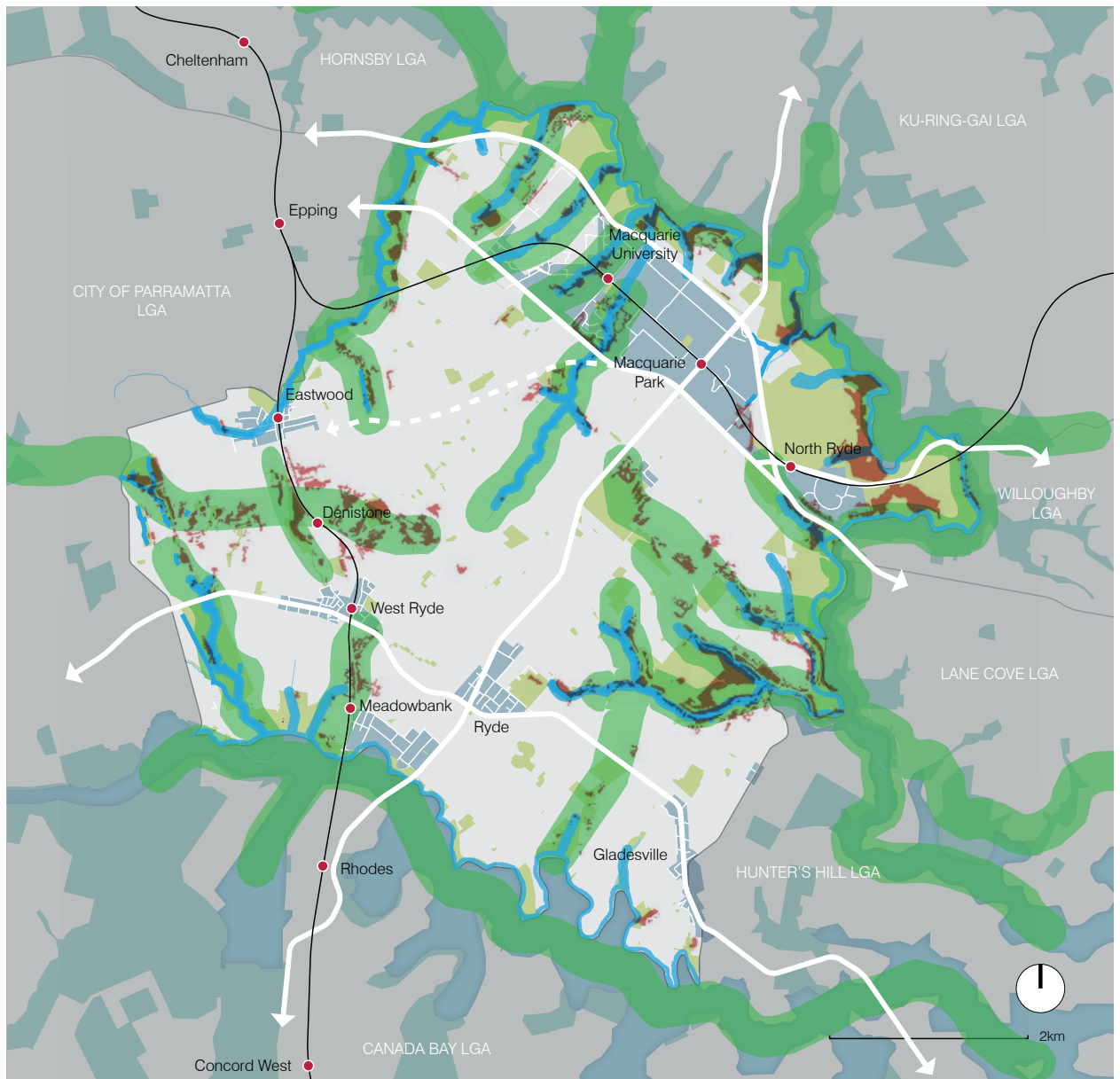
● Railway station	 Green space	 Major industrial area	 Investigate new / expanded indoor recreation opportunity
 Railway line	 Centre	 Investigate new / expanded public recreation & open space opportunity	 Investigate open space link
 Main road	 Education / hospital		 Potential new bridge for cyclists / pedestrians

Figure 8 Open Space Structure Plan

Environmentally sensitive lands structure plan

Continued growth has placed increasing pressure on the City of Ryde’s natural areas and environmentally sensitive lands. These areas need to be carefully monitored and managed (through

the provision enhanced protections, corridors, and green spaces where required) to ensure they are not compromised by future growth.



KEY

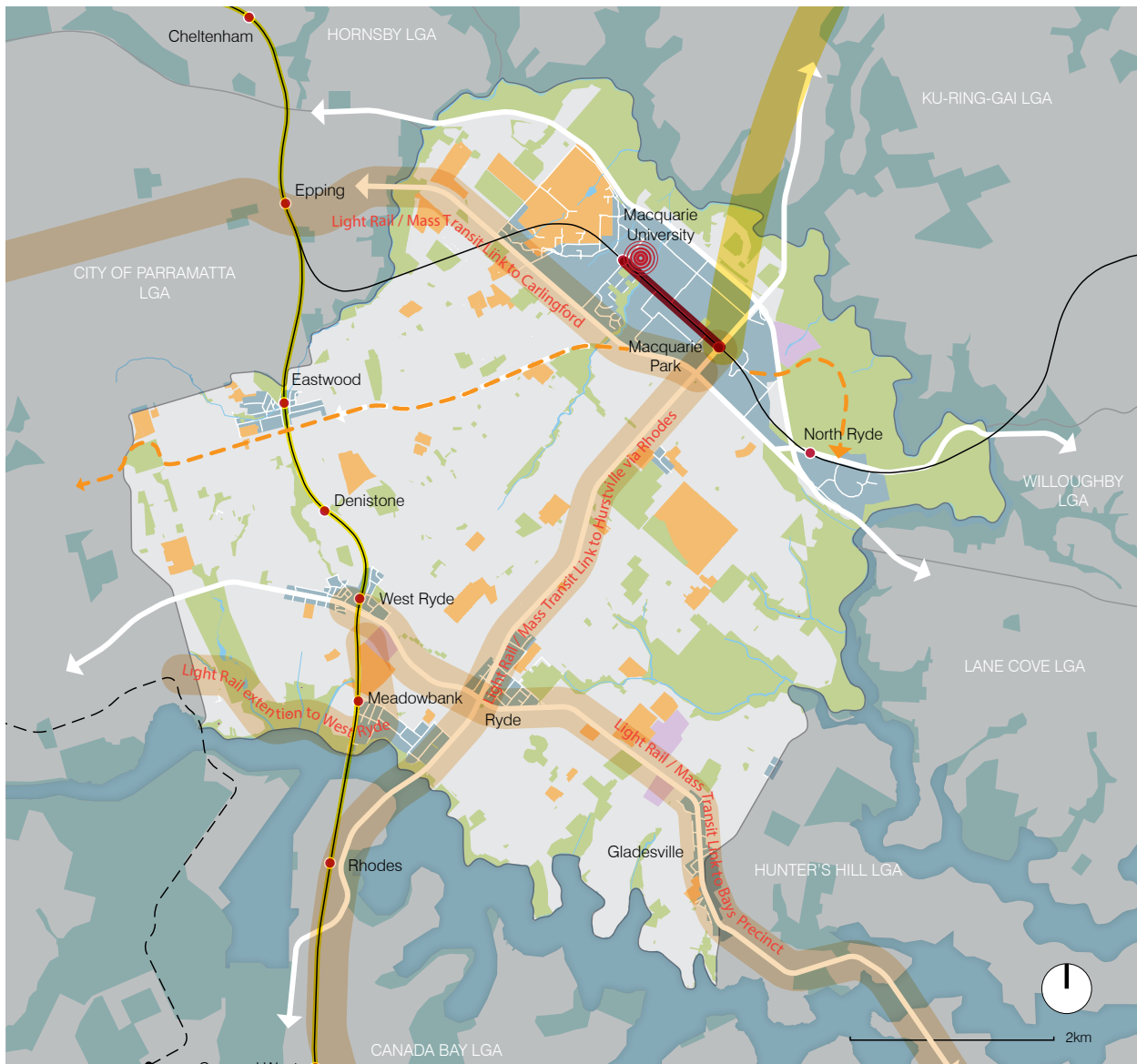
- Railway station
- Railway line
- ▬ Main road
- Green space
- Biodiversity corridors
- Riparian corridors & riparian reach extent
- Threatened species
- Waterway & creeks

Figure 9 Environmentally Sensitive Land Structure Plan

Transport structure plan (including future proposed transport connections)

Projects respond to Transport for NSW's Greater Sydney Services and Infrastructure Plan which sets out a 40-year vision for Greater Sydney. The figure below identifies additional connections

that Council will investigate to meet future requirements. The scope and locations of projects are all subject to change.



KEY

- Railway station
- Railway line
- Main road
- Green space
- Commercial centre
- Education / hospital
- Major industrial area
- 0-10 years committed:**
- ◎ Education / hospital
- Improved bus connection (pedestrian focus)
- 0-10 years investigation:**
- - Parramatta Light Rail Stage 2 to Olympic Park
- Increase freight train capacity & passenger train frequency
- Public transport connection to Mona Vale
- 10-20+ years visionary investigation:**
- Mass transit initiative
- Rapid bus connection

Figure 10 Transport structure plan

1.2.3 Character statements

Using community feedback on the LSPS, Council will develop Local Character Statements that capture the distinctive essence of our neighbourhoods, centres, and special precincts.

The statements will clearly articulate what residents value about their local places and their expectations for the future character of these localities.

Council will use the statements to guide future planning and development decisions, ensuring the community's values are physically embodied in our neighbourhoods and places.

“

Council will use the statements to guide future planning and development decisions, ensuring the community's values are physically embodied in our neighbourhoods and places.



Intersection Trelwney Street and Bellevue Avenue, Denistone



PART

2

INFRASTRUCTURE AND COLLABORATION



2.1 Housing growth and relationship to infrastructure

2.1.1 Vision

To provide a range of housing options in areas appropriately serviced by infrastructure, while preserving unique local character.



Shepherds Bay, Parramatta River

2.1.2 Context and key challenges

The North District Plan includes housing targets for each of the councils within its boundaries. For Ryde, this target is set at an additional 7,600 homes by 2021. Council's *Dwelling Delivery City of Ryde 2016-2021* draft report (see Attachment 1) anticipates that 12,786 homes will be created in this period, well in excess of the North District Plan's target. Around 80 per cent of these new homes are expected to be located in the two Urban Activation Precincts in North Ryde (The North Ryde Station Precinct and the Macquarie University Station Precinct) and Shepherds Bay Meadowbank.

Housing growth by areas

The image below summarises the remaining housing growth capacity of each town centre within current planning controls.

Table 2 Housing growth by areas

Summary Table – Dwellings Delivery Town Centres			
Centre	Number of Dwellings to be Delivered 2016-2021	Projected remaining Dwelling Capacity post 2022	Totals from 2016 to 2036
Shepherds Bay Meadowbank	3,075	640	3,715
Ryde Town Centre	502	745	1,247
Gladesville Town Centre	783	1,428	2,211
Eastwood Town Centre	791	2,123	2,914
West Ryde Town Centre	40	1,134	1,174
Urban Activation Precincts (North Ryde Station Precinct and Macquarie University Station Precinct)	5,338	11,649	16,987
Total	10,529	17,719	28,248

Actual delivery is usually between 60 and 70 per cent of the theoretical capacity and therefore not expected to exceed it.

Housing growth by zones

The figure below summarises projected housing numbers and remaining capacity in zones outside town centres of the City of Ryde.

Table 3 Housing growth by zones

Total Number of Dwellings to be Delivered in Residential Zones 2016-2021			
Zone	Number of Dwellings to be Delivered 2016-2021	Projected remaining Dwelling Capacity post 2022	Totals
R1 General Residential	509	0	509
R2 Low Density	1,634	5,899	7,533
R3 Medium Density Housing	0	0	0
R4 High Density	114	0	114
Total	2,257	5,899	8,156

“

The LSPS does not propose to increase overall housing potential.

Key challenge area: transforming West Ryde

In terms of housing supply and economic performance, West Ryde has lagged behind other suburbs during a period of strong growth for the LGA. While the suburb has development potential, the feasibility of planning controls and small lot structures has meant there has been a single approval granted between January 2016 and December 2018 (for 40 homes). There is also some visible evidence of economic stress such as vacant sites, poor building maintenance, lack of retail activity and blank façades. The LSPS will consider how West Ryde should look and function in the future, including community and other infrastructure needs.

Key challenge area: preserving Macquarie Park as a key economic centre

A key goal of the LSPS is to maintain the precinct's role as a key economic powerhouse for Sydney and transform it into a vibrant and accessible CBD. A key challenge is ensuring Macquarie Park can continue to offer employment opportunities and strong economic growth, while we also continue to improve public transport use to address congestion. The precinct is well situated on Sydney's Economic Development Corridor between Parramatta and the City; and is currently serviced by the Sydney Metro North West and key arterial roads. The LSPS will plan for new links to improve connectivity between Macquarie Park and other centres within the City of Ryde and beyond to support the precinct as it grows, and ensure its benefits are accessible to residents across the LGA.

The Ryde Local Environment Plan allows for housing diversity and controlled medium density (dual occupancy and multi dwelling) development within this low density zone. This approach has resulted in Ryde delivering a higher than average proportion of medium density housing for the North District.

In 2018, the NSW Government revised the *State Environmental Planning Policy (Exempt and Complying Development Codes 2008)*, to encourage more medium density housing across metropolitan Sydney. This revision reduced controls and increased the number of sites available for medium density housing in the City of Ryde, and introduced additional medium density forms. The combined impact of these changes could potentially result in out of character developments in low-density residential areas across the City of Ryde.

Key challenge area: protecting the valued character of low density residential and restricted anticipated growth

City of Ryde has a strong pipeline of high and low density housing options. We need to explore the best way to offer medium density housing while protecting the valued character of low density residential areas and managing growth. In reviewing medium density residential development controls, Council will adopt a target of zero net loss for medium density housing. In practice, this means that Council will not reduce the amount of land that is available for medium-density housing, but may rezone some areas to permit medium-density housing for the first time. This may be offset by removing medium density options in some areas to protect their existing character.

2.2 Infrastructure

2.2.1 Vision

The infrastructure needs of the City of Ryde community continue to be met as the area grows and develops. The provision of new infrastructure should match the pace of development and growth, and deliver the same or a better experience for the community at no extra cost to them. Infrastructure provided by the State Government in is planned and provided in a timely and constructive way in collaboration with Council and the community.



North Ryde Metro Station

2.2.2 Context

The LSPS considers infrastructure in its broadest sense, covering the public and private services and facilities that are fundamental to the quality of life, functioning and growth of places and communities.

Infrastructure can be categorised into ‘city shaping’ at the regional level and ‘enabling’ at the local level, as detailed in the diagram/table below:

Table 4 City shaping and enabling infrastructure

	City shaping (regional) infrastructure	Enabling (local) infrastructure
Overview	Links between local and district areas in the greater region	Links from regional infrastructure to local centres and communities
Examples	Regional roads, Metro, rail, regional recreational facilities and National Parks	Local roads and transport, utilities, and community open space and sporting facilities
Responsibility for planning, delivery and operation/maintenance	NSW Government	City of Ryde Council
Aims	Contributes to the liveability, productivity and sustainability of a region and district	Enables communities to operate and grow
Stakeholders involved in delivery	Collaboration between NSW government agencies (e.g. Transport for NSW, Roads and Maritime Services and Sydney Water), Council and the community	Collaboration between the community, Council and developers
Funding source	Australian and NSW governments, from taxes or other revenue NSW government funding can also come from State Infrastructure Contributions, which are negotiated with developers and apply in defined locations	Council through rates (maintenance and operation of existing infrastructure) or developer contributions (growth infrastructure) which are governed by the <i>Environmental Planning and Assessment Act 1979</i>

Funding

Sections 7.11 and 7.12 of the *Environmental Planning and Assessment Act* (the Act) require strict provisions to be followed by councils if developer contributions are to be levied on development. These restrictions include the preparation and adoption by councils of Developer Contributions Plans that detail growth projections, timeframes and specific infrastructure requirements for an area and exact contribution rates per extra person or dwelling created that will be levied on each development. The funds collected by councils are then set aside to be used only for the infrastructure identified in the adopted Contributions Plan – they cannot be used for maintenance of existing infrastructure or additional, non-growth servicing infrastructure.

The Act also allows councils to enter into a Voluntary Planning Agreement (VPA) with a developer to provide required additional infrastructure, and governs such arrangements. The VPA must be related to the development and provide a material public benefit (that is, of wider material benefit to the community, not just the new residents of the development). There is less certainty in the outcome of VPAs as they are voluntary and developers cannot be forced into entering one.

The City of Ryde Council has prepared a Developer Contributions Plan under Section 7.11 of the Act and regularly reviews it to ensure it is up to date and relevant to the immediate and future needs of the community. Council is also considering the preparation of a Section 7.12 contributions plan; and once sufficient funds have been collected, the contributions are used to provide the identified infrastructure in the adopted plans.

Council also has a VPA Policy in place that has the following objectives:

- *Establish a fair, transparent and accountable framework governing the use of Planning Agreements by the Council of the City of Ryde*
- *Give stakeholders in development greater involvement in the type, standard and location of public facilities and other public benefits; and*
- *Adopt innovative and flexible approaches to the provision of infrastructure and other public benefits in a manner that is consistent with Council's strategic and infrastructure plans.*

VPAs are only used if there is a material public benefit that can be achieved that is equal to or greater than that identified in the adopted Contributions Plan.



Christie Park, Macquarie Park

2.2.3 Key challenges

- Coordination and collaboration with State infrastructure agencies to ensure that the necessary ‘city shaping’ infrastructure is provided when required and to an adequate standard to support the ongoing economic and social growth and cohesion of the community.
- Managing infrastructure growth and maintenance while providing housing diversity.
- Existing infrastructure is not adversely affected by development growth.
- Ensuring that infrastructure is provided by development with little or no lag in timing.

2.2.4 Targets



All homes will be within 400 metres of active public open space greater than 1,500m² in size.



Key community infrastructure in the nearest town centre will be accessible within 30 minutes by either private or public transport.



Local primary schools will meet the demand of population growth and changing demographics, and are within a 20-minute walk from all homes in their catchments.



Hospitals and other health facilities are available to meet population demand, growth and changing demographics, and are within a 20-minute journey on public transport from all homes in their catchments.

2.2.5 Planning priorities and actions

Table 5 Infrastructure: planning priorities and actions

Planning priority	Actions
IN1 Provide sufficient infrastructure to support current and future population growth	<p>IN1.1 Identify current gaps in infrastructure and future infrastructure needs to appropriately service population growth</p> <p>IN1.2 Review developer agreement, policies and contribution plans</p> <p>IN1.3 Investigate alternative options for funding infrastructure</p> <p>IN1.4 Advocate for public transport, schools and hospitals to be accessible to residential development</p> <p>IN1.5 Masterplans must indicate existing and required infrastructure</p> <p>IN1.6 Provide new parks and enhanced infrastructure</p>
IN2 Reinvigorate the Macquarie Park Strategic Investigation Area	<p>IN2.1 Undertake a Macquarie Park Employment Land Study to identify a commercial core that can be protected from non-commercial uses to provide for the continued economic and employment function of Macquarie Park</p> <p>IN2.2 Confirm the planning principles to guide the strategic investigation of Macquarie Park</p> <p>IN2.3 Lobby the NSW Department of Planning and Environment to recommence the 2016 investigation into this area and to collaborate more closely with Council and the community in the directions and desired outcomes of this work</p>
IN3 Collaborate with relevant stakeholders to achieve appropriate outcomes from existing renewal projects	<p>IN3.1 Work with Macquarie University and NSW Government agencies to ensure that the appropriate infrastructure is provided in a timely manner to facilitate the success of the Macquarie Park Health and Education Precinct</p> <p>IN3.2 Provide relevant local data and context to the Greater Sydney Commission, NSW Department of Planning and Environment and developers in relation to existing development in the Herring Road and North Ryde Station precincts to ensure planning controls result in the desired mix of land uses to activate those precincts</p> <p>IN3.3 Provide relevant local data and context to the NSW Department of Education and TAFE NSW to assist with planning and coordinating the provision of adequate and timely infrastructure in the Meadowbank Education Precinct</p>

Planning priority	Actions
IN4 Ensure that transport infrastructure is provided at the appropriate capacity and timing to service existing and growth areas	<p>IN4.1 Collaborate with Transport for NSW and local transport providers to adjust transport links to accommodate changes in commuter behaviour with the completion of the Sydney Metro North West</p> <p>IN4.2 Develop, with the assistance of the Greater Sydney Commission, a more collaborative approach between Council, Transport for NSW and Roads and Maritime Services, for the planning of major transport upgrades to ensure that all stakeholders are working with the same growth and capacity forecasts and timelines</p> <p>IN4.3 Collaborate with Transport for NSW to build on their regional transport plans by expanding transport planning to the local level, based on Council's adopted strategies</p> <p>IN4.4 Collaborate with Transport for NSW to investigate future transport options (See Future Transport Structure Plan in Section 1.2.2)</p>
IN5 Prepare a local Infrastructure Strategy	<p>IN5.1 Collaborate with relevant NSW Government agencies and housing providers to identify infrastructure needs on a 'place-based' format, such as those identified in the Ryde Housing Strategy</p> <p>IN5.2 Work with relevant NSW Government agencies to develop consistent growth forecasts, to ensure that the capacity and standard of existing and new infrastructure is appropriate and timely</p> <p>IN5.3 Coordinate existing Council and NSW Government agency plans to ensure existing infrastructure is used to its maximum potential and to ensure appropriate integration with relevant plans (such as Council's open space plans, NSW Office of Sport plans and District and Regional Green Grid plans)</p>
IN6 Develop guidelines for site-specific planning proposals	<p>IN6.1 Complete Housing, Infrastructure and Centres and Places strategies so they can provide key inputs to the guidelines</p> <p>IN6.2 Suspend consideration of site-specific planning proposals until they can be assessed against the Housing, Infrastructure and Centres and Places Strategies and identified growth parameters</p> <p>IN6.3 Review Planning Instruments so that they are based on a centres hierarchy with a focus on maximising existing infrastructure capacity and utilisation</p>

2.2.6 Making it happen

Table 6 Infrastructure: making it happen

Identify existing infrastructure capacity

- Audit existing and proposed infrastructure using development and Council plans
- Compare audit results with projected growth and development and identify existing infrastructure gaps

Identify growth potential and desired outcomes

- Prepare Housing Strategy to identify residential growth projections and locations
- Prepare Centres and Places Strategy and Macquarie Park Employment Land Study to identify non-residential growth projections and locations
- Review developer and State Infrastructure Contribution provisions to identify growth infrastructure requirements

Prepare Infrastructure Strategy

- Incorporate existing infrastructure gaps and growth infrastructure needs
- Include review of infrastructure funding options
- Develop a process for actively pursuing collaboration options with NSW Government infrastructure agencies, developers and the community to improve infrastructure provision and outcomes

Develop a procedure for amending planning instruments

- Investigate the impacts of individual, site-specific planning proposals on infrastructure capacity and function
- Prepare guidelines to assist investors, applicants and Council in considering and preparing requests for site-specific planning proposals
- Suspend site-specific planning proposals until the completion of relevant strategic planning, once the Housing, Centres and Places, Macquarie Park Employment Study, infrastructure strategies have been completed



Gladesville Public School and street library

2.2.7 Case study

New roads in Macquarie Park

Several new roads have recently been built in Macquarie Park as a result of Council’s updated planning controls, which aim to support the development of appropriate infrastructure. These roads include Rennie Street, Network Place, Halifax Street, Hyundai Drive and the Waterloo-Talavera connecting road.

Council’s planning controls seek to make it easier for people to move freely within Macquarie Park and to and from neighbouring areas. They enhance the streetscape presentation and provide roads tailored to accommodate surrounding development. This includes requiring developers to provide public roads on their sites where appropriate, and to upgrade adjacent public roads to accommodate increased use.



New roads delivered – Rennie Street and Network Place



New roads delivered – Halifax Street and Jarvis Circuit



New roads delivered – Waterloo-Talavera connecting road



New roads delivered – Hyundai Drive

KEY

- New road as per RDCP2014 (delivered)
- - - New road as per RDCP2014 (under DA)
- Existing road

Figure 11 New roads in Macquarie Park

2.3 Transport

2.3.1 Vision

Improve transport links between town centres and other destinations – including open space, residential areas, schools and Macquarie University – with a focus on active and public transport.

Our aim is to encourage walking, cycling and public transport use by focusing growth in town centres, improving public domain and enhancing community safety.

This approach will benefit the local environment and encourage development of a holistic approach to freight and servicing activity to, from and within key precincts such as Macquarie Park. Desired outcomes include reducing the economic, wellbeing and amenity impacts of congestion and improving the efficiency of transport within the precinct.



Macquarie Centre Bus Stop

2.3.2 Context

City of Ryde is home to a number of key transport corridors that service the LGA as well as the wider Sydney region. These corridors include:

- Road corridors: main and arterial roads including Lane Cove Road, Epping Road, Ryde Road and the Hills M2 Motorway
- Rail corridors: Northern Rail Line and Sydney Metro Northwest
- Bus routes: including the Strategic Bus Corridors, which run along major roads through the city
- Ferries services: on the Parramatta River
- Future corridor considerations: including Eastwood County Road Reservation, the possible Northern rail line duplication for freight and the potential expansion of the Global Economic Corridor (an economic corridor of jobs and major infrastructure stretching from Macquarie Park to Port Botany – through to Rhodes/Homebush via Ryde/Meadowbank).



M2 Motorway, Macquarie Park

2.3.3 Key challenges

- An above average ratio of jobs to residents
- Above average congestion issues
- The wide dispersal of incoming workers
- A relatively minor public transport interchange servicing Macquarie Park Station
- Growing transport demands, including both quantity and servicing expectations
- The rate of population and employment growth exceeding the rate at which patrons are moving to non-private-car transport options
- Through traffic creating amenity problems on minor/local streets
- Complex parking demands and patterns
- Inefficient bus routes, including service frequency, travel times, bus stops etc
- Parts of the City of Ryde LGA are not serviced by mass transit at all
- Gaps in cycling and footpath networks and supporting infrastructure and designs, constraining the uptake of active transport as a viable alternative to private and mass transit
- Unknown or untested future transport technologies and patterns that need to be considered in transport planning
- Managing conflicts between freight and commuter needs in a network that currently services both
- Future development will significantly increase the amount of conventional freight movements occurring to, from and within the City of Ryde (in particular, Macquarie Park). The future transport network will need to provide for the efficient movement of freight.



Ryde Riverwalk shared path

2.3.4 Targets



There will be a 200 metre road grid maximum within Macquarie Park, which increases permeability and connectivity for vehicles and pedestrians; increases route options and reduces traffic congestion.



There is a 60/40 public transport/private vehicle modal split for all journeys to and from work in Macquarie Park.



Meadowbank Ferry Wharf

2.3.5 Planning priorities and actions

Table 7 Transport: priorities and actions

Planning priority	Actions
<p>T1 Ensure public transport can efficiently move commuters to key destinations within and outside City of Ryde using logical, accessible and connected services and maximising the use of infrastructure that gives a travel time advantage over cars. Ensure social equity in service coverage throughout the LGA.</p>	<p>T1.1 More efficiently integrate transport modes at public transport hubs to reduce interchange times and increase interchange convenience</p> <p>T1.2 Prioritise Park and Ride capacity major train stations and bus stops that do not have large walk up catchments</p> <p>T1.3 Create a simple and direct bus network with equitable access for all users</p> <p>T1.4 Improve the competitiveness of public transport travel times to be equal or less than private vehicles in peak times in key corridors</p> <p>T1.5 Invest in public transport by leveraging off new development and to shape a sustainable land use</p> <p>T1.6 Complement land use development with parking policies that encourage public and active transport use</p>
<p>T2 Manage roads to maximise traffic efficiency and safety for local freight movements, private vehicles and public and active transport users. Design and manage streets to maximise accessibility while prioritising safety and amenity.</p>	<p>T2.1 Improve the efficiency of through traffic movements on arterial roads while recognising local accessibility and safety needs</p> <p>T2.2 Preserve residential amenity in streets by limiting the volume and speed of through traffic using local area traffic management schemes</p> <p>T2.3 Maximise the person-movement capacity of arterial corridors</p> <p>T2.4 Invest in road infrastructure targeting value for money, pinch-point improvements</p> <p>T2.5 Prohibit heavy vehicle movements on local streets and limit freight operating times in specific centres</p>

Planning priority	Actions
<p>T3 Freight movements will be planned to:</p> <ul style="list-style-type: none"> - ensure efficiency through and within the City of Ryde - minimise congestion through the adoption of space-efficient movement - ensure there is sufficient capacity developed within or between facilities to adequately accommodate logistics activity - maintain place-making principles. 	<p>T3.1 Complete a freight and logistics study for the City of Ryde</p> <p>T3.2 Implement recommendations of the Ryde freight and logistics study in the planning controls</p>



Intersection of Victoria Road and Devlin Street

2.3.6 Making it happen

Table 8 Transport: making it happen

Land use and pedestrian connectivity

- Through planning controls, encourage residential densification in areas with high public transport accessibility and high trip activity to education, commercial, recreational and shopping destinations
- Establish development controls in town centres to achieve permeability or ease of movement for pedestrians and cyclists to and from train stations and major bus stops
- Investigate key linkages and undertake negotiations with land owners for right-of-way corridors and through sites
- Investigate improving pedestrian connections at Macquarie Park Station, Top Ryde, North Ryde Station, Eastwood Station and West Ryde Station (western side)

Parking

- Investigate reduced or maximum parking rates, centralised parking stations and developer contribution schemes in near Eastwood, West Ryde, Meadowbank and Macquarie Park train stations
- Conduct centre-based parking studies for Eastwood, Meadowbank, Gladesville, Ryde, West Ryde and Macquarie Park
- Develop a kerbside allocation policy to guide decision making on each type of parking in centres.
- Undertake a feasibility study for the development of a real-time dynamic parking management system for the City of Ryde
- Develop a location approval policy and procedure for car share schemes such as GoGet, considering the kerbside allocation policy

Cycling infrastructure and programs

- Update development controls to reflect the types of bicycle paths required in the City of Ryde
- Consider pedestrian and cycling facilities, including bicycle racks, in design development investigations for new major bus stop and train station upgrades
- Implement bicycle training and awareness programs throughout the City of Ryde

Safety

- Undertake speed limit reviews in high pedestrian activity areas

Bus

- Investigate a major upgrade to Macquarie University bus station and new/modified bus routes via Denistone Station and Meadowbank Station to improve the integration of buses and trains and allow for significant increases in bus capacity
- Investigate appropriate locations for Park and Ride at Denistone Station
- Investigate introducing additional T3 lanes or bus priority measures

Rail

- Investigate introducing additional east-west services passing through Denistone, West Ryde and Meadowbank train stations
- Continue discussions with the NSW Government to progress planning of the Parramatta to Macquarie Park Light Rail proposal and identify a preferred alignment, integrated public transport strategy and local land use strategy

Road network

- Establish a functional road hierarchy and access management plan for Council roads to support the arterial road system and improve local accessibility
- Develop a Local Area Traffic Management (LATM) scheme and implementation policy (including work program)
- Development of a City of Ryde pinch-point improvement program and work closely with the NSW Government on future pinch-point improvement projects
- Assess impacts on residential areas of truck routes servicing the Ryde, Gladesville and Macquarie Park industrial areas, and develop appropriate management measures

Traffic in town centres

- Undertake movement and place analysis
- Consider traffic mitigation measures

Freight and logistics study

- Prepare a precinct-based freight and logistics study that will:
 - » recognise the transport needs and logistics activity generated by various types of facilities
 - » holistically understand the freight and servicing task of a precinct
 - » consider:
 - planning controls needed for developers to provide facilities for the commercial transport demands of development.
 - innovative offsets between developments or developers providing commercial 'shop front' facilities for logistics providers
 - how larger vehicles arrive and unload within the precinct
 - microhub logistics facilities within the precinct (potentially within docks) for transport operations
 - facilities for electric vehicles or vehicles using other alternative fuels such as hydrogen for the movement of people and goods
 - how space-efficient, low-carbon vehicles can utilise the fine grain road network for efficient movement within the precinct
 - future innovation for automated vehicles and the potential for aerial movement of goods

2.3.7 Case studies

Connect Macquarie Park and North Ryde

Connect Macquarie Park and North Ryde is a partnership of employers in the Macquarie Park and North Ryde areas. Their mission is to work with member businesses to reduce company costs and boost employee satisfaction and productivity by improving transport connectivity in the area.

The not-for-profit organisation is funded by local businesses, City of Ryde Council and Transport for NSW. It acts as a two-way advocate – providing readily accessible information about a range of transport options to employees (including personalised journey options via the online ‘Connect Concierge’), and seeking greater support from local transport network providers, including a growing sector of on-demand services.

Connect is also the founder of the highly successful Co-Hop ride-sharing and carpooling scheme, which connects Macquarie Park and North Ryde employees with others driving or cycling along a similar route. The scheme offers further benefits to users such as prime and designated parking spaces, free drinks, Opal card credit and occasional prizes.

Connect is both a key player and a strong example of Council’s vision for smarter, more efficient and more sustainable transport options in Macquarie Park, and in the City of Ryde more broadly.

connect
MACQUARIE PARK & NORTH RYDE

Goulbourn Street Courier Hub



Figure 12 Goulbourn Street Courier Hub

In 2016, the Sydney Coordination Office of Transport for NSW, in association with the City of Sydney Council, set up a Courier Hub to assist deliveries to be made into the Sydney CBD.

The Courier Hub enables logistics operators in vans to drop freight into lockers and cages for collection by bike couriers who will complete the last kilometres into the CBD. Collections from the CBD to deliver to the rest of Sydney will also pass through the hub.

Due to congestion and parking challenges, a bike courier can make a series of deliveries in half the time it takes a van.

Around 60 couriers visit the hub each day.

The space uses around 150 square metres of disused washbay in a public carpark at the fringe of the CBD.



PART

3

LIVEABILITY



3.1 Housing supply, affordability, diversity and amenity

3.1.1 Vision

The housing needs and expectations of the City of Ryde community are met through the provision of a range of housing types including affordable housing.



Putney Hill and surrounds

3.1.2 Context

Housing provides shelter, safety and security and is a fundamental human need.

A lack of affordable or available housing may also affect peoples' health and well-being. When housing choices are limited people may suffer from financial stress and a lack of certainty. Long-term residents may have close links with the local community and not wish to relocate due to changes in circumstances.

Housing affordability can also have transport implications as workers on lower incomes may be required to live further away and commute longer distances to work. This can create a strain on the economic strength of Ryde and the infrastructure requirement to cope with a high proportion of commuters. The 2016 census indicated that over 80 per cent of workers in Ryde live outside the LGA and travel to the area for work.

A range of workers are required to support the viability of commercial and industrial uses in the City. Supplying an appropriate range of housing choice can have a positive impact on local economic conditions by providing local workers with the opportunity to live locally. Providing the right mix and availability of housing can offer more options to residents and workers in the Ryde area.

In 2010, the City of Ryde undertook a targeted community and stakeholder consultation program to better understand the community's needs. This included meeting with a number of City of Ryde advisory committees and a series of public information and community consultation meetings.

As a result of this consultation, the 2010 substantive review of the Ryde Local Environment Plan (LEP) provided strategies that addressed:

- housing diversity, affordability and growth
- compact, sustainable and well-designed centres that are supported by public transport, community facilities and services including:
 - » Gladesville
 - » Ryde
 - » Shepherds Bay
 - » Eastwood
 - » West Ryde
- Macquarie Park
- the employment capacity in Macquarie Park
- the Urban Services lands in West Ryde and Gladesville industrial areas
- protection of heritage assets
- protection of environmentally sensitive lands and assets.

A comprehensive LEP amendment was brought into effect in 2014. Other LEP amendments were delivered by NSW Government and include North Ryde Station Priority Precinct and Macquarie University Station Priority Precinct.

3.1.3 Key challenges

- The Metropolitan Strategy requires planning for housing to encourage the renewal of centres, and to ensure new housing is delivered in locations close to jobs, transport and services.
- The North District Plan requires the City of Ryde to plan for the delivery of 7,600 new homes by 2021.
- The City of Ryde can, through past planning control amendments and strong growth, meet the short-term dwelling target provided in the North District Plan. However, the 10 to 20-year dwelling targets need to be set so that the housing diversity needs of the current and future community can also be met in the longer term.
- Delivering infrastructure that supports Ryde’s residential communities, and meets the needs and expectations of the community.
- Low Rise Medium Density Housing Code will potentially have significant adverse impacts on some neighbourhoods within the City of Ryde.
- Forty-six per cent of dwellings in Ryde are separate detached homes. Recent dwelling growth in the City of Ryde has been dominated by high-density development and since 2014, growth in medium-density development has also increased. While the trend towards housing diversity is encouraging, more can be achieved.



Low density residential development

3.1.4 Targets



The North District Plan's 2021 dwelling target of 7,600 will be met.



A City of Ryde Housing Strategy will be completed by June 2020.



Five per cent of all new homes will be affordable housing by 2031.



All new homes are within 400 metres of public transport connections.



All new homes are within 400 metres of active and open public space greater than 1,500m².



Schools and hospitals will be within 2 kilometres and/or a maximum 20 minutes travel time by public or active transport from residential development.

3.1.5 Planning priorities and actions

Housing Supply

The City of Ryde has experienced a significant increase in housing supply in the last few years.

The 20-year average for home completions in the City of Ryde is 600 per year compared with 4,500 home completions in the three years to June 2018. The City of Ryde is already on-track to exceed the North District Plan's 2021 dwellings target of 7,600 additional homes, with 12,786 dwellings projected by this time. The table below summarises anticipated dwelling completions between 2016 and 2021.

Table 9 Anticipated new dwellings 2016-2021

City of Ryde total new dwellings anticipated to be delivered 2016 – 2021	
Residential zones	2,257
Town centres	10,529
Total	12,786

Table 10 Housing supply: planning priorities and actions

Planning priority	Actions
H1 Housing supply to satisfy needs to 2039	H1.1 Prepare a City of Ryde Housing Strategy which will: <ul style="list-style-type: none"> – include community consultation to understand expectations – align with the North District Plan and delivers the target of 7,600 dwellings by 2021 – set targets for 5 to 10 years and 10 to 20 years
	H1.2 Encourage residential development within existing centres that are well serviced by public transport, community infrastructure and open space
H2 Maintain the City of Ryde's current strategic planning direction to focus the majority of residential growth within town centres	H2.1 Prepare new master plans for West Ryde and Eastwood
	H2.2 Investigate residential transition areas around centres

Housing diversity

There are nine local councils in Sydney's North District. The table below summarises the percentage of various housing types in each LGA. The statistics indicate that while Ryde is achieving housing diversity, a key focus of the housing strategy must be to consider whether the housing needs and expectations of the community are being met, particularly with respect to the types of dwelling available in Ryde.

Table 11 North District councils comparison dwelling types
– shown as a percentage of total dwellings (Source: ID Solutions)

	Hornsby	Willoughby	Ku-ring-gai	Lane Cove	Northern Beaches	North Sydney	Mosman	Hunters Hill	Ryde
Separate Dwelling	72	44	72	40	56	10	34	60	46
Medium Density	12	14	8	13	17	25	26	24	20
High Density	15	41	19	45	26	64	40	15	33
Other* (e.g. caravans)	1	1	1	2	1	1	0	1	1

Table 12 Housing diversity: planning priorities and actions

Planning priority	Actions
H3 Ensure a broad diversity of housing is being delivered	<p>H3.1 Review existing housing supply (type and tenure) to identify gaps in housing diversity</p> <p>H3.2 Develop options for housing types to meet community profile</p>

Medium density housing – the ‘missing middle’

As detailed in Section 2.1 of this document, the NSW Government’s 2018 revision of the State Environmental Planning Policy (Exempt and Complying Development Codes 2008) (Codes SEPP) has a particular impact on the City of Ryde’s low density residential zones, by potentially enabling out of character developments and substantial population increases in these areas.

In recognition of this, the Department of Planning and Environment has deferred application of the Low Rise Medium Density Code until June 2020 to allow for completion of City of Ryde’s Housing Strategy and Local Environmental Plan Review.

A key challenge for Council in developing these documents will be ensuring the valued character of low-density residential areas is protected while also providing for diverse housing types.

Table 13 Impact of Codes SEPP in Ryde LGA

Total number of Torrens Title lots zoned R2 Low Density Residential	22,494
Number of lots with area 900m ² and over and road frontage 20m and over (Ryde Local Environmental Plan 2014 controls for multi-unit housing)	1,119
Number of anticipated dwellings under Ryde LEP 2014	5,899
Number of lots with area 600sqm and over and road frontage 12m and over (Codes SEPP controls)	30,399
Number of anticipated dwellings under Codes SEPP	30,748

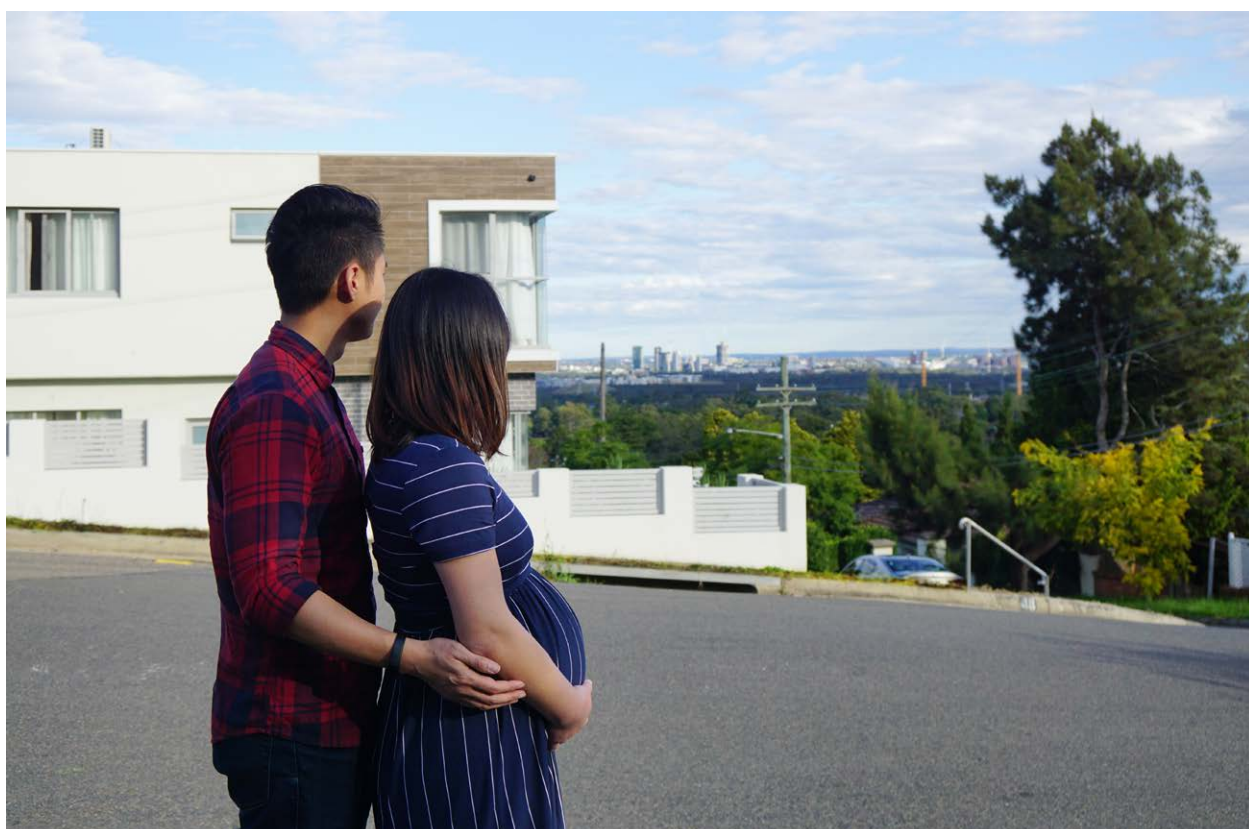


High density housing transitioning to medium density housing

In reviewing the medium-density controls, Council will adopt a target of an overall zero net loss approach. As mentioned in Section 2.1 of this document, this means that Council will not reduce the amount of land that is currently available to be developed for medium-density housing within the area, but may rezone some areas to permit medium-density housing for the first time. This may be offset by removing medium density options in some areas to protect their existing character.

Table 14 Medium density housing: planning priorities and actions

Planning priority	Actions
H4 Protect the character of low-density residential areas	<p>H4.1 Prepare local character statements for low-density residential areas</p> <p>H4.2 To ensure design excellence and character retention, review design and landscape planning provisions for development</p> <p>H4.3 Support dual occupancy ‘infill’ development in keeping with local character</p> <p>H4.4 Prepare a housing strategy that will provide for medium-density housing in appropriate locations within the City of Ryde</p>



High demand for housing for young families in Ryde

Housing affordability

The rapid increase in housing supply in the City of Ryde contributed to a heated housing market. Despite the market cooling in late 2018, housing affordability is still a concern for residents, and increasing supply alone will not address it. In 2016, based on evidence of some existing and potential future housing stress, Council adopted a policy to work towards an affordable housing

target of five per cent of all new dwellings by 2021. Implementing the policy requires amendment to the Ryde Local Environmental Plan (LEP) 2014. More recently, the NSW Department of Planning and Environment introduced new guidelines for affordable housing schemes which will require an update to Council's proposed LEP amendments.

Table 15 Housing affordability: planning priorities and actions

Planning priority	Actions
H5 Ensure five per cent of all new dwellings are affordable by 2031	<p>H5.1 Implement Council's Affordability Housing Policy and pursue amendments to the LEP accordingly</p> <p>H5.2 Investigate options such as new-generation boarding houses, long-term rental homes, cooperative housing schemes and community housing providers</p>

Housing design and amenity

Table 16 Housing design and amenity: planning priorities and actions

Planning priority	Actions
H6 Provide high levels of residential amenity	<p>H6.1 Provide street tree planting in accordance with street tree master plans</p> <p>H6.2 All dwellings to be within 400 metres of active open space and public transport</p> <p>H6.3 Seek community input to develop character statements which will guide future planning decisions</p>
H7 Develop design excellence planning controls	<p>H7.1 Develop planning policies to ensure environmental, social and economic sustainability, and appropriate interface with public spaces and adjacent development</p> <p>H7.2 Consider planning incentives for design excellence</p> <p>H7.3 Review planning design controls across all residential development types to ensure sustainability and design excellence</p>

3.1.6 Making it happen

Table 17 Housing supply, affordability, diversity and amenity: making it happen

Housing diversity and supply – prepare Housing Strategy

- Identify the background and context of the current housing profile and key issues for current and future housing in Ryde
- Community consultation regarding housing needs and place experience
- Review development and construction approvals to confirm that Council will exceed its housing targets for 2021, and develop 5-10 and 10-20 year targets
- Define gaps in housing type provision and prepare a strategy to address these
- Prepare a strategy for medium-density housing in the Ryde LGA

Residents are supported – prepare Infrastructure Strategy

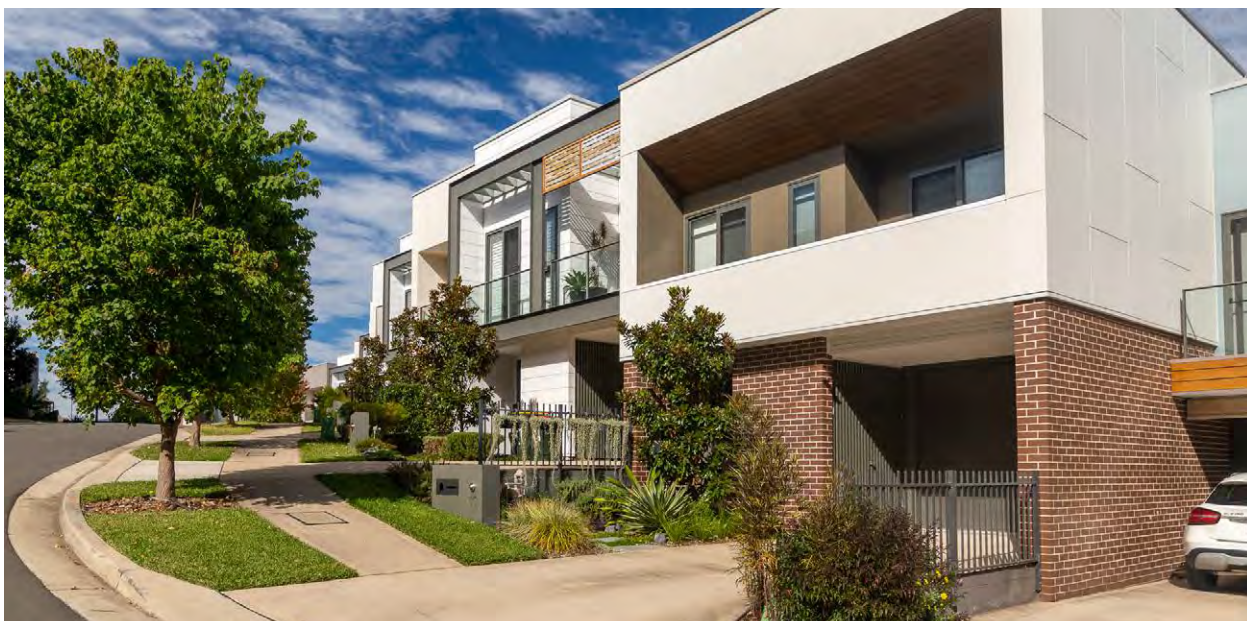
- Link housing growth (5-10 and 10-20 year targets) with provision of facilities within target distances and travel times
- Identify any shortfalls in the provision of infrastructure – including investigating existing development contributions, Voluntary Planning Agreements and Council delivery and Operational Plans to identify infrastructure gaps
- Regularly review contribution plans to ensure currency of infrastructure and update values of work
- Investigate feasibility of alternate funding models, like partnerships, grant funding and planning incentives

Housing Affordability – implement Affordable Housing Policy

- Pursue existing planning proposals prepared for implementation of Council’s Affordable Housing Policy

Planning Controls

- Implement the outcomes of Council’s Housing Strategy, Infrastructure Strategy and Affordable Housing Policy through local planning controls



Putney Hill medium density housing

3.1.7 Case study – Putney Hill



Putney Hill Park, lake and fitness track

Putney Hill is a master planned village located south of Ryde Town Centre. The site is approximately 14 hectares and includes a mix of apartments and town houses of different sizes and styles, as well as community facilities and amenities.

The village is a strong example of design excellence, incorporating water sensitive urban design, interpreting local heritage, and retaining mature trees. Roads and streetscapes have been planned to maximise amenity and reduce conflicts between different modes of transport.

The village is well connected with the Rehabilitation Hospital, designed to cater to the needs of outpatients as they transition into more independent lifestyles.

It also includes a range of open spaces purpose built to encourage socialising and healthy lifestyles, such as a 3 kilometre fitness track, outdoor exercise facilities and a playground.

3.2 Centres

This section includes and LG-wide approach to centres followed by snapshots for specific town centres.

3.2.1 Vision

The City of Ryde’s five centres – Ryde, Eastwood, West Ryde, Gladesville and Shepherds Bay – will be compact, sustainable, mixed centres servicing their local neighbourhoods. Each will have a distinct identity drawn from its history and community. These centres will be accessible and connected.

3.2.2 Context

City of Ryde Council adopted an Urban Village Study in 1998. The study was based on the concept of a network of villages, or centres, located in an urban setting. A similar concept later formed the basis for the NSW Government’s *City of Cities: Sydney’s Metropolitan Strategy, 2005*.

The study aimed to offer alternatives to urban sprawl and to:

- reduce car reliance and promote cycling, walking and public transport
- provide a high level of local containment where residents work, live and enjoy recreation in the one area
- help facilitate strong community institutions and interactions.

The study also identified two village networks. The first was a local network which included West Ryde, Ryde, Meadowbank, Gladesville and Eastwood. The second, was a network within the Macquarie Park Corridor around the train stations at Macquarie University, Macquarie Park and North Ryde.

The Ryde Local Planning Study 2010 confirmed a network of local centres and established a hierarchy based on housing numbers, commercial and retail floor space.

Based on criteria such as retail floor space and community facilities the centres hierarchy is:

Macquarie Park centres network

- Macquarie University Station Precinct
- Macquarie Park Station Precinct
- North Ryde Station Precinct

Ryde centres network

- Ryde
- Eastwood
- West Ryde
- Gladesville
- Shepherds Bay, Meadowbank

The table below compares centres in these networks.

Table 18 Centres hierarchy

Centre	Retail Floor Space 2016	Potential Retail Floor Space	Commercial Floor Space 2016	Total Commercial Floor Space capacity	Dwellings within centres 2016	Total Dwellings capacity	Educational Facilities S= school T= Tertiary facility	Community facilities/library (m ²)	Public transport B= Bus R= Rail F= Ferry
Macquarie Park	140	180	890	1,200	3.9	21	1S 1T	-	R B
Ryde	67	100	20	30	4.5	5.8	1S	4.5	B
Eastwood	47	62	39	30	1.1	4	2S	2.5	R B
West Ryde	18	22	4	4	2.3	3.4	1S 1T	3.25	R B
Gladesville (excludes Hunters Hill LGA and Bunnings)	11	18	9	9	1.7	3.9	2S	1	B
Shepherds Bay Meadowbank	10	13	2	7	2.9	6.6	1S 1T	.25	B R F
TOTAL	293	395	966	1,280	16.4	44.7		11.5	

The above figures are in thousands



Meadowbank shops and rail station entry

What does this mean?

The conclusions to be drawn from the above table include the following:

- Macquarie Park functions very differently from the other centres within Ryde, consistent with the North District Plan classification as a strategic health and education centre, with a significant role as an office precinct. Macquarie Park is home to the Australian head office of several multi-national companies, Macquarie University and one of the largest shopping malls in Australia, and therefore has a city-shaping role.
- Ryde and Eastwood are the next largest centres in the City of Ryde. Both centres serve communities that extend beyond the boundaries of the LGA and are the focus of local government activities and events such as the Granny Smith Festival in Eastwood. Eastwood is an established multicultural centre, particularly relied upon by the Chinese and Korean communities, and Ryde Town Centre is the home of local government in Ryde.
- West Ryde and Gladesville serve local neighbourhoods. West Ryde, in particular, is well served by rail and bus public transport, with a number of large government-owned sites within the centre available for redevelopment. If developed these sites would act as catalysts for change.
- Shepherds Bay is the smallest of Ryde's centres. The area is maturing into a dormitory precinct.

There is currently approximately 2.3m² of retail floor space per resident of Ryde, which is high when compared to the Sydney metropolitan region. The Macquarie Centre (a super-regional centre) and Top Ryde City (a regional shopping centre) have catchments that extend beyond the City of Ryde LGA. Additionally, the Macquarie Centre serves the retail needs of approximately 60,000 workers and 27,000 students.

Macquarie Park and Shepherds Bay currently have fewer community facilities than other centres and this is a function of their history. Macquarie Park and Shepherds Bay are evolving from brownfield sites to become urban centres. Both have experienced fast growth over the past decade and need additional facilities to meet worker and residential needs either within the centres or nearby. There is currently approximately 0.09m² community floor space (located within the centres) per resident of Ryde. This ratio has fallen since Council's last study when there was 0.15m² per resident. Council will address community infrastructure as part of the next LEP Review.

3.2.3 Key challenges

- Integrating place-making into urban renewal
- Ensuring a pedestrian focus rather than a focus on cars and other vehicles in public spaces
- Ensuring place planning supports sustainable and resilient communities and the community is part of place making activities
- Economic vitality and increased investment in centres
- Provide opportunity for local enterprise, small business and the creative economy
- Provide diverse jobs opportunities
- Centres need to be connected with and serve local neighbourhoods
- Centres need to retain human scale and traditional high streets while accommodating new growth
- Centres need to be supported by community, open space and transport infrastructure
- Recreation, education, health and lifestyle need should be met for existing and future residents.



Pedestrian street through the Top Ryde Shopping Centre



Victoria Road, Gladesville

3.2.4 Targets



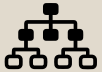
Public domain within all centres will have increased and, there will be more street trees and shade.



Our town centres will be safer for pedestrians. This is measured by an increased number of safe road crossing points, reduced speed limits and improved public domain lighting.



A West Ryde Master Plan will be prepared by 2025. The next Ryde LSPS will include targets to prepare master plans for emerging hubs, including Monash Road and Coxs Road.



Council's public domain upgrades program will be based on identified priorities and audits.



Ryde's LEP will be reviewed by 2021 to encourage creative enterprise and the local business.

3.2.5 Planning priorities and actions

Connectivity and accessibility

Connectivity and accessibility relate to the ease with which people can get to and from a place and make use of it once they are there.

Improving connectivity involves making sure the roads, public transport, active transport and pedestrian routes in the area provide efficient and convenient links to a range of other places. Improving accessibility means making sure places are safe and easy to get to and move around regardless of a person's age, gender, language background, or degree of mobility.

Table 19 Connectivity and accessibility: planning priorities and actions

Planning priority	Actions
<p>C1 Develop a network connecting the historic centres in the southern part of the LGA, including:</p> <ul style="list-style-type: none"> – Ryde – Eastwood – West Ryde – Gladesville – Shepherd's Bay, Meadowbank 	<p>C1.1 Integrate land use and transport planning to connect Ryde's historic centres</p> <ul style="list-style-type: none"> – Prepare an active transport strategy that connects the centres and activity hubs such as the Ryde Aquatic Leisure Centre (RALC) – Connect centres and facilities (such as the RALC) and enhance public transport services including: <ul style="list-style-type: none"> » Advocating for greater frequency of passenger train services on the north-western line » Council's local bus service



Macquarie Centre pedestrian entry

Planning priority	Actions
<p>C2 Continue to develop sustainable, compact, mixed-use centres that embody accessibility and are:</p> <ul style="list-style-type: none"> – connected to local neighbourhoods – serviced by safe, affordable, flexible public transport – able to minimise traffic and parking impacts 	<p>C2.1 Prepare an active transport strategy to explore connections and green space provision between:</p> <ul style="list-style-type: none"> – Top Ryde and West Ryde – West Ryde and Meadowbank stations and Meadowbank Park/playing fields – Eastwood and Macquarie Park <p>C2.2 Investigate commuter parking in centres to:</p> <ul style="list-style-type: none"> – manage demand – enhance efficiency and convenience for users – maximise benefit to businesses in centres – reduce traffic congestion – increase public transport mode share – discourage all day parking in residential streets around centres <p>C2.3 Enhance pedestrian experience and safety within centres by:</p> <ul style="list-style-type: none"> – preparing “Movement-Place” analyses for centres within Ryde to ensure a coordinated vision for streets. – identifying High Pedestrian Priority Areas as necessary (potentially around the Eastwood Transport Interchange)
<p>C3 Plan and manage parking to:</p> <ul style="list-style-type: none"> – maximise local accessibility for on-street and off-street short-stay high-value parking – encourage alternative modes for on-street and off-street long-stay, low-value parking 	<p>C3.1 Maintain a parking area classification scheme and identify objectives of parking supply management in each type of centre</p> <p>C3.2 Discourage over-supply of off-street parking in key centres where public transport, walking and cycling are encouraged to manage any impacts within adjacent residential areas</p> <p>C3.3 Provide sufficient off-street parking capacity for long-stay purposes in car-oriented centres</p> <p>C3.4 Facilitate short-stay parking accessibility in areas which rely on drop-in trade by ensuring sufficient turnover through time regulation, enforcement and pricing</p> <p>C3.5 Provide special parking such as loading zones, bus stops, taxi ranks and car share schemes, for people with disabilities</p> <p>C3.6 Embrace new parking systems that use real-time information and technologies to benefit users and managers of parking infrastructure</p>

Planning priority	Actions
<p>C4 Encourage walking and cycling for travelling to work, education or recreational purposes. Provide better connections and link facilities for pedestrians and cyclists, recognising that their safety is paramount.</p>	<p>C4.1 Provide a legible, connected, accessible and layered network of cycling facilities</p> <p>C4.2 Prioritise pedestrian movements over other transport modes in centres</p> <p>C4.3 Provide appropriate and sufficient end-of-trip facilities in new residential, retail and commercial developments</p> <p>C4.4 Integrate active transport networks with key public transport stops/stations through route location and design and the provision of end-of-trip facilities</p> <p>C4.5 Provide safe cycling routes within one kilometre of all public schools</p> <p>C4.6 Use walking and cycling programs to encourage more people to use active transport</p> <p>C4.7 Maximise walking and cycling and improve access to public transport in centres</p> <p>C4.8 Prioritise investment in public and active transport at major employment or mixed-use development areas and enhance accessibility across the City of Ryde</p>



Graf Avenue, West Ryde

Vitality and vibrancy

Vitality and vibrancy relate to the activity levels of local centres. Improving vitality and vibrancy means supporting variety in local businesses and economic profitability and job development, and creating places that people want to visit.

Table 20 Vitality and vibrancy: planning priorities and actions

Planning priority	Actions
C5 Ensure the vitality of Ryde's Centres and support resilience	<p>C5.1 Ensure a strong economic base, employment opportunity and choice by reviewing the planning controls to:</p> <ul style="list-style-type: none"> – ensure mixed uses are delivered and residential development does not displace commercial development in mixed-use zones – encourage investment in centres, by ensuring planning controls are economically feasible – remove regulatory barriers to the night-time economy, footpath activity, markets and creative enterprise – enhance the attractiveness and economic vitality of traditional retail 'high streets' (for example, by addressing shop vacancies in West Ryde which are visual indicators of possible economic stress)



Intersection of Meriton Street and Victoria Road, Gladesville

Improve liveability

Improving liveability means ensuring places are well planned and designed to meet the needs and expectations of the people who inhabit and rely on them.

Table 21 Improve liveability: planning priorities and actions

Planning priority	Actions
C6 Prioritise liveability through an attractive, sustainable and well-designed environment	<p>C6.1 Encourage people to spent time in the public domain by:</p> <ul style="list-style-type: none"> – creating public spaces that are accessible, clean, safe, inclusive, connected, flexible and enhance local identity – investigating appropriate Wi-Fi and CCTV network connections to build amenity and a smart city within selected centres <p>C6.2 Urban spaces and places should be multi-functional. Council will:</p> <ul style="list-style-type: none"> – develop policies to support multi-function public space (for example, streets with leisure and footpath activity) – review planning controls to remove regulatory barriers to multi-function public spaces in line with policies <p>C6.3 Expand and enhance the public domain to achieve sustainable, well-maintained environments through:</p> <ul style="list-style-type: none"> – redevelopment (planning controls that encourage investment and the creation of new/expanded public domain) – updating Council’s capital works and s7.11 Developer Contributions plans to include public domain upgrades – identifying public domain opportunities through Master Plan processes

Identity

Identity relates to the uniqueness and distinct personality of a place. Improving local identity involves supporting a sense of local community, building on the unique character and history of a place, ensuring visitors have a clear idea of where they are, and making places memorable for visitors.

Table 22 Identity: planning priorities and actions

Planning priority	Actions
C7 Create a sense of place and promote community identity	<p>C7.1 Support the retention and reuse of valued older building stock by:</p> <ul style="list-style-type: none"> – undertaking heritage main street programs focussed on listed Heritage Conservation Areas and heritage items in: <ul style="list-style-type: none"> » Church Street Ryde » Ryedale Road in West Ryde » Gladesville » Shepherds Bay shops near the station » Rowe Street Eastwood – continuing to operate a heritage assistance fund <p>C7.2 Develop heritage interpretation programs for centres that includes:</p> <ul style="list-style-type: none"> – promoting awareness of heritage items (such as signage, walking trails and public art). – referencing local history and/or promoting connections with local people in Council’s public domain upgrades <p>C7.3 Implement Council’s Public Art Policy and review Council’s planning controls to ensure development certainty regarding private sector public art implementation</p>

3.2.6 Making it happen

Table 23 Centres and place-making: making it happen

Develop a Centres and Places Strategy that includes local character statements

- Community feedback to inform character statements
- Prepare a Centres Strategy

Make centres liveable

- Prepare a Master Plan for West Ryde
- Adopt a strategy for the redevelopment of the Ryde Central site in Ryde

Enhance and expand public space

- Implement public domain capital works improvements that include public art and are determined based on identified priorities and regular audits
- Identify potential public space and implement through the planning controls and development process and/or funded by development contributions schemes
- Within five years adopt a Movement / Place framework for all centres

Planning Controls

- Implement the outcomes of the above-mentioned strategies and master plans through the City of Ryde planning controls



Meadowbank Station entry

3.2.7 Case study

Gladesville

Gladesville is a strong example of using place-making initiatives to build on the local history of a centre to enhance its local identity. The area is a feature of one of Ryde's publicly-advertised heritage walking trails and includes a number of features which preserve and illustrate Gladesville's past.

One such feature is the Art Deco Clock-Tower, known as the Sheridan Memorial Clock, at the intersection of Wharf Road and Meriton Street. This local landmark was built in 1941 and has been recently restored using funding from nearby developments.

Art deco and internationalist styles are prominent in the Gladesville area, because the segment of Victoria Road passing through the centre was widened between the First and Second World Wars and many buildings were either built or rebuilt during those years. Today, these

interwar architectural styles are either preserved or reinterpreted as design features of new developments. An example is the apartment building on the corner of Meriton Street and Victoria Road which has been architecturally inspired by the internationalist building it replaced.

The redevelopment of this intersection also included the closure of Wharf Rd to vehicular traffic, and the creation of a new plaza with street trees, public furniture and modernised light and power pole technologies.



Trim Place, Gladesville

3.2.8 Town centres

This section provides snapshots of the current status and Council's vision for the future character of the following town centres:

- Ryde
- Eastwood
- Gladesville
- Shepherds Bay Meadowbank
- West Ryde.

3.2.8.1 Ryde Town Centre

Vision for desired future character

Ryde Centre will be a vibrant, attractive and safe place to live, work, visit and invest, with a diversity of public spaces and opportunities for leisure, learning, shopping and business that reinforce the role of Ryde Centre as the civic and commercial hub of the City of Ryde. The centre will be enlivened by outdoor dining, as well Council's main library, and opportunities for diverse community driven arts and culture. It will consist of the civic precinct, the shopping centre and mall, the main street, the heritage precinct, and recreational opportunities centred on an expanded Ryde Park. It will be supported by shop top housing, and by mixed use developments.

Future projects

- Improve parking access to Top Ryde
- Improve active and public transport links with West Ryde and Top Ryde
- Expand Ryde Park
- Establish a heritage precinct at top of Church Street.

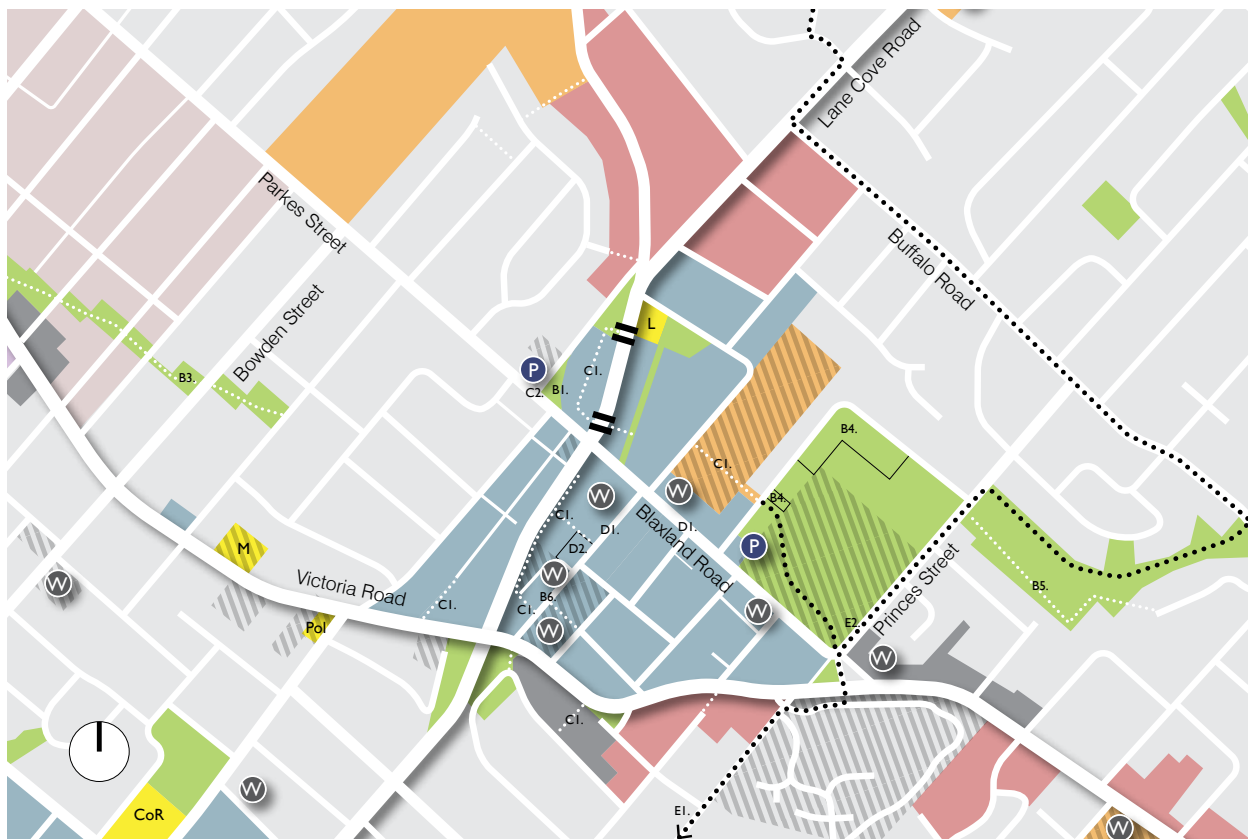


Outdoor dining in Church Street, Top Ryde

Table 24 Ryde Town Centre snapshot

Centre area	– 57 Ha (including the park, school, B4 Mixed Use & R4 Residential land use zones)
Key assets/ facilities	<ul style="list-style-type: none"> – Ryde Public School – City of Ryde Council Chamber and customer service centre – 4.5 Ha Ryde Park – Public Plaza (2,200sqm) – Library (more than 700,000 visits in 2017/18) – Wesley Church Complex (incl. small community hall) – St Ann’s Church + community meeting rooms – Masonic Hall – One childcare centre – Public Parking – 140+ spaces
Land uses and major employers	<ul style="list-style-type: none"> – B4 Mixed land-use zone – 33.5 Ha – Shopping Mall – supermarkets, speciality and service retail, discount department stores cinema + 2,600 parking spaces – Dwellings capacity of 4,670 – Car showrooms including Holden, Ford, Nissan, Hyundai – Ryde TAFE and Culinary Institute within five minutes’ walk – Ryde Rehabilitation Centre within five minutes’ walk – Mary Potter Nursing Home within five minutes’ walk
Transport	<ul style="list-style-type: none"> – Located on Strategic Bus Corridor where several bus routes converge, therefore it has interchange possibilities – Located at intersection of arterial roads – Blaxland Road, Devlin Street and Victoria Road
Infrastructure	<ul style="list-style-type: none"> – Telephone exchange – Electricity substation upgraded in 2007 with the capacity to meet the full development potential of the town centre – Two pedestrian footbridges over Devlin Street
Issues	<p>Several Council-owned sites are vacant or under-utilised including:</p> <ul style="list-style-type: none"> – Ryde Central Site – Argyle Centre – 16 Devlin Street (adjacent to the Parsonage) – Hydroponics shop <p>Potential for community infrastructure, affordable housing and funding sources for Council projects</p>

Structure plan



KEY

- | | |
|---------------------------------------|--------------------|
| Road network | Waterway |
| Railway line | Bus interchange |
| Railway station | Library |
| Bridge | Community facility |
| Cycleway | City of Ryde |
| Pedestrian link | Police station |
| Public open space | Museum |
| Private open space | Place of worship |
| Education uses | Public car park |
| Mixed-use / commercial | |
| High-density residential | |
| Medium-density transition area | |
| Medium / low-density residential | |
| Commercial uses | |
| Light industrial uses | |
| Heritage precinct / Conservation area | |

Note: Full structure plan and key provided in Attachment 6.

Figure 13 Ryde Centre Structure Plan

3.2.8.2 Eastwood town centre

Vision for desired future character

Eastwood will be:

- a centre with a ‘sense of place’ drawn from its cultural diversity and traditional built form and character
- a vibrant centre for cultural events and night time activity, building on its reputation as a centre for dining and locally owned shops and services
- a compact, mixed-use centre with easy and convenient access to bus and train services
- an important local shopping centre with a high level of expenditure and employment and a range of community services and amenities
- an exemplar for water management within a town centre
- a centre with diverse housing opportunities.

Future projects

- Improve stormwater management
- Improve pedestrian access across/under the rail line
- Improve Eastwood Mall
- Investigate closing The Avenue to traffic and increasing the mall
- Develop a strategy for Council’s Eastwood community facilities to better support residents and clients
- Undertake a commuter parking study to manage parking impacts and discourage all day parking in the residential areas bordering the town centre.



Shopfront in Eastwood Mall

Table 25 Eastwood town centre snapshot

Centre area	– 60 Ha. (includes park, B4 Mixed Use Commercial and R4 High Density Residential land use zones)
Key assets/ facilities	<ul style="list-style-type: none"> – St Kevin’s Primary School – Eastwood Public School – Marist College – 2 childcare centres – Seniors Centre – Library – Eastwood Park – 34,300sqm – Glen Reserve – 7,000sqm – Several public parking sites including a multi-storey car park with approx. 465 spaces.
Existing uses and employment	<ul style="list-style-type: none"> – Mixed use / commercial zone – 20 Ha – Medium to high density residential – Specialty Asian grocery and restaurants. – Retail – 33,000 sqm (2 supermarkets, specialty + service retail) – Ryde Hospital within 10-15 minutes’ walk of the centre
Transport	<ul style="list-style-type: none"> – Train station (express stop) – Several bus routes converge – Modal interchange – Pedestrian underpass connecting both sides of rail line
Issues	<ul style="list-style-type: none"> – Flood management / Sydney Water open stormwater channel through parts of the centre – Parking demand and traffic congestion – On the border of the Parramatta Local Government Area – increases in nearby development could cause potential increase the population serviced by the Eastwood commercial centre

Structure plan



KEY

- Road network
- Railway line
- Railway station
- Bridge
- Cycleway
- Pedestrian link
- Public open space
- Private open space
- Education uses
- Mixed-use / commercial
- High-density residential
- Medium-density transition area
- Medium / low-density residential
- Commercial uses
- Light industrial uses
- Heritage precinct / Conservation area
- Waterway
- Bus interchange
- Library
- Community facility
- City of Ryde
- Police station
- Place of worship
- Public car park

Note: Full structure plan and key provided in Attachment 6.

Figure 14 Eastwood Town Centre Structure Plan

3.2.8.3 Gladesville town centre

Vision for desired future character

Gladesville Town Centre will evolve into a socially and economically successful mixed-use town centre. Upgrades to the public domain will improve pedestrian amenity and connectivity to support the shopping strip on Victoria Road. Key sites will be encouraged to develop as a catalyst for change and to deliver new community benefits. A cohesive built form and landscaped public domain will provide improved amenity while also building on the historical elements of the centre. A series of connected public domain spaces will be developed as part of a safe convenient pedestrian network. These spaces will be well lit and designed to provide opportunities for night time activity. Shared parking will be provided within mixed-use development and community facilities integrated into the centre.

Future projects

- Collaborate with Hunters Hill to measure and monitor the performance of the town centre.

Table 26 Gladesville town centre snapshot

Centre area	– 25.6 Ha (including mixed-use and high-density residential land-use zones and schools)
Key assets/ facilities	<ul style="list-style-type: none"> – Our Lady Queen of Peace School – Gladesville Public School – Trim Place – 680sqm – Christ Church complex incl. Childcare Centre + Community Hall – St Andrews complex incl. Community Hall – Public library – Gladesville RSL Club and associated youth facilities – Approximately 150 public (off street) parking spaces – Ryde Aquatic Leisure Centre (RALC) is just to the west of the area
Existing uses	<ul style="list-style-type: none"> – Mixed Use Zone – 20.2 Ha – Medium to high-density residential (predominantly 1970s) apartments around centre – Retail – Supermarket, fresh food and service retail, restaurants – Offices/professional suites
Transport	<ul style="list-style-type: none"> – Strategic Bus Corridor – Busy arterial road to the city resulting in traffic congestion
Issues	<ul style="list-style-type: none"> – The town centre – east of Pittwater Road – is divided between the Hunters Hill and City of Ryde Local Governments – Planning controls introduced into the Ryde LEP in 2011 are being successfully implemented. Redevelopment is reliant on small lot amalgamation – Bunnings store/warehouse is being constructed near the RALC – There is an emerging activity hub that will centre on Bunnings, the RALC, Holy Cross School and Monash Road shops

Structure plan



KEY

- | | | | |
|--------------------|----------------------------------|--------------------|------------------|
| Road network | Education uses | Waterway | Place of worship |
| Railway line | Mixed-use / commercial | Bus interchange | Public car park |
| Railway station | High-density residential | Library | |
| Bridge | Medium-density transition area | Community facility | |
| Cycleway | Medium / low-density residential | City of Ryde | |
| Pedestrian link | Commercial uses | Police station | |
| Public open space | Light industrial uses | | |
| Private open space | Heritage precinct / | | |

Figure 15 Gladesville Town Centre Structure Plan

Note: Full structure plan and key provided in Attachment 6.

3.2.8.4 Shepherds Bay, Meadowbank

Vision for desired future character

Meadowbank will continue to evolve as a Transit Oriented Development (TOD) with higher density housing within a five-minute walk of the train station and ferry wharf, in a desirable riverfront location. Much of the centre has been recently developed, remaining sites will need to ensure that an appropriate mix of uses support the precinct. Infrastructure improvements will increase safety, manage traffic flow and improve access to open space and services. In particular, the Meadowbank Education Precinct will deliver a new school and revitalised TAFE facilities with supporting open space also accessible and connected to the residential precinct. Meadowbank will complement strategic employment centres at Macquarie Park, Rhodes, Olympic Park and Parramatta.

Future projects

- Active transport connection from West Ryde train station to Meadowbank train station (via TAFE and proposed school)
- Key intersection upgrades to manage traffic from recent high density residential developments
- Implement Parramatta River Masterplan and swim sites
- Future open space on Meadowbank School site
- Investigate use of open space at TAFE site.

Table 27 Shepherds Bay, Meadowbank snapshot

Centre area	– 43.8 Ha (includes TAFE and foreshore parklands)
Key assets/ facilities	– Meadowbank TAFE – Meadowbank Public School – Lineal Parramatta River foreshore parklands
Existing uses	– Mixed Use Zone – 24 Ha – Medium to high density residential – Shopping Mall – 10,000sqm (2 supermarkets, fresh food and service retail) – Traditional strip shopping at rail station – Offices / professional suites (SOHO)
Transport	– Rail station – Ferry – Bus (modal interchange)
Issues	– Flood management – Traffic congestion – ‘rat run’ from the west to the city and Olympic Park – Close proximity to major arterial roads – Church Street and Victoria Road – Potential dormitory suburb for city, Parramatta and Macquarie Park – Competition with Rhodes/Olympic Park for commercial/retail/residential floor space

Structure plan



KEY

- Road network
- Railway line
- Railway station
- Bridge
- Cycleway
- Pedestrian link
- Public open space
- Private open space
- Education uses
- Mixed-use / commercial
- High-density residential
- Medium-density transition area
- Medium / low-density residential
- Commercial uses
- Light industrial uses
- Heritage precinct / Conservation area
- Bus interchange
- Library
- Community facility
- City of Ryde
- Police station
- Gallery
- Place of worship
- Public car park
- Ferry wharf
- Waterway

Note: Full structure plan and key provided in Attachment 6.

Figure 16 Shepherds Bay, Meadowbank Structure Plan

3.2.8.5 West Ryde town centre

Vision for desired future character

A new identity and attractive character is planned for the West Ryde Town Centre. Improvements to key public domain areas will see the creation of a series of 'green links', which extend both towards and through the core of the Town Centre. The core will become a pedestrian-priority environment. Existing open spaces will be enhanced, offering increased amenity to surrounding residential development. New developments and increased densities will be focused at the core and in areas of high pedestrian activity such as public transport nodes and open space areas. To the west of the station, the centre will take on a mixed use and civic village character with shopping centre retail, a central plaza, and surrounding community service facilities. To the east of the station the heritage character will be retained, with improvements to pedestrian amenity and improved connectivity to Anzac Park encouraging greater activation.

Future projects

- Prepare a West Ryde Urban Revitalisation Strategy (draft strategy included at Attachment 3)

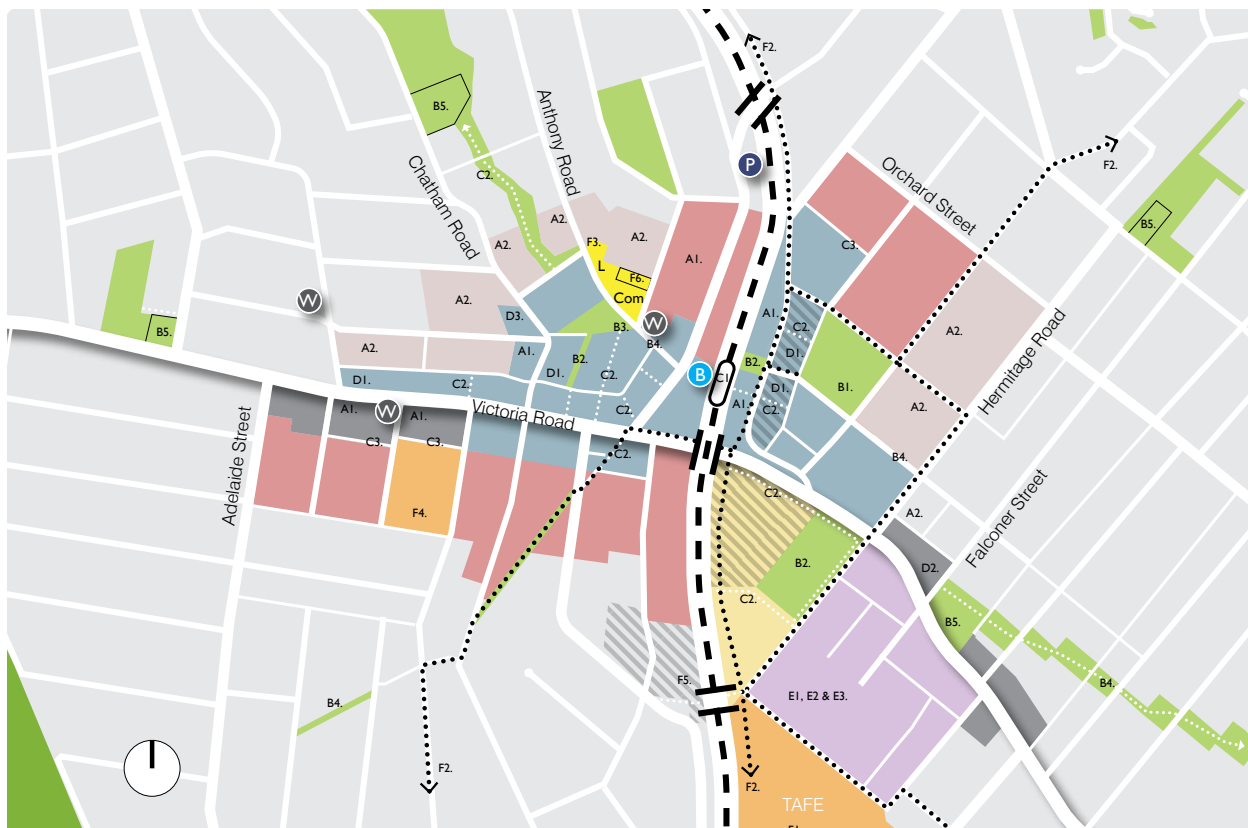


Market Street, West Ryde

Table 28 West Ryde town centre snapshot

Centre area	– 11 Ha (B4 Mixed Use & B5 Business Development land use zones)
Key assets/ facilities	<ul style="list-style-type: none"> – West Ryde Public School – City of Ryde Council Chamber and Cultural Centre – 1.6 Ha Anzac Park – 79.6Ha Darval (lineal) Parklands – 0.9Ha Miriam Park – Public Plaza spaces (under construction) – Library – 3 childcare centres (plus 1 under construction) – Public Parking – 180 spaces – Ryde Eastwood Leagues Club
Land uses and major employers	<ul style="list-style-type: none"> – Supermarket, specialty and service retail – Existing dwellings 3266 – 1 car showroom – Ryde TAFE and Culinary Institute within 5 minutes' walk – West Ryde Public School
Transport	<ul style="list-style-type: none"> – Located on Strategic Bus Corridor between Parramatta and the city – Located on Rail line from City to Hornsby – West Ryde Rail Station – Intermodal (bus/rail) interchange
Infrastructure	<ul style="list-style-type: none"> – West Ryde Pumping Station (Sydney Water) – Zone electricity substation
Issues	<ul style="list-style-type: none"> – Vacancy rates are visible signs of economic stress in the traditional retail streets – Bisected by rail line and Victoria Road – Flood mitigation works have resolved most flooding issues – Housing Diversity – proposed social housing bordering centre – While other centres in the Ryde LGA have experienced substantial growth in the last three years (approx. 4,500 new dwellings). West Ryde has only had one approved DA for 40 dwellings in the same period, indicating an issue with the planning controls and their feasibility. As a result, there is a lack of investment in the private sector, and evidence of deferred maintenance affecting the attractiveness of the centre.

Structure plan



KEY

- Road network
- Railway line
- Railway station
- Bridge
- Cycleway
- Pedestrian link
- Public open space
- Private open space
- Education uses
- Mixed-use / commercial
- High-density residential
- Medium-density transition area
- Medium / low-density residential
- Commercial uses
- Light industrial uses
- Heritage precinct / Conservation area
- Bus interchange
- Library
- Community facility
- City of Ryde
- Police station
- Museum
- Place of worship
- Public car park

Note: Full structure plan and key provided in Attachment 6.

Figure 17 West Ryde Town Centre Structure Plan

3.3 Heritage

This chapter of the LSPS outlines how Council intends to protect the area's history and preserve it for future generations.

3.3.1 Vision

Heritage and places of cultural significance that are valued by the community – including historic buildings, landscape items and places with natural and Aboriginal significance – are well managed, conserved and positively promoted to enhance the community's sense of place.

3.3.2 Context

The City of Ryde has a long and treasured history, which is reflected in our landscape and built environment. The original inhabitants of the Ryde area were the Wallumedegal people, and the area still contains a number of places of Aboriginal significance, including rock engravings, middens, and burial sites, which provide important insights from the pre-European contact period.

European occupation of the area dates from 1792, and saw the development of an agricultural landscape, which proceeded to industrialise and suburbanise over the course of the 20th century as technology developed and the population grew. Today Ryde has become home to one of Australia's leading high-tech business precincts, as well as an increasing number of residential communities.

The City of Ryde includes over 170 legislatively protected heritage items, five heritage conservation areas, and two archaeological sites, all of which embody the history of the local area.

3.3.3 Key challenges

- The protection and enhancement of the cultural and natural heritage of the City of Ryde in accordance with community values
- Owners of heritage properties need to be supported to assist them in protecting heritage value
- The protection and enhancement of Aboriginal heritage.

3.3.4 Targets



Heritage assistant grant funding will continue to be distributed by Council every year



Proud owners of a heritage item in Eastwood, Mr and Mrs Petro were recipients of Council heritage grant to assist with upkeep and maintenance of their property.

3.3.5 Planning priorities and actions

Table 29 Heritage: planning priorities and actions

Planning priority	Actions
<p>HE1 Protect and enhance the cultural heritage of the City of Ryde, safeguarding historic buildings, landscape items and places with natural heritage significance that:</p> <ul style="list-style-type: none"> – provide the community with an understanding of its past and contribute to the cultural life and vibrancy of the community – contribute to local distinctiveness and sense of place, together with the creation of attractive streetscapes – contribute to the local economy by attracting visitors. 	<p>HE1.1 Undertake a city-wide study of potential places of heritage significance from early settlement to World War II</p> <p>HE1.2 Undertake a city-wide study of potential landscape items and places with natural heritage significance</p> <p>HE1.3 Prepare Conservation Management Plans for Council-owned assets that are listed items of heritage significance and do not have current plans</p> <p>HE1.4 Update existing Conservation Management Plans that are over 10 years old for Council-owned assets that are listed items of heritage significance</p> <p>HE1.5 Ensure Council-owned assets that are listed items of heritage significance are protected and maintained</p> <p>HE1.6 Owners of heritage-listed properties are supported through a range of financial assistance, incentives and heritage advisory services to promote and facilitate effective conservation outcomes</p> <p>HE1.7 Promote and educate the community regarding the cultural heritage of the City of Ryde.</p>
<p>HE2 Protect and enhance Aboriginal cultural heritage</p>	<p>HE2.1 In consultation with local Aboriginal groups, undertake projects to promote an understanding and awareness of Aboriginal heritage</p>

3.3.6 Making it happen

Table 30 Heritage: making it happen

Promotion, education and advisory services

- A range of measures will be developed to assist owners of heritage-listed places and places within heritage conservation areas
- Undertake promotion and awareness of cultural heritage, including walking trails

Council-owned heritage

- Develop and action conservation works schedules for Council-owned assets that are listed items of heritage significance
- Prepare a Conservation Management Plan for all Council-owned items of heritage significance that do not currently have a plan in place; and then review the plan every five years as recommended by the NSW Office of Environment and Heritage
- All existing Conservation Management Plans for Council-owned items of heritage significance will be reviewed and updated, and then reviewed every five years as recommended by the NSW Office of Environment and Heritage

Aboriginal cultural heritage

- Undertake a review of all places of Aboriginal heritage significance within the City of Ryde and ensure the places are sufficiently protected through statutory protection and identification
- Undertake a project that celebrates Bennelong and his connection to the City of Ryde
- Undertake promotion and awareness of cultural heritage

Planning Controls

- Protect local heritage items including historic buildings, landscape items and places with natural heritage significance by listing them in the City of Ryde comprehensive LEP



Smoking Ceremony (Venture Café opening, Macquarie Park)

3.3.7 Case studies

Ryde heritage precinct

The City of Ryde is committed to honouring its long and rich history by ensuring its streetscapes showcase the area’s heritage significance. This involves preserving sites and items of historical significance, and ensuring that these physical heritage features stay relevant and can be appreciated by people today.

Ryde’s Heritage Precincts and Heritage Walking Trails serve both these purposes, linking together the heritage features of our streetscapes into a cohesive and accessible story. The publicly-available walking trail booklets take pedestrians on a tour of houses, churches, monuments and public artworks and provide brief explanations of each of these items and their contribution to Ryde’s ever-evolving identity.

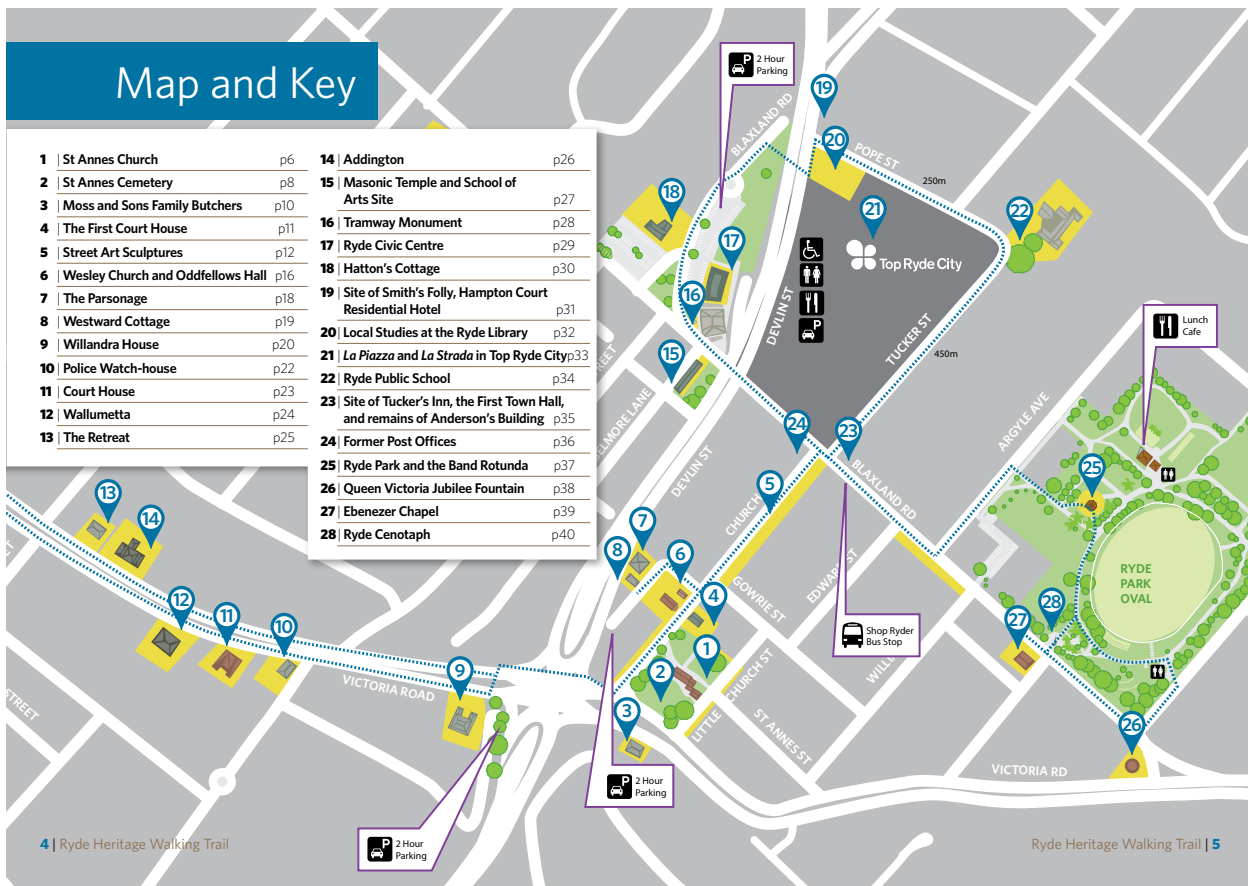


Figure 18 Ryde Heritage Precinct

Street Art Sculptures

Location Eastern side of Church St from Gowrie St to Blaxland Rd, Ryde

Year Erected 2013

Designer

Jane Cavanagh, Artlandish

The forged stainless steel artworks represent nationally significant pioneers from the local area.

**Gregory Blaxland
(1778-1853)**

Pioneer farmer and explorer, co-leader of the first crossing of the Blue Mountains by Europeans.

**Maria Ann Smith
(nee Sherwood) (1799 – 1870)**

Developed the Granny Smith Apple.

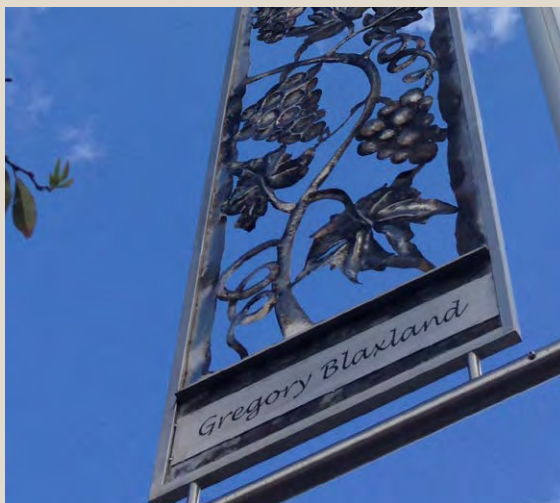


Figure 19 Street art sculptures



St Annes Church, Ryde

Heritage interpretation

The City of Ryde places great emphasis on the retention and ongoing recognition of places of historical significance and value. But it is not always possible – or beneficial – to retain all the physical elements of our heritage landscape in their entirety. In these cases, new developments are often required to interpret the heritage landscape and feature it in the new design.

One such example is the redevelopment of the historic mansion ‘Weemala’ into the Royal Rehab hospital. ‘Weemala’ was a Victorian Italianate mansion built on Meikles Hill circa 1884 by Henry Moses, a member of the Legislative Council of NSW. The name ‘Weemala’ is an aboriginal word meaning ‘house on the hill’, and in 1906 the house was dedicated to ‘NSW Homes for Incurables’ – one of the earliest names of the Royal Rehab centre still in operation today.

The mansion has since been demolished to make way for updated facilities for the Royal Rehab centre, but its beginnings have been honoured in a number of ways, including extensive formal documentation of the site and its history, the development of an interpretation strategy and ‘History Walk’ through the parkland, and the retention of the sandstone gateposts in their original state and location.

These gateposts had been damaged over time, but their remnants have been retained and re-interpreted – one into a sculpture-like wire frame and two suspended on steel inserts to convey their original height.



Weemala gate posts, Morrison Road Putney

3.4 Culture and wellbeing

3.4.1 Vision

Social and cultural infrastructure (including libraries, community services and events) will be strategically located to ensure all community members can enjoy them.



Cinema in the Park, Yamble Reserve

3.4.2 Context

The City of Ryde's population is growing and changing. Over the next 20 years, it is expected that the proportion of people aged 65 years and over will increase, as will the number of younger people moving to the area to be closer to education and employment opportunities. This will also contribute to the cultural diversity of the community.

These trends are not uniform across the LGA, often occurring in concentrated clusters. The area's population needs to be serviced by social

and cultural infrastructure (such as community halls and libraries) that have been tailored to suit local needs. Recognising these spatial trends and characteristics in this evolving population are a key step in ensuring the right infrastructure is provided in the right places.

Over the next 20 years, Council will need to increase the amount and quality of social and cultural infrastructure available to our communities through a combination of upgrades and new developments.



Top Ryde Library

3.4.3 Key challenges

Libraries

- The current configuration of libraries best serves the southern part of the LGA. Strategically, and as opportunities arise, libraries will need to be built or redeveloped in the northern part of the LGA, especially around Macquarie Park, North Ryde and Eastwood, due to increasing development and population growth.
- The number of people over 65, young adults and children is predicted to sharply increase over the next 20 years. To meet their growing needs, the library will explore innovative service delivery, marketing and programs to remain relevant and to continue to meaningfully engage with the community.
- Higher-density living will place extra demand on our libraries as people look for quiet study spaces and places to gather and engage in creative pursuits.

Community and cultural facilities and services

- The majority of community facilities within the City of Ryde are at least 30 years old, and many of them are converted residential buildings that have not been built for purpose. The high management and maintenance costs of these ageing facilities is not matched by income generated from fees and charges.
- Some of the ageing community infrastructure across the LGA is ill-suited to the requirements of modern service provision and cannot meet contemporary needs or expectations.

- The stock of facilities is insufficient to meet the needs of the current and projected population. There is little capacity in existing facilities for services to grow, change or run new programs and activities, and many facilities are overcrowded.
- Council has limited capacity to provide equitable access to affordable rental accommodation in its facilities, yet this support is often essential, given insufficient funding through state and federal programs.
- The location of existing community buildings is not evenly spread throughout the LGA. The northern part of the LGA has limited facilities in comparison to other areas.
- There are limited services offered within Council community buildings that support and/or address the needs of young people, people from culturally and linguistically diverse backgrounds and cultural and arts activities.
- Council has very few buildings that are built for purpose and offer flexible and multi-purpose space.

Events

- Providing events that cater for diverse cultural needs of the Ryde community.
- Ensuring events are responsive to the changing trends and needs of the community.
- Event space is not evenly distributed across the LGA or sufficiently available for Council and community run events.

3.4.4 Targets



The library's online collection will have expanded to include 25,000 items, and a plan for future expansion developed to reach a target of 25 per cent of the total collection online.

3.4.5 Planning priorities and actions

Libraries

The City of Ryde is serviced by five libraries, located in Eastwood, Gladesville, Cox's Road, Top Ryde and West Ryde. Each dedicated building provides free educational and entertainment resources for people of all ages and from diverse linguistic and cultural backgrounds. Council's library service also includes an extensive 24/7 online collection, events and school holiday programs, local and family history archives, and key community services.

Table 31 Libraries: planning priorities and actions

Planning priority	Actions
CW1 Provide library services in growth areas in the northern part of the LGA	CW1.1 Identify options for library services growth areas, including Macquarie Park
	CW1.2 Ensure the library service delivery model is current
CW2 Expand or relocate existing library spaces to keep pace with growth	CW2.1 Investigate options for the redevelopment or relocation of existing libraries
	CW2.2 Develop the online library
	CW2.3 Explore innovative approaches to library service delivery
CW3 Ensure library services are accessible to all members of the community	CW3.1 Investigate alternative service options including flexible opening hours at existing libraries
	CW3.2 Develop an accessibility plan for future library facilities and services



Storytime, Top Ryde Library

Community and cultural facilities and services

Community facilities play a pivotal role in establishing connections and improving the quality of life of our community. They are identified by both the community and the service sector as being vital to the delivery of affordable services. Council currently supports 29 community services in subsidised accommodation, including childcare centres, baby healthcare centres, family support services, arts groups, heritage groups, community service organisations, and disability support services.

Table 32 Community and cultural facilities and services: planning priorities and actions

Planning priority	Actions
CW4 Provide multi-purpose community facilities	CW4.1 Complete an audit of social and cultural facilities to enable an upgrade and disposal plan
	CW4.2 Identify and create community hubs from Council-owned and Council-operated properties (including the Civic Centre site) to ensure residents have more access to cultural and community opportunities
	CW4.3 Identify suitable locations for youth-focused services and activities within community hubs
	CW4.4 Create a multipurpose, district-level community space at Macquarie Park
	CW4.5 Create multipurpose neighbourhood community spaces at Gladesville, Cox's Road, Meadowbank, and Trafalgar Place (Neighbourhood level)
	CW4.6 Replace the Argyle Centre in Top Ryde with a cultural facility
	CW4.7 Investigate the feasibility of developing an indoor community facility in the City of Ryde with partners
	CW4.8 Partner with NSW Health to identify opportunities for new community infrastructure in Meadowbank and Macquarie Park and relocate health services from Ryde Early Childhood Health Centre to a multipurpose community hub in Top Ryde
	CW4.9 Investigate opportunities to partner with the NSW Government to transform the NSW Health-owned Top Ryde community health Hub to a multipurpose community facility

Events

The City of Ryde runs and hosts a wide range of community events in its public spaces and facilities throughout the year. This includes large-scale annual festivals (such as the West Ryde Easter Parade and Fair and the Granny Smith Festival), more formal events (such as Ryde Remembers and Citizen of the Year Awards), programs of multiple events (such as the Cinema in the Park Series and school holiday programs), nationally and internationally recognised events (such as NAIDOC Week and International Women’s Day) and competitions (such as the Sustainable Waste to Art Prize and Spring Garden Competition). These events are key opportunities for Ryde’s community to come together and celebrate their differences and the things they have in common.

Table 33 Events: planning priorities and actions

Planning priority	Actions
CW5 Remove regulatory barriers to events	CW5.1 Review the approvals process with respect to public events on Council-owned and/or controlled land and on private land
CW6 Deliver safe events for our community	CW6.1 Review the need for safety barriers at event sites to protect pedestrians and event attendees CW6.2 Prepare and implement a safe events strategy to deliver a wide range of events across the City of Ryde CW6.3 Prepare a special event clearway/traffic policy for adoption by Council’s Traffic Committee



Chinese New Year, Eastwood

3.4.6 Making it happen

Table 34 Culture and wellbeing: making it happen

Libraries

- Review the Library Service Delivery Model on a regular basis
- Continue planning for the Macquarie Park library and creative hub
- Investigate opportunities to expand or relocate the North Ryde and Eastwood libraries to better meet the needs of the community in the north of the LGA
- Investigate opportunities to expand or relocate Gladesville Library
- Expand the online library collection to achieve a collection size of 25,000 and develop a plan for future expansion to reach a target of 25 per cent of total collection online
- Introduce a library self-service app and smart cards
- Investigate alternative service options including longer opening hours at existing libraries
- Identify tools and standards to ensure accessibility for current and future facilities and services and develop a plan to implement them

Community facilities and services

- Undertake detailed investigations to define community and service needs through the Social Plan and the Cultural Plan
- Complete the Halls and Facilities Strategy
- Identify suitable locations for youth-focused services and activities with community hubs
- Investigate funding opportunities through developer agreements, including Section 7.11 contributions plans
- Investigate opportunities for community spaces at Gladesville, Cox's Road, Meadowbank, and Trafalgar Place
- Complete an audit of social and cultural facilities to enable an upgrade and disposal plan
- Identify opportunities for new community infrastructure in Meadowbank and Macquarie Park and a multipurpose community hub in Top Ryde
- Investigate the feasibility of a community facility in the Ivanhoe Estate redevelopment
- Begin initial discussions with Macquarie University and TAFE NSW to investigate the feasibility of a digital design education centre/incubator within the LGA or an innovation/creative industries incubator

Events

- Prepare planning proposal to amend exempt development provisions in LEP to assist with streamlining approvals for events
- Develop a community toolkit for event management
- Prepare one Development Application for key sites to permit ongoing/multiple Council and community events
- Prepare a Risk Management Strategy for use by Council and community-run events
- Prepare a Traffic Management Plan for key event sites

3.4.7 Case studies

Granny Smith Festival

The City of Ryde's annual Granny Smith Festival began in 1985 and is now regarded as one of Sydney's largest street festivals. It attracts over 90,000 people each year and is supported by local businesses, sporting and service organisations, schools and the wider community.

The festival celebrates the life and legacy of one of the district's most famous citizens, Maria Ann Smith – aka Granny Smith – who, in 1868, 'accidentally' grew the first batch of little green apples that bear her name and are now grown all over the world. Held in the Eastwood Town Centre, this event showcases and caters for Ryde's diverse community and talents, and celebrates its unique local identity. The festival includes a parade, stalls, entertainment and ends with a fireworks display.



Granny Smith Festival, Eastwood

3.5 Design excellence

3.5.1 Vision

All development activity in the City of Ryde will showcase design excellence, contributing positively to the natural, cultural, visual and building character of the City.

3.5.2 Context

As the City of Ryde continues to grow and develop over the next 20 years, maintaining a high quality of design in both public and private spaces will ensure our suburbs and town centres remain attractive and liveable for years to come.

We have heard from our community that the general condition and upkeep of public open spaces is the single most important characteristic of an attractive neighbourhood. A close second is keeping elements of the natural environment in built spaces and ensuring a sense of neighbourhood safety.

Well-designed buildings and public spaces play a significant role in:

- ensuring the environmental sustainability an area
- contributing to a sense of local identity and interest
- facilitating healthy lifestyles
- promoting safety and inclusion for people of all ages, genders, incomes, and ethnicities.

This chapter of the LSPS outlines the City of Ryde's plan to ensure our LGA becomes and remains known for its excellent design over the next 20 years and beyond.

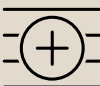
3.5.3 Key challenges

- Coordinating public and private sector investment in building character and public areas to ensure good design outcomes.

3.5.4 Targets



All planning proposals that increase floorspace and/or height will be referred to Council's Urban Design Review Panel.



All development applications for proposals that are four storeys or more will be referred to Council's Urban Design Review Panel.

3.5.5 Planning priorities and actions

Design quality

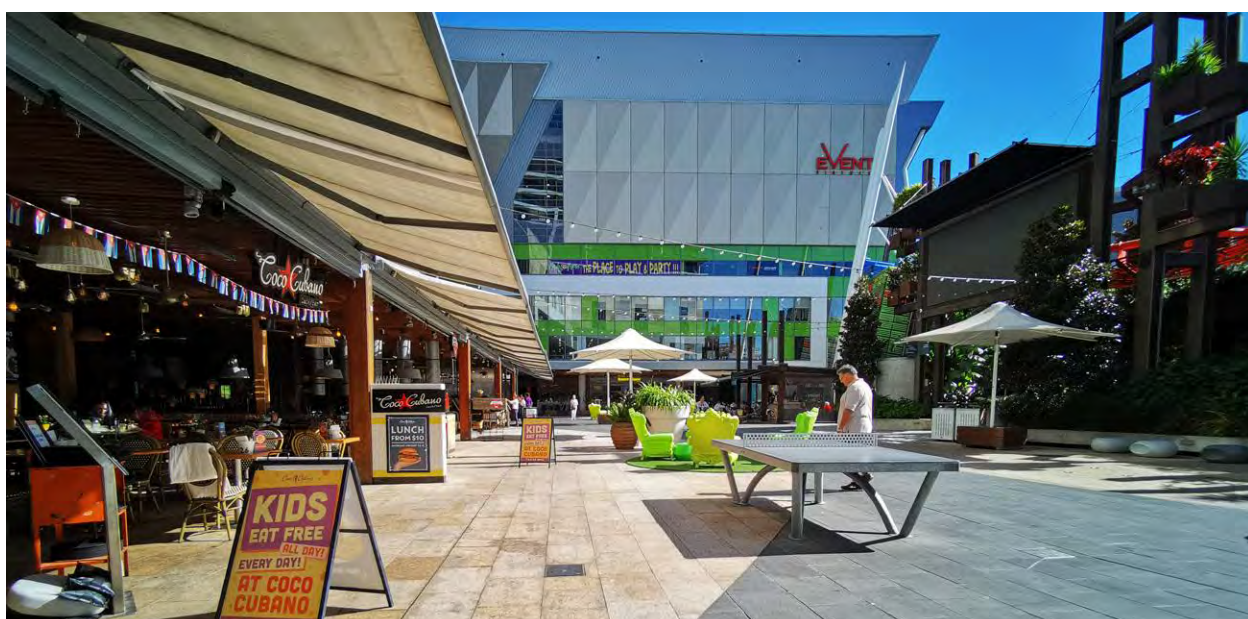
Design quality refers to how well our places and buildings:

- have been tailored to meet the needs and wants of their users
- are suited to their surroundings
- how well they have been built.

High design quality will ensure the City of Ryde becomes and remains sustainable, functional, beautiful, and unique.

Table 35 Design quality: planning priorities and actions

Planning priority	Actions
D1 Development is guided by precinct scale, place-based planning	D1.1 Seek community feedback to create character statements to reflect the existing essence and desired future of all town centres and residential areas. Council will use the final statements to guide future planning and development
	D1.2 Implement a design-led, place-based planning approach by developing the following masterplans: <ul style="list-style-type: none"> - West Ryde Town Centre, prioritising: <ul style="list-style-type: none"> » enhancement of local character and identity » improved connectivity to, from and within the Town Centre - Waterloo Road in Macquarie Park (See Macquarie Park chapter for more detail)
	D1.3 Macquarie Park Strategic Investigation (See Macquarie Park chapter for more detail)



Public plaza in Top Ryde delivered through redevelopment

Planning priority	Actions
<p>D2 All new buildings throughout the City of Ryde are examples of excellent design</p>	<p>D2.1 Influence the planning stages of major projects by referring all developments over a certain scale to the Ryde Urban Design Review Panel at both the pre-application and post-lodgement stages</p> <p>D2.2 Update Ryde’s Development Control Plan (DCP) to enhance Design Excellence Guidelines, addressing:</p> <ul style="list-style-type: none"> – suitability of location and design for the development’s purpose – the relationship between public and private spaces – compatibility with existing and future character – ecological sustainability (including urban heat) – universal design, social inclusion and safety <p>D2.3 Update Ryde’s LEP to include design excellence provisions and establish competitive design process requirements. This will include a high positive impact requirement for all buildings:</p> <ul style="list-style-type: none"> – over 35 metres tall in the Macquarie Park Corridor, and over 30 metres tall elsewhere in the LGA – located on sites over 1Ha – located on mapped opportunity sites (to be identified at a later date)



Macquarie University Library

Placemaking

Placemaking involves providing physical infrastructure to support the aspects of a place which make it attractive. This might include providing outdoor, shaded seating, which allows people to comfortably spend time outdoors together and contributes to a friendly community culture. It can also include building creative landmarks which people driving through the area see and remember, contributing to the way people see and think about the City of Ryde.

Table 36 Placemaking: planning priorities and actions

Planning priority	Actions
D3 Ryde's key centres are designed to facilitate an appropriate balance of travel through centres and spending time in and using these places	D3.1 Complete movement-place analyses of all six key centres, in consultation with transport agencies and community groups
D4 Public spaces are well used and enhance local identity	D4.1 Prioritise the development of public spaces that are designed to: <ul style="list-style-type: none"> – encourage social interaction – be accessible, safe, inclusive and equitable – contribute positively to a sense of local identity – demonstrate innovation and best practice D4.2 Continue to implement the current Neighbourhood and Centres Improvement Program, which includes ongoing monitoring of the condition and quality of public spaces D4.3 Update City of Ryde's current Public Domain Manual (a guide for Council, developers, consultants and residents involved in the future planning and design for our town centres) to reflect Ryde's design excellence priorities

3.5.6 Making it happen

Table 37 Design excellence: making it happen

Design quality

- Complete character statements by 2021 (prior to the next revision of the LSPS)
- Complete West Ryde Masterplan by 2021
- Complete Macquarie Park Strategic Investigation by 2021
- Refer all significant developments to the Ryde Urban Design Review Panel
- Update City of Ryde’s DCP by 2026
- Update City of Ryde’s LEP by 2021

Placemaking

- Conduct movement-place analyses of all key centres by 2026 (prior to the next revision of the LSPS)
- Continue to implement the Neighbourhood and Centres Improvement Program
- Update the Public Domain Manual by 2026 (prior to the next revision of the LSPS)



Top Ryde Centre plaza

3.5.7 Case studies

Novartis building Waterloo Road

The Novartis Australia Building has won and featured in several design excellence awards since its construction in 2015. This development is a strong example of design excellence in a commercial area. Located in the Macquarie Park Innovation District, this commercial office is designed to reflect its purpose as an innovative scientific environment, while maintaining a focus on the human scale so it integrates seamlessly with its surrounding landscape.

The building is the Australian head office of the Novartis medical technology company. The interface between the public and private areas has been well considered, and the building has earned five-star ecological sustainability and energy ratings due to a number of sustainable features, including facilities for cyclists and access to natural light and fresh air to enhance workers' wellbeing.

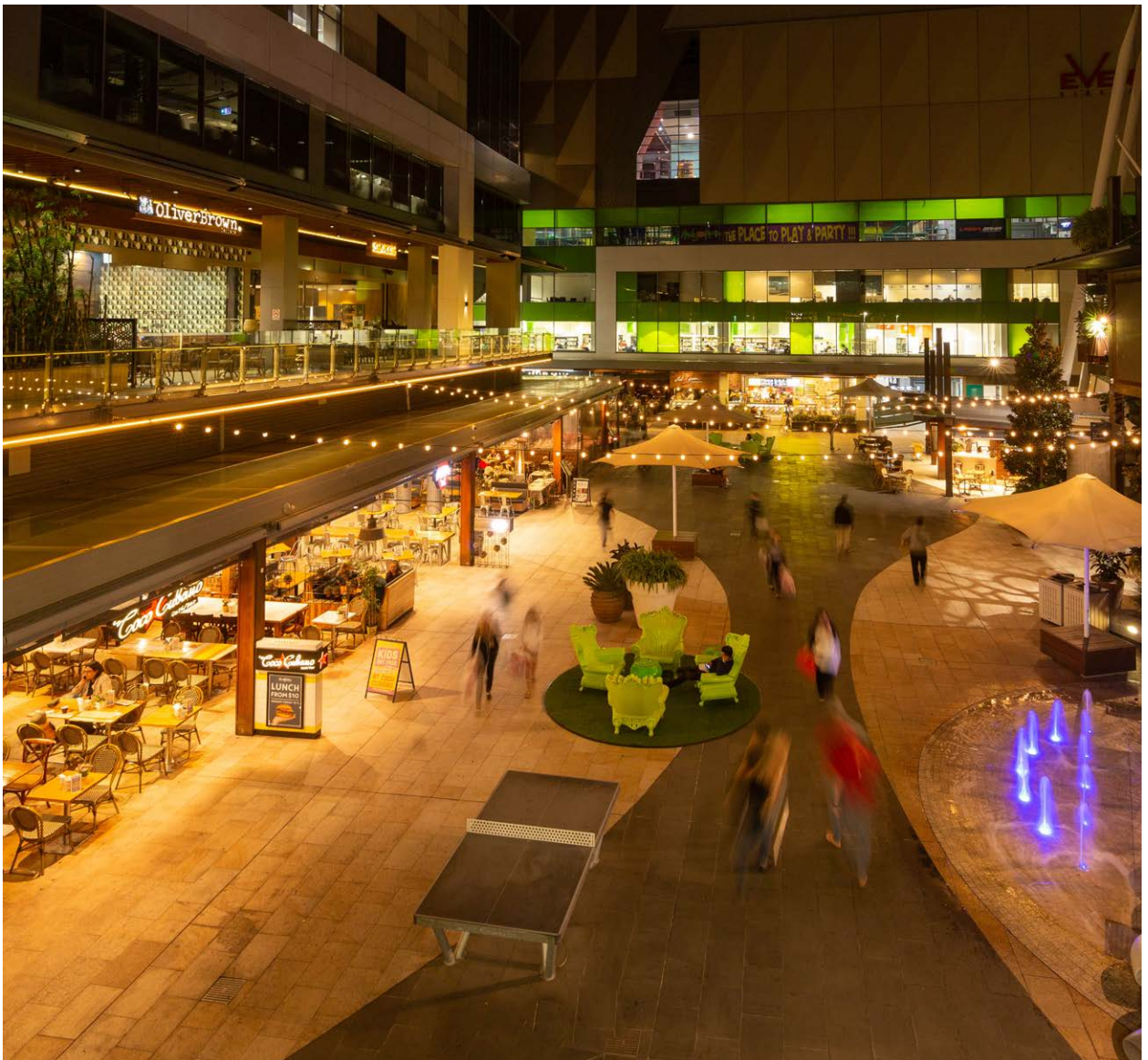


Novartis Building Waterloo Road, Macquarie Park

Ryde Town Centre Plaza

The Ryde Town Centre Plaza is an example of design excellence in the creation of new public space. Embedded within the Top Ryde Shopping Centre, the plaza is part of a network of open public spaces providing pedestrian links into and through the site as well as designs that facilitate casual use and social interaction.

Council's site-specific design requirements for the site included a minimum size and proportion of public open space, separation of pedestrians and traffic, direct street access, connections to community facilities (such as the Ryde Library) and wide building setbacks to ensure public spaces have access to sunlight.



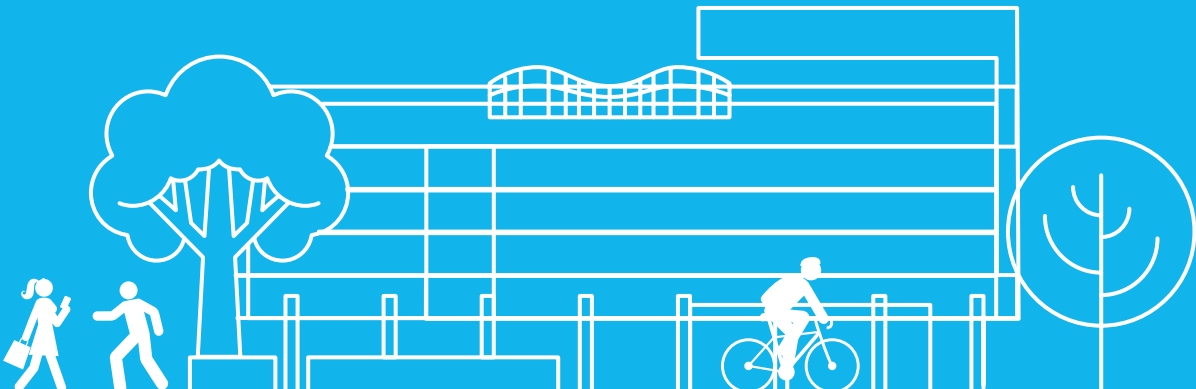
Top Ryde Centre plaza is a place for people to meet and socialise



PART

4

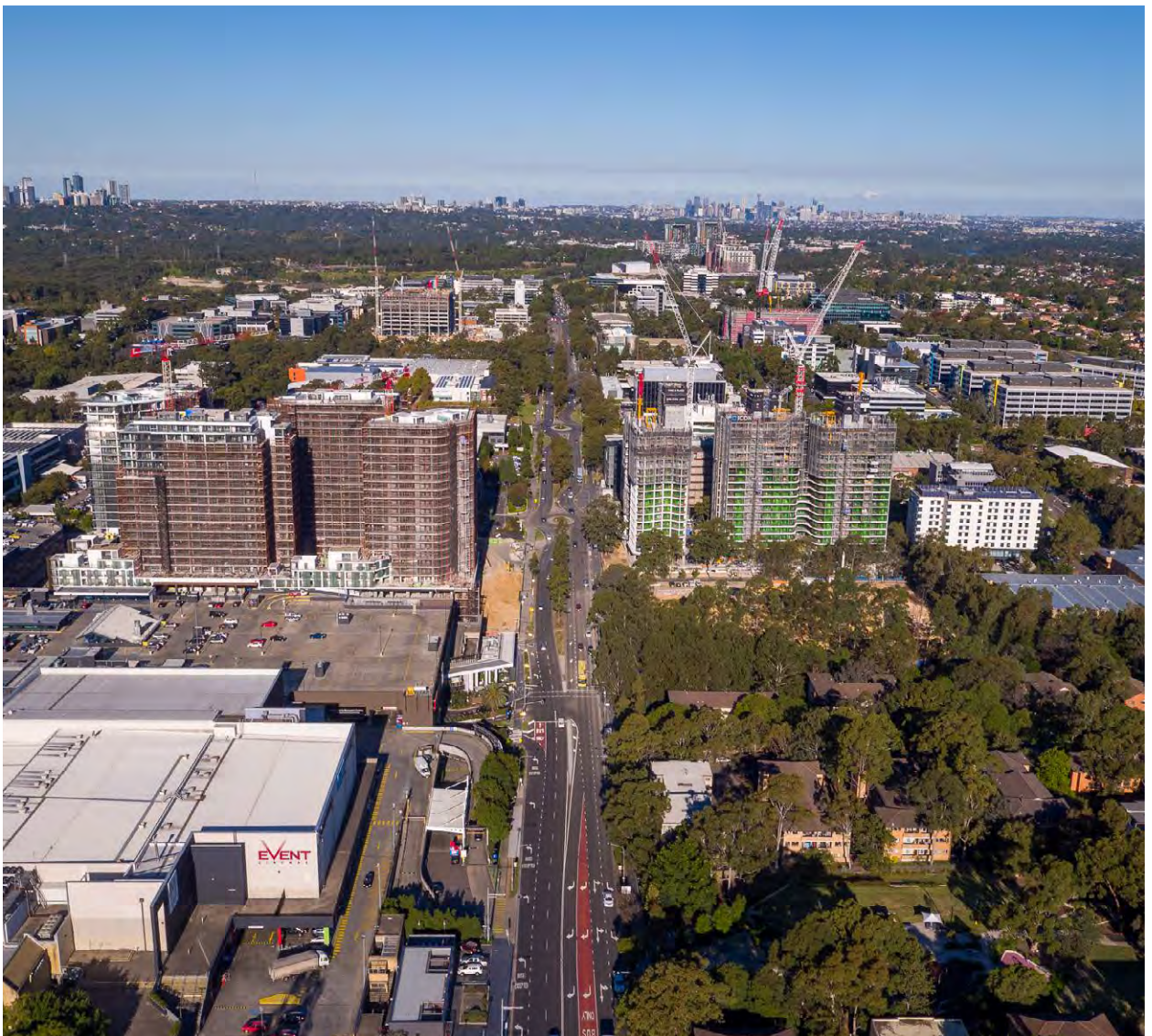
PRODUCTIVITY



4.1 The economy and jobs

4.1.1 Vision

Ensure the Ryde LGA is well-designed and planned to encourage new investment, local jobs and business opportunities in an environment of innovation, progression and economic growth. With this approach, more people will have the option to live and work in the Ryde LGA.



Aerial down Waterloo Road, Macquarie Park

4.1.2 Context

The City of Ryde is growing on average by 2,000 new residents and 4,000 new businesses – across a range of industry sectors – every year. This growth provides new opportunities for residents to study and work where they live, but also creates a need for more industrial and commercial office space, incubators, and co-working spaces.

Council’s plans for employment in the City of Ryde have been informed by extensive research and community engagement, and have been tailored towards our local employment strengths and needs. This includes a growing demand for an 18-hour city and to provide services and activities that attract key worker talent.

This chapter of the LSPS outlines how Council stimulate continued economic growth and local jobs in the LGA.

“

What is an 18-hour city?

24-hour or ‘first tier’ cities are those that operate in a 24/7 basis, such as New York and Chicago.

18-hour or ‘second-tier cities’ are those that offer comparable services and employment and lifestyle opportunities, but don’t operate on a 24/7 basis and have lower living costs.

For City of Ryde, the most obvious place for an 18-hour city is Macquarie Park.



Optus Building, Macquarie Park

4.1.3 Key challenges

- Above average ratio of jobs to residents compared to the rest of Greater Sydney and intersecting arterial transport corridors resulting in above average congestion, especially into and out of Macquarie Park.
- Wide dispersal of incoming workers, including areas from which there are no efficient public transport links, leading to dependency on private cars to get to work.
- The rate of population and employment growth currently exceeds the rate at which workers are moving to non-private-car transport options.
- Lack of incubator and co-working spaces to support an emerging start-up and innovation hub in Macquarie Park.
- Lack of finance and venture capitalist firms which are crucial to start-ups and small – medium enterprises (SMEs) when they are looking to grow.
- High levels of youth unemployment in the LGA.
- Barriers to enabling Macquarie Park become an 18-hour city, particularly a preponderance of large campus-style facilities with internalised services.
- Current design of Macquarie Park is not very pedestrian friendly and difficult to walk around.
- Lack of commuter car parking to accommodate the visitor/tourist economy in Macquarie Park.



Macquarie University Incubator

4.1.4 Targets



19,000 new jobs by 2036.



Inward Investment into Macquarie Park and Town Centres will increase.



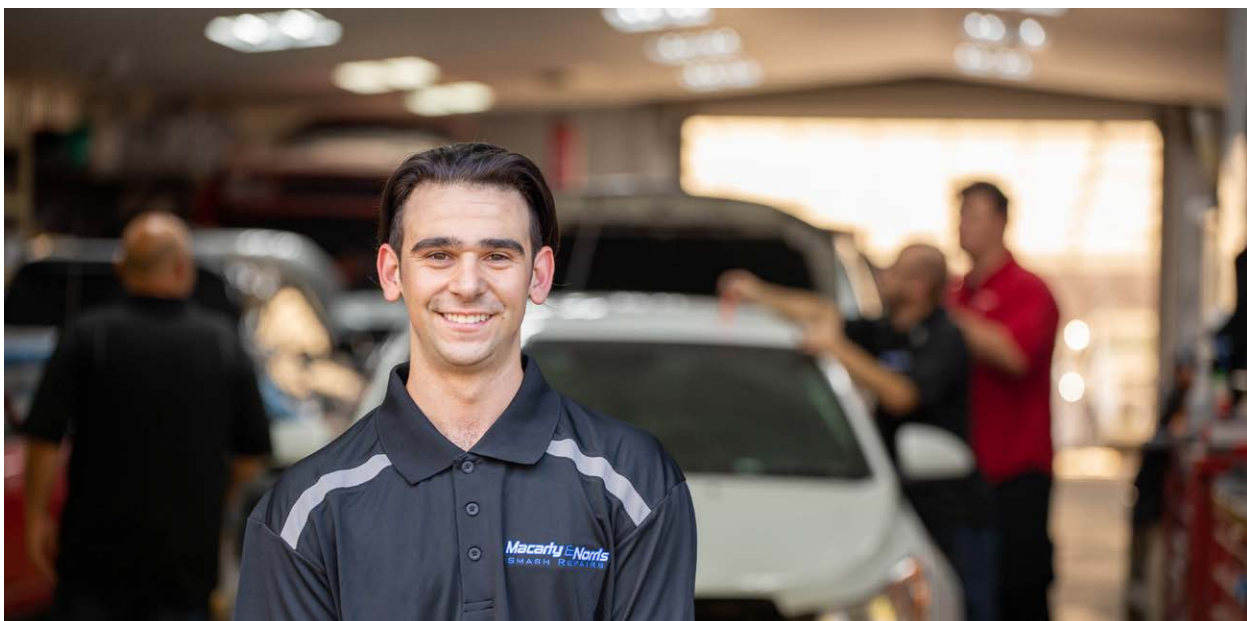
There will be 1,250,000 m² of commercial office space in Macquarie Park by 2036 (current office space is just short of 900,000 m²).



60% of the journey to work will be by public or active transport.



There will be increased diversity in local employment opportunities (including more start-ups, small business and creative enterprise).



West Ryde local industry employee

4.1.6 Planning priorities and actions

Table 38 The economy and jobs: planning priorities and actions

Planning priority	Actions
EM1 Focus land use intensification (increasing the productivity or profitability of land uses) in the most accessible centres and discourage it in low-density residential areas (including prohibiting new uses)	EM 1.1 Ensure a mix of different land uses in town centres to minimise travel for work and to access services while also creating a greater return on investment in active and public transport facilities
EM2 Ensure the City of Ryde LGA is well-designed and planned to encourage new investment, local jobs and business opportunities in an environment of innovation, progression and economic growth	<p>EM2.1 Review the extent, location, capacity and zoning of planning controls that apply to employment lands to ensure the retention and management of adequate land with appropriate planning provisions</p> <p>EM2.2 Land use provisions respond to global and local trends to support job creation, ensuring there is opportunity for land uses such as co-working spaces and incubators in appropriate locations</p>
EM3 Stimulate economic growth and local jobs by providing opportunities for a range of businesses and protecting employment lands	<p>EM3.1 Council will update its review process so that planning proposals that seek to rezone employment land to non-employment land will not proceed until the review of existing employment land capacity and demand analysis has been completed</p> <p>EM3.2 Expand the permissible land uses in centres to encourage the growth of local business, the new economy and creative enterprise</p> <p>EM3.3 Review land use provisions so that zoning facilitates business attraction</p>



Local café employee

4.1.6 Making it happen

Table 39 The economy and jobs: making it happen

Employment industries analysis and review

- Undertake and document a locality-based demand analysis of employment industries to better understand industry demands and requirements
- Review land use planning provisions to identify where flexibility may be required to attract new investment opportunities by facilitating global and local trends

Planning Proposals

- Planning Proposals seeking to reduce the amount of employment land will not be supported until the employment industries analysis and review is completed. Planning Proposals would then only proceed if they are consistent with the findings of that review



Local creative industry (Gin Distillery)

4.2 Macquarie Park

4.2.1 Vision

Macquarie Park will mature into a premium location for globally competitive business with strong links to the university and research institutions. It will become a vibrant, accessible CBD that balances work, recreation and entertainment.

Macquarie Park will be characterised by a high-quality, well-designed, safe and liveable environment that reflects the natural setting, with three accessible and vibrant train station areas providing focal points.

Housing will be focused in the Urban Activation Precincts (North Ryde Station Precinct and Macquarie University Station Precinct) providing opportunities for people to live and work in the area with supporting services and events that will bring vibrancy to the area beyond office hours.



Macquarie Park

4.2.2 Context

Macquarie Park is evolving as an urban centre as office space increases and manufacturing and warehousing moves out. Macquarie Park has more office space than North Sydney and Parramatta. However, the precinct retains an image as a sprawling business park, with buildings set in landscaped grounds and green, tree-lined streets. Surveys of local office workers show that they would like to see more meeting places, parks, lifestyle, retail and entertainment. To facilitate these attractions, planning provisions will need to enable development of a town centre, activity hubs and after-hours events and activities within Macquarie Park.

Mixed uses are permissible in the Herring Road area (in the Macquarie University Station Precinct) and in 2015 the residential development densities were increased. As a result, there has been a significant number of development completions in Herring Road in the last four to five years. However, the increase in residential development has not yet appreciably contributed to the area’s vibrancy and vitality. Key challenges will be to ensure that mixed-use planning controls deliver uses that contribute to street activation; and to ensure that residential land use does not displace active uses, such as co-working spaces, professional suites, childcare, indoor recreation and cafés.

Macquarie Park

Macquarie Park is the northern anchor of Sydney’s Eastern Economic Corridor. Designated as a health and education precinct and strategic centre in the Greater Sydney Region Plan, it is the most prominent business and employment centre in the City of Ryde. In 2018 Macquarie Park contributed \$9.5 billion to the NSW Economy.

The City of Ryde has worked with State agencies and private enterprise to build Macquarie Park into one of Australia’s largest economic centres. Council is a member of the Macquarie Park Innovation District, working with business, government and Macquarie University to grow and diversify Macquarie Park.

Macquarie Park is currently the largest non-CBD office market in Australia. With an estimated \$3 billion in commercial property investment anticipated over the next 10 years, it is set to become Australia’s fourth largest commercial precinct by 2030.

Jobs are expected to grow from around 58,500 in 2016, to 79,000 by 2036. Student places are expected to grow from 32,500 to 55,000 by 2030, making it the third largest concentration of jobs and students in NSW.



Figure 20 Macquarie Park Business Community

Snapshot

Table 40 Macquarie Park Snapshot

Centre Area	– 340 Ha
Key assets & facilities	<ul style="list-style-type: none"> – Cemetery and Crematorium – Macquarie Centre – (9th largest shopping centre in Australia – 138,000sqm, 4,900 parking spaces) – Macquarie University (more than 40,000 students) – University Hospital – Hearing Hub (Cochlear other specialised organisations) – Childcare centres (spaces exceed the resident demand) – Blenheim Park – 4.8 Ha – Bundarra Reserve – 465 on-street parking spaces – Office floor space 2016 – 900,000sqm approx. – Sydney’s second largest office market
Existing uses	<ul style="list-style-type: none"> – Zoned Business Core, Business Park, Mixed Use and High Density Residential – A nationally significant research and employment centre among the top ten precincts contributing to the Australian GDP – Big Box Retail along Epping Road – Domaine, Officeworks etc – Head offices for some of Australia’s leading companies including Foxtel, Optus, Siemens – Macquarie Shopping Centre – a super-regional centre with a catchment extending beyond the Ryde LGA boundaries
Transport	<ul style="list-style-type: none"> – Three rail stations – Coverage by several bus routes – Modal interchange – Toll roads – M2 and Lane Cove Tunnel – Arterial roads – Epping and Lane Cove Roads
Environment	<ul style="list-style-type: none"> – Lane Cove River National Park – just outside the centre – Tree coverage / green leafy environment – Deep soil zones – 4 creeks (though mostly piped)

4.2.3 Key challenges

City shaping

- Macquarie Park is located at the intersection of the Eastern Harbour City and the Central River City in the Greater Sydney Commission's region plan for Greater Sydney – *A Metropolis of Three Cities*. Its performance as a connected centre of innovation and employment is crucial to improving the connection between strategic centres across Greater Sydney.
- Ensuring planning for the Western Sydney Airport and surrounding precinct does not divert necessary ongoing investment in the Eastern Economic Corridor (stretching from Rhodes, via Macquarie Park and central Sydney to Sydney Airport). Integrated Land Use.
- There is currently a lack of cohesion/ collaboration in government agency planning for Macquarie Park.
- Macquarie Park is subject to constant pressure to rezone commercial land for residential purposes, despite its national-scale economic significance.
- Macquarie Park is in transition, evolving from a business park to an urban centre. This requires an increased focus on job diversity (especially supporting local enterprise, small business, start-ups and the creative economy), and on human scale placemaking.
- CSIRO, which has a long history with Macquarie Park, is set to move outside the city of Ryde LGA in the near future, which may reduce attractiveness and employment opportunities of the precinct.

Transport

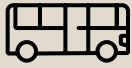
- Insufficient public transport usage is placing excessive pressure on parking and traffic congestion.
- Existing transport infrastructure does not effectively address pedestrian needs.
- The Macquarie Park bus interchange needs to be future-proofed to accommodate more commuters and services, especially in light of the 2019 Sydney Metro Northwest upgrades.

- Existing large block sizes are discouraging pedestrian activity and reducing connectivity and ease of movement by all modes of transport.
- There are poor transport connections (public, active and private vehicle) between Macquarie Park and adjoining residential areas, making it difficult for the wider City of Ryde community to access services, jobs and public transport in Macquarie Park. This is partially due to the arterial roads surrounding the area, which increases dependence on private vehicle access, and partially due to the lack of Council-owned land and facilities to provide community infrastructure.

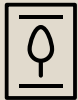
Lifestyle and amenity

- There is not enough open space to support active and passive recreation. This is exacerbated by significant physical barriers (including arterial roads) which discourage access to the nearby Lane Cover River National Park, Blenheim Park and Santa Rosa Park.
- There is unbuilt capacity for employment floor space within existing planning controls.
- Both worker and surrounding residential populations are growing, increasing the level of recreation, education, health and lifestyle needs to be met.
- As Macquarie Park evolves from a business park to an urban centre there is increased need to provide services and amenities, community facilities, retailing, entertainment and recreation that meets modern lifestyle expectations. While some of these needs are met within the Macquarie Centre shopping mall a diversity of experience and opportunities throughout the precinct needs to be also provided within a placemaking framework.

4.2.4 Targets



There will be a 60/40 public-transport / private-vehicle modal split for all journeys to work in Macquarie Park.



A masterplan for Macquarie Park will be prepared by December 2021.



There will be a 200 metre road grid maximum within Macquarie Park, which increases both vehicular and pedestrian ease of movement and connectivity, increasing route options, and reducing traffic congestion.



The amount of active public open space within Macquarie Park will increase.



A funded Infrastructure Strategy for Macquarie Park will be prepared by December 2020.

4.2.5 Planning priorities and actions

In late 2015, City of Ryde Council developed principles to help guide the Macquarie Park Strategic Investigation. These principles form the basis of planning priorities for Macquarie Park, presented in this section.

Infrastructure priorities and actions for Macquarie Park are included in Part 2 Infrastructure and Collaboration.

Macquarie Park Strategic Investigation

In 2016, the NSW Department of Planning and Environment began work to identify opportunities to enhance Macquarie Park’s role as a major commercial centre and innovation district. Council, Transport for NSW and the Greater Sydney Commission were all invited to participate as key stakeholders in steering the investigation.

The scope of the Macquarie Park Strategic Investigation also included identifying the infrastructure needed to support the sustainable development of the precinct into the future, including improvements to roads, cycle and pedestrian links, schools, open spaces and community facilities.

In March 2018, the Department placed the Strategic Investigation on hold. Council supports the reactivation of this work.



Figure 21 Macquarie Park Strategic Investigation

Table 41 Macquarie Park: planning priorities and actions

Planning priority	Actions
<p>M1 Develop Macquarie Park as a health and education strategic centre focused around the following activity hubs:</p> <ul style="list-style-type: none"> – North Ryde Station – Macquarie Park Station – Macquarie University Station – Cox’s Road <p>At least one hub should perform the role as the civic heart/centre of the precinct</p>	<p>M1.1 Prepare a masterplan that will implement the following principles:</p> <p>Urban structure and placemaking</p> <ul style="list-style-type: none"> – Identify activity hubs within the precinct, each with a defined identity and role – Create interactive, flexible, inclusive public domain and open spaces – Enhance street activation and night-time economy – Economically, environmentally and socially sustainable buildings and public spaces – Retain and enhance the valued green character of Macquarie Park including significant native tree planting – Acknowledge Waterloo Road as the precinct’s ‘main street’ and focus for placemaking <p>Access and transport</p> <ul style="list-style-type: none"> – Improve ease of movement and accessibility (implement Council’s road network) – Deliver transport infrastructure improvements – Increase public transport mode share to 40 per cent for the journey to work – Prepare a Movement-Place framework that integrates the land use vision and transport function – Improve active transport facilities and safety, including the cycling network, and pedestrian accessibility and connectivity <p>Employment and business</p> <ul style="list-style-type: none"> – Retain a distinct commercial core, that supports the continued role of the precinct as a top ten contributor to Australia’s economy and is quarantined from residential development – Promote excellence and innovation in both business and the physical environments – Meet the North District Plan target of an additional 13,000–19,000 jobs by 2036

Planning priority	Actions
	<p>Infrastructure and governance</p> <ul style="list-style-type: none"> – Increase open space and recreation opportunities – Deliver new and upgraded social infrastructure including community facilities and open spaces – Increase partnerships with government and landowners for infrastructure delivery and maintenance <p>Housing</p> <ul style="list-style-type: none"> – Deliver diverse housing types – Provide housing in appropriate locations. Residential development should be near the commercial core in areas such as the existing Urban Activation Precincts. – Ensure housing delivery does not displace commercial uses <p>Sustainability</p> <ul style="list-style-type: none"> – Consider a whole-of-precinct water minimisation scheme and adopt water sensitive urban design principles (using Sydney Olympic Park as an exemplar) – Promote green corridors for active transport, health, urban heat management and to contribute to local biodiversity – Identify and retain significant trees <p>M1.2 Collaborate with Macquarie University and other partners to promote the Macquarie Park Health and Education Strategic Centre as a learning centre and an innovation district that will include:</p> <ul style="list-style-type: none"> – shared use of infrastructure with the university, schools and industry partners – appropriate residential outcomes for students and key workers – catering for emerging work trends – such as co-working spaces, networking spaces including flexible public domain (Wi-Fi) and events spaces (conference facilities)

Planning priority	Actions
<p>M2 Ensure the economic vitality of the Macquarie Park Health and Education Strategic Centre and retain the precinct's strong economic base as shown by its contribution to Australia's GDP</p>	<p>M2.1 Complete an Employment Strategy that will:</p> <ul style="list-style-type: none"> – recommend actions necessary to deliver the North District Plan employment target of an additional 13,000 to 19,000 jobs in Macquarie Park – identify a commercial core and how this should be reflected in the Council's Planning Controls – enhance employment opportunity and choice – promote a resilient local economy able to respond to emerging technologies and lifestyle needs and capable of economic restructuring <p>M2.2 Support Macquarie Park as a globally and locally recognised, innovative education and technology hub</p> <p>M2.3 Complete an economic analysis of Macquarie Park to understand its role in the local, regional and national economy</p> <p>M2.4 Ensure that the commercial core is appropriately sized, adequately serviced and protected from conflicting land uses to maintain the viability and longevity of the economic role of Macquarie Park</p>
<p>M3 Ensure liveability in Macquarie Park through an attractive, vibrant, sustainable and well-designed environment</p>	<p>M3.1 Prepare planning controls that ensure a mix of uses and street activation in appropriate areas</p> <p>M3.2 Consider options for precinct-wide water and energy minimisation schemes</p> <p>M3.3 Prepare design excellence planning controls for the private domain and continue to implement Council's current Public Domain Manual and Public Art policies</p> <p>M3.4 Ensure design excellence in the delivery of the new public park at 45-61 Waterloo Road</p> <p>M3.5 Implement a Waterloo Road Linear Park Strategy (draft available on Council's website)</p>
<p>M4 Create a sense of place and promote community identity</p>	<p>M4.1 As the precinct develops, ensure new developments retain and enhance valued qualities such as tree-lined streets, natural creek lines and links to the Lane Cove National Park</p> <p>M4.2 The CSIRO and Macquarie University are key to the establishment and history of the precinct and its focus on research and development. Celebrate these links with the past and identify physical evidence to be retained through the strategic investigation/master planning process.</p> <p>M4.3 Support and promote Innovation District member activities and events</p>

Planning priority	Actions
<p>M5 Create a public domain within Macquarie Park that brings people together</p>	<p>M5.1 Create a well-used public domain that:</p> <ul style="list-style-type: none"> – is clean and safe – encourages people to linger in the public spaces by providing shade (more trees, awnings and shade structures), seating, community events, markets activation – creates meeting spaces and supports community events <p>M5.2 Expand the amount of public space in the centre. Develop “meeting places” within the public space</p> <p>M5.3 Prepare a master plan for Waterloo Road that acknowledges its role as the precinct’s “main street”, creating a series of meeting, resting and active spaces with a pedestrian focus that promotes connectivity (including cross roads at a maximum of 200m)</p> <p>M5.4 Update and implement a Macquarie Park Marketing Plan</p>
<p>M6 Continue to develop Macquarie Park into a sustainable centre that:</p> <ul style="list-style-type: none"> – is connected to Ryde’s neighbourhoods – is serviced by safe, affordable, flexible public transport – minimises traffic and parking impacts 	<p>M6.1 Investigate mass transit (e.g. bus and light rail) options between Macquarie Park and:</p> <ul style="list-style-type: none"> – Olympic Park via West Ryde and Top Ryde – Carlingford – Bays Precinct via Gladesville <p>M6.2 Continue to work collaboratively through the Connect Macquarie Park and North Ryde’s Transport Management Association to:</p> <ul style="list-style-type: none"> – increase public transport mode share – advocate for the delivery of transport infrastructure improvements such as the planned bus interchange – enhance pedestrian safety and priority <p>M6.3 Investigate parking options to:</p> <ul style="list-style-type: none"> – manage demand – convert existing private parking to shared parking – maximise benefit to businesses – reduce traffic congestion and increase the use of public transport <p>M6.4 Prepare a strategy to explore active transport connections within the Macquarie Park Corridor. As part of this prepare a Movement-Place future vision.</p>

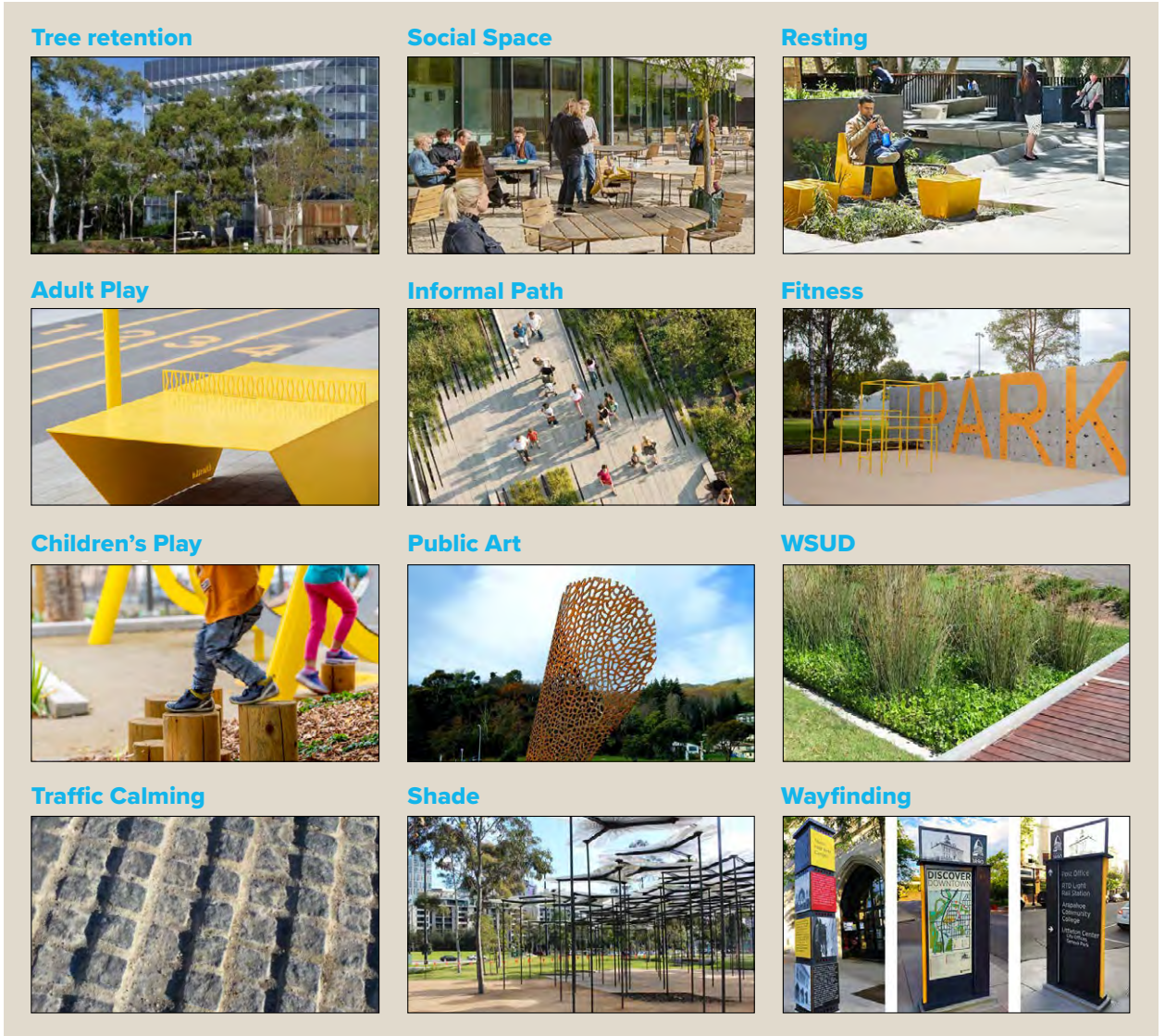


Figure 22 Sustainable public domain

Planning priority	Action
M7 Promote and encourage a more walkable environment within Macquarie Park	M7.1 Deliver a physical environment that supports pedestrian activity by for example, increasing footpaths and connections to support walking and connect parks, centres, schools and other community facilities

Movement-Place offers a simple framework for the master planning and delivery of an active and vibrant streetscape. “Places for People” and “Vibrant Streets” (as opposed to “Movement Corridors”) put the needs of people using the streetscape first, and guides decisions relating to the design of building interfaces, public domain and roads to ensure they serve the people using the space rather than prioritising the movement of vehicles through the space.



Figure 23 Movement and Place Framework

Macquarie Park future structure plan



KEY

- Road network
- Railway line
- Railway station
- Bridge
- Cycleway
- Pedestrian link
- Public open space
- Private open space
- Education uses
- Mixed-use / commercial
- High-density residential
- Medium-density transition area
- Medium / low-density residential
- Commercial uses
- Light industrial uses
- Heritage precinct / Conservation area
- Waterway
- Bus interchange
- Library
- Community facility
- City of Ryde
- Place of worship
- Public car park
- Environmental conservation

Community facilities

- Library and 250 seat performance centre at Macquarie Shopping Centre
- Auditorium, co-working space and childcare centre at Lachlan's Line

Open space

- Expanded Shrimptons Creek parklands on the Ivanhoe Estate
- Central park and linear park at Lachlan's Line
- Linear Park Waterloo Road (sections at 101, 82 and 84 Waterloo Road under construction)
- 7,000sqm park at 45-61 Waterloo Road in design phase

Roads and laneways

- Connection from Waterloo Road to 101 Talavera Rd under construction
- Others already delivered such as around Trinita complex, Lachlan's Line and around North Ryde train station)

Figure 24 Macquarie Park Future Structure Plan

4.2.6 Making it happen

Table 42 Macquarie Park: making it happen

Macquarie Park corridor

- Complete a Herring Road-Waterloo Road area multi-modal planning study to investigate transport currently used to access and move through the area and changes required to grow the economic growth of the corridor and improve transport experiences
- Investigate options for bus improvements and future light rail transit, together with pedestrian connectivity and accessibility improvements
- Identify and assess potential locations for additional left in/left out intersections at Epping Road and Lane Cove Road
- Develop a holistic parking management strategy that considers off-street parking station sites and funding, and an on-street parking pricing policy
- Address current access, footpath and cycleway connectivity issues in Macquarie Park by acquiring land in the highest priority areas to and from public transport stops and investigating pedestrian links, including in sections without roads
- Complete the Macquarie Park Strategic Investigation in collaboration with the NSW Department of Planning and Environment and the Greater Sydney Commission seeking to ensure it is consistent with the LSPS
- Review relevant planning provisions to implement the outcomes of the economic analysis and Macquarie Park Strategic Investigation



Lachlans Line, North Ryde

4.2.7 Case studies

Macquarie University Incubator

The Incubator is an innovation and collaboration space located on the Macquarie University Campus. An important facility within the MPID, this building is used to host regular events and training programs, bringing together researchers, professionals and start-ups to network, collaborate and develop creative new ideas to address real world challenges. In between such events, the Incubator is available during business hours for students and members of the public to use the amenity-rich co-working space.

The building itself is an example of innovation, designed in response to two key Council criteria: flexibility and efficiency. The structure is primarily made of cross-laminated timber and was almost entirely prefabricated, allowing construction to be completed in just five months. The interior is open plan and easily reconfigured to suit a variety of purposes. Sustainable design features such as natural ventilation systems, large double-glazed windows, and photovoltaic solar panels offset 60 per cent of the building's energy consumption.



Macquarie University Incubator



PART

5

SUSTAINABILITY



5.1 Open space and active recreation

5.1.1 Vision

Protect, increase and enhance the City of Ryde's open space and recreation facilities to ensure residents of all ages and abilities can benefit.



Helene Park, Shepherds Bay

5.1.2 Context

We know that open spaces and recreation facilities are important to our residents and critical to an active and healthy lifestyle. Our current spaces and facilities are already under pressure and there is limited land to develop new options. As the City of Ryde grows, it is essential for Council to use innovative approaches to support facilities

and programs that are adaptable to changing community needs and expectations.

This chapter of the LSPS outlines how Council will ensure the right mix of open space and recreation options in convenient and accessible locations across the City of Ryde LGA.



Play for all



Kayaking, Putney Park

5.1.3 Key challenges

- The existing open space network is already under pressure and cannot meet the demands of a growing population
- Increasing urban densities have resulted in more residents using public open space as a substitute for a backyard to support their physical and mental health and wellbeing
- Additional open space is needed in key higher-density growth areas – Macquarie Park, Ryde and North Ryde
- Limited opportunities for acquiring new open space
- The increasing cultural diversity and changing age profile of the LGA changes the recreation preferences to be accommodated
- Pressure to re-zone private recreation land to allow non-recreation uses rather than renewed recreation uses that respond to shifts in recreation needs
- Ensuring park design and planting strategies draw on local landscape character
- Maximising views of open space
- Balancing structured and unstructured recreation facilities and spaces
- Providing open space within a safe and direct walking distance from every residence
 - 200 metres for high-density areas and 400 metres for low/medium-density areas
- Ensuring safe and convenient access to open space for all abilities
- Maintaining a network of recreational corridors, linkages and connections with increasing density
- Optimising access to open space and recreation facilities by walking and cycling
- Conserving and enhancing native flora, fauna and habitats
- Providing natural connections across the City of Ryde, linking with adjoining LGAs
- Increasing density around open spaces can exacerbate conflicts between recreation and residential land uses



Putney Park, climbing frame

5.1.4 Targets



There will have been no net loss of active public open space in the City of Ryde.



All dwellings will be within 400 metres of active public open space greater than 1,500 m² in size.



There will be a network of recreational corridors, links and connections running through the City of Ryde.



Local flora and fauna will be effectively conserved, and the Powerful Owl will have returned to Ryde.



Elouera Reserve, Macquarie Park

5.1.5 Planning priorities and actions

Table 43 Open space: planning priorities and actions

Planning priority	Actions
OS1 Provide accessible open space to service population needs	OS1.1 Upgrade the amount and distribution of open space to match current and future population needs
	OS1.2 Prepare an action plan aimed at improving community access to existing and future public open space via all modes
	OS1.3 Prepare a strategy that balances recreational, cultural heritage and natural values and aims to enhance open space connectivity and wayfinding across the City of Ryde
OS2 Ensure open space can be shared and enjoyed by all	OS2.1 When planning, managing and designing open space settings: <ul style="list-style-type: none"> – target specific recreation priorities – continue to implement improvements to the landscape design quality – optimise recreation opportunities for all residents in partnership with other recreation providers
	OS2.2 Prepare guidelines for all future provision or replacement of facilities, structures and infrastructure in reserves
	OS2.3 Upgrade amenity and safety in all open space across the LGA
	OS2.4 Optimise access for all abilities and backgrounds to the City's open space
OS3 Future open space is delivered in a manner that maintains a healthy natural environment	OS3.1 Plan and manage open space to ensure that recreational access and facilities conserve natural values
	OS3.2 Plan, design and manage sustainability in all open space using best practice
OS4 Conserve our rich history, culture and local character through the provision of open space	OS4.1 Reflect and promote the LGA's cultural heritage and diversity through the planning, design and management of open space
	OS4.2 Ensure that the unique and diverse landscape characteristics of the City of Ryde are reflected in open spaces, appropriate to specific locations
OS5 Sustain open space for existing and future populations	OS5.1 Ensure effective administration, planning and management of open spaces
	OS5.2 Develop a strategy for partnerships and ongoing engagement with a range of stakeholders within the City of Ryde to extend the reach and capacity of the open space network
	OS5.3 Ensure new residents and employees have access to available open space

5.1.6 Making it happen

Table 44 Open space: making it happen

Planning for open and recreational space

- Prepare an Acquisition and Consolidation Program to identify opportunities where land could be acquired or consolidated to deliver new public open space or to enhance or expand existing public open space
- Update audits of all public open space across the LGA to determine improvements towards universal access to all public space
- Prepare a detailed Recreational Corridor Network Plan (an integrated, LGA-wide recreational, fitness and commuter cycling and walking network)
- Identify opportunities for collaborating with non-Council open space land owners and private recreation providers in the LGA to increase the range and amount of, and access to, recreation opportunities

Open space design

- Optimising the capacity of existing open space via design and more efficient park layouts when upgrading or renewing
- Ensure access and parking at reserves is efficient in circulation and adequate for needs when upgrading or renewing
- Extend existing sports capacity within existing reserves
- Integrate passive recreation opportunity and facilities into all levels of sports reserves
- In consultation with the community, develop a plan for children's play, youth groups, CALD communities, seniors and dog off-leash areas
- Implement best practice in optimising safety and amenity of open space, including Crime Prevention Through Environmental Design (CPTED), environmental design, planting design and lighting
- Continue current upgrades of all river and creek open spaces to enhance recreational and natural systems connectivity
- Liaise with the Aboriginal community to establish a means through which their cultural heritage can best be recognised within the LGAs' open space

Community involvement in open space provision

- Engage community organisations (including sports associations and clubs, schools and universities) to determine how use of Council's facilities can be maximised
- Build partnerships with local community organisations to collaborate on:
 - » the care, stewardship, monitoring and appreciation of open space
 - » planning for new facilities, including avoiding duplication and identifying areas for improvement
 - » enhancing information provided directly to sportsground users to encourage greater knowledge, care and ownership of issues associated with the sportsground service and management

5.1.7 Case studies

Livvi's Place (open space)

Livvi's Place is an example of Council's vision for accessible open space and successful partnerships with the community, private and government sectors.

Livvi's Place is an all-inclusive playground where children of all abilities can play, learn and socialise together. It combines traditional and purpose-built play equipment and landscape elements to provide a safe, outdoor environment for children and carers.

The playground was created around the principles of universal design and inclusive play spaces. This means including features designed to stimulate or calm children with physical, intellectual and emotional disabilities by providing a range of sensory experiences. There are also multiple shaded rest areas and a fully accessible amenities block that includes both child and adult change tables.

Livvi's Place was delivered through a partnership between the City of Ryde Council and the not-for-profit Touched by Olivia Foundation. Support also came from AECOM, the NSW and Australian Federal governments and many other sponsors.



Livvi's Place

5.2 Environment

5.2.1 Vision

Reduce the City of Ryde's collective ecological footprint in ways that contribute to the liveability of the community. This will be supported by well-planned infrastructure that is responsive to future needs of residents and our natural environment, and provides equitable access to the means to reduce our individual and collective ecological footprint.



Pryor Park Bush Care

5.2.2 Context

The health and wellbeing of the City of Ryde's residents, workers and visitors are not separate from the health and wellbeing of our natural environment. Our quality of life depends on maintaining our natural environment so that things we take for granted, like the availability of fresh water, food and fuel sources, remain. Council and the community need to work together to protect and enhance natural areas and improve the design of built environments to make them more environmentally sensitive and sustainable.

Council manages 205 hectares of natural areas distributed between 71 parks and reserves. This includes several local and regional-scale wildlife corridors. Council has undertaken conservation significance and risk level assessments of all of the LGA's bushland reserves to develop a series of action plans aimed at ensuring our natural environment stays healthy for years to come.

Sourcing energy from renewables, particularly solar, is inspiring the development of ambitious local targets well above those outlined in Australian Government policies. The long-term goal of low carbon or even net 'zero carbon' is achievable both for Council's own operations and eventually right across the LGA.

Effective waste management is another critical component of successful environmental management. Waste reduction is only possible when it is facilitated at every stage in the development of our LGA and is therefore dependent on thorough planning.

This chapter of the LSPS outlines how Council's approach to planning will increase the sustainability of our approach to planning will increase the sustainability of our LGA and protect our unique natural environment.

“

The key is sustainability, which simply means ensuring our interactions with and use of the environment around us avoids depleting natural resources in order to maintain an ecological balance, both now and into the future.

5.2.3 Key challenges

- 5.2.3 The impact of development (such as increased runoff from hard, water-resistant surfaces) directs pollutants into our stormwater drains, which discharges with higher velocity into local creeks.
- The cumulative impact of loss or lack of vegetation in developed landscapes is contributing to 'urban heat island' effects that require cooling via tree canopy cover and other design features.
- Council needs to service the waste and recycling needs of the community with minimal impact on the environment and within the capabilities of waste collection services.
- Council's initiatives will need to be supported by short-term and long-term behavioural changes within the community to reduce waste generation at its source.
- Identify and adopt suitable technology to recover resources from residual waste.

5.2.4 Targets



By 2030, Council operations will use at least 60 per cent of electricity sourced from renewables.



By 2030, identified urban heat island affected precincts will have been cooled to an average temperature of 20°C (compared to 2019 levels).



By 2030, at least 30 per cent of the City of Ryde will have tree canopy cover, which is an overall increase on 2019 levels.



In 2030, there will have been no net increase of Council's annual potable water use based upon 2018 levels.



By 2025, local communities can enjoy swimming or other water recreation activities at one location along the Parramatta River within the City of Ryde.



By 2030, waste going to landfill will be reduced by at least 10 per cent (kg/capita) from 2018 levels.

5.2.5 Planning priorities and actions

Table 45 Environment: planning priorities and actions

Planning priority	Actions
E1 Protect and enhance bushland, biodiversity, scenic and cultural landscapes	<p>E1.1 Manage and protect the conservation significance of native vegetation, urban waterways, biodiversity corridors and urban habitats</p> <p>E1.2 Manage and protect areas consistent with the City of Ryde's area-specific and generic Plans of Management under Local Government Act 1993</p>
E2 Increase urban tree canopy cover and deliver 'green grid' connections.	<p>E2.1 Continue to implement the current City of Ryde Street Tree Masterplan and Tree Management Policy and Plan</p> <p>E2.2 Work with other Northern Sydney councils to develop a regional 'Green Grid' Masterplan aimed at managing and increasing the extent of urban forest canopy cover (across public and private lands)</p> <p>E2.3 Increase cool shade cover to 30 per cent of the LGA to alleviate urban heat island effects</p>
E3 Reduce carbon emissions and manage energy, water and waste efficiently	<p>E3.1 Minimise energy consumption of Council's buildings</p> <p>E3.2 Continue participation in the Cities Power Partnership</p> <p>E3.3 Review the energy smart water wise section of the Ryde Development Control Plan 2014</p> <p>E3.4 Review waste policies and planning controls in the Ryde Development Control Plan 2014 and in Ryde Local Environmental Plan 2014</p>
E4 Protect and improve the health and enjoyment of the City of Ryde's waterways	<p>E4.1 Develop a Water Strategy for the City of Ryde which aims to minimise potable water consumption and manage stormwater runoff and contamination</p> <p>E4.2 Implement the Parramatta River Masterplan in collaboration with other members of the Parramatta River Catchment Group</p>
E5 Adapt to the impacts of urban and natural hazards and climate change	<p>E5.1 Prepare Climate Risk Assessment Plan for City of Ryde</p>
E6 Provide waste and recycling infrastructure that is designed to ensure safety, efficiency and accessibility of waste, reuse and recycling services, and that does not compromise the public domain	<p>E6.1 Review and amend planning controls in the Ryde Local Environmental Plan 2014 and Ryde Development Control Plan 2014 to ensure they require new developments to have appropriately designed onsite storage for waste and recycling services, and provide for the separation of waste materials to encourage recycling and reuse</p>
E7 Improve waste processing to reduce landfill	<p>E7.1 Investigate new and alternative methods of resource recovery</p> <p>E7.2 Work with the NSW Government to identify and secure suitable regional waste and recycling facilities to receive, treat and process domestic waste, in order to improve transportation efficiencies and reduce environmental impacts</p>

5.2.6 Making it happen

Table 46 Environment: making it happen

Enhance and create of wildlife corridors

- Implement relevant policies, plans and programs, including volunteers, on-ground works, regional collaboration, community partnerships, mapping and register of significant trees, monitoring and evaluation
- Review environmentally sensitive land across the LGA with a view to expanding the E2 Environmental Conservation Zone, including to protect the Shrimptons Creek corridor and significant trees along Epping Road

Increase urban tree canopy cover and deliver green grid connections

- Implement action plans for precincts, main roads, residential streets, town centres and Water Sensitive Urban Design sites, and complete an assets valuation for trees for inclusion in revised Development Control Plan
- Develop and implement projects to increase tree canopy cover and provide green grid connections for specific sites including in town centres, around community facilities and along formal street paths, walkways and cycleways

Reduce carbon emissions and manage energy, water and waste efficiently

- Seek external funding, partnerships and collaborative opportunities to assist in the delivery of carbon reduction, waste management and reduction, water use reduction, and energy efficiency related projects
- Develop a strategy and policy outlining how City of Ryde will reduce carbon emissions and manage energy, water and waste efficiently across all its operations, for adoption by Council
- Trial and evaluate charging stations sourced from renewable energy (or carbon offsets) at key locations in the LGA
- Depending on the outcomes of the trial, design and implement a charging stations program and investigate potential external funding and partnership opportunities
- Develop a strategy to outline a whole-of-community approach, including community programs, education, competitions, event management, incentives and use of alternative containers

Protect and improve the health and enjoyment of the City of Ryde's waterways

- Finalise and implement an LGA-wide water strategy. Implementation measures may include water sensitive urban design, local stormwater and wastewater capture, rainwater harvesting, reduced non-human consumption of potable water, and irrigation efficiency
- Update the current City of Ryde Water Savings Action Plan
- Deliver site-specific foreshore projects via collaboration with relevant government partners based upon cost sharing

Adapt to the impacts of urban and natural hazards and climate change

- In consultation with the community, develop a plan for adoption by Council, outlining specific actions and targets
- Pursue grants and funding opportunities to implement the adopted plan with assistance from external expertise, and in collaboration with regional organisations such as Resilient Sydney
- Incorporate holistic quadruple-bottom-line (QBL) sustainability across all Council operations, projects and instruments (local and regional). Measures may include design excellence requirements; collaboration with community, private and government sectors; partnerships; and external funding opportunities.

Delivering integrated land use and transport planning

- Investigate corridors and links that will deliver a more integrated transport network, including specific projects and delivery mechanisms
- Develop a strategy and innovative programs and precinct-based projects to facilitate:
 - » alternatives for short trips (less than five kilometres)
 - » the Australian Government’s Smart Cities plan
 - » pedestrian access and mobility

Waste

- Review Council’s Development Control Plan to ensure appropriate waste management measures are built into new developments
- Investigate further options for better servicing residential and commercial waste and recycling needs



Forrester Park

5.2.7 Case studies

Solar powered Ryde

The City of Ryde has enthusiastically embraced cleaner renewable energy sources as part of our commitment to building a more resilient community and reducing our environmental impact.

Solar panels have been installed on many of energy-intensive buildings, including the Ryde Aquatic Leisure Centre, the North Ryde Library and Community Centre and the Eastwood Community Hall.

Together, that's over 1000 solar panels producing 340kW of electricity ever year, saving Council over \$40,000 in yearly energy bills and reducing the amount of carbon released into the atmosphere several thousand kilograms per annum.



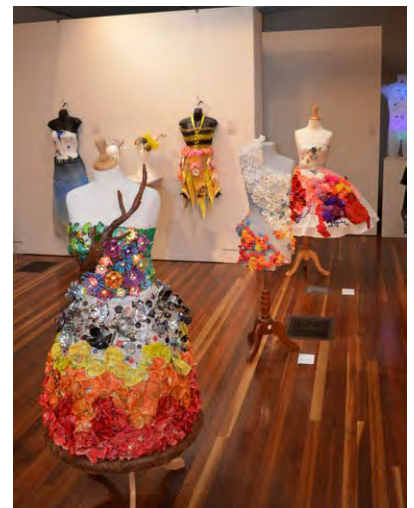
Solar panels on North Ryde Community Library

Creative Ryde

The Sustainable Waste2Art Prize (or SWAP) is an annual competition run by the City of Ryde to promote environmental awareness and creative waste reduction. Community members are invited to exhibit artworks that are made from reclaimed materials and feature sustainable living or waste reduction themes.

In 2018, Council ran six free workshops to help the community prepare their sculptures, collages, objects and textile artworks, and received over 200 entries to the competition. A panel of judges, including professional artists and environmental activists, selected the best 80 artworks for public exhibition and awarded \$2,500 in prize money to winners.

Selection for the exhibition is based on innovative use or upcycling (creating a better quality object or one of higher environmental value) of waste materials in the art or design.



Sustainable Waste2Art Competition

5.3 Resilience

5.3.1 Vision

The City of Ryde and its community have the capacity to survive, adapt and thrive in the face of acute shocks and chronic stresses. We will take an inclusive ‘one city’ approach based on good governance, engagement and capacity to become a resilient and adaptable local community and region. Every person living and working in the City of Ryde will feel they belong, are valued and supported in navigating our changing local and global environment.

5.3.2 Context

A resilient city is one in which everyone – including residents, businesses and those in leadership – understands the challenges they face, is prepared to respond, and has the capacity to thrive in spite of them.

Natural hazards associated with climate change are expected to intensify. This includes heatwaves and increased frequency of hot days, bushfires, extreme rainfall events and short duration high intensity storms. Apart from threats to critical infrastructure and properties, these events may affect the health, well-being and quality of living for residents, workers and visitors to the LGA.

Good planning and collaboration between Council and the community will help to ensure our neighbourhoods, urban areas and infrastructure are better prepared for, and more resilient to, the effects of climate change and other threats. Council is committed to helping Australia meet its international obligations under the 2015 Paris Agreement. This will also help to restrict the impacts and long-term cost burden of climate change to Council and the community.

This chapter of the LSPS outlines how Council’s approach to planning will build the knowledge, capacity and resources of our community to withstand the likely shocks and stresses that may impact our LGA over the next 20 years.

5.3.3 Key challenges

- Managing the consequential risks from shocks and stresses and ensuring adequate access to transport, affordable housing, education and employment opportunities are available across the LGA.
- Providing adequate access to clean air and water, natural environments and adaptive technology throughout the city for climate comfort and safety, health, mobility and connectivity.
- Ensuring residents and organisations within the City of Ryde understand the complex and sometimes technical risks of climate change and how to work together to provide long term responses, based upon social cohesion, collaboration and collective leadership.
- Our LGA covers a large geographical area with unique and varying natural and built environments. Further, we enjoy a diverse community of residents and workers of varying ages, abilities and cultural backgrounds. Council needs to plan a cohesive response that considers our diverse needs to facilitate and build capacity in preparedness for, response to, and recovery from disasters and emergency situations.



West Parade and Eastwood Park flood 1984

5.3.4 Targets



10,000 resilience ready City of Ryde residents by 2025.



50 resilient organisations located in the City of Ryde by 2025.

5.3.5 Planning priorities and actions

Table 47 Resilience: planning priorities and actions

Planning priority	Actions
R1 Manage acute shocks (such as disasters and chronic stresses including climate change) by planning collaboratively for resilience and adaptation	R1.1 Prepare and update Council plans and policies that include actions for residential living, energy and water use, resources efficiency, environmental protection, connectivity, social cohesion and inclusion

5.3.6 Making it happen

Table 48 Resilience: making it happen

Council plans and policy
<ul style="list-style-type: none"> - Address resilience in future revisions of the Ryde Community Strategic Plan - Prepare and implement a City of Ryde Local Resilience Plan which covers eight key action areas: <ul style="list-style-type: none"> » Energy efficiency and a low carbon City of Ryde » Water efficiency and quality » Resources efficiency » Climate change, extreme weather events and other natural hazards » Biodiversity and natural systems » Transport and connectivity » Community health and well-being » Direction, collective leadership and collaboration - Implementation of the Local Resilience Plan will include ongoing community and stakeholder engagement - Amend the Ryde Local Environmental Plan 2014 and Ryde Development Control Plan to incorporate controls to address resilience

5.3.7 Case studies

Parramatta River Masterplan

The City of Ryde Council is a member of the Parramatta River Catchment Group. This group is made up of Sydney Water, NSW government agencies and eleven local councils working together to improve the health of the Parramatta River.

In 2018, the group released the Parramatta River Masterplan outlining ten steps to make the river swimmable by the year 2025. The masterplan also features the development of three new swimming sites along the river, including one at Putney Park in the south of the City of Ryde LGA.

City of Ryde Council's involvement in delivering the Parramatta River Masterplan includes:

- continuing to facilitate and promote Ryde River Walk (which aims to improve foreshore access and recreational opportunities)
- ensuring water sensitive urban design features in new developments
- continuing our Catchment Connections program (involving festivals, guided walks, workshops and school presentations) in collaboration with community groups
- recommencing the River to River urban wildlife corridor project
- a seven-year water quality monitoring project.
- upgrading and repairing Parramatta River seawalls
- extensive creek restoration.



Figure 25 Parramatta River Masterplan



PART

6

IMPLEMENTATION



6.1 Implementation

Council will implement LSPS through the actions listed in the sections above and via Attachment 4 which provides further details on LSPS actions including timeframes. Attachment 4 is provided on Council's website www.ryde.nsw.gov.au.

6.2 Monitoring and reporting

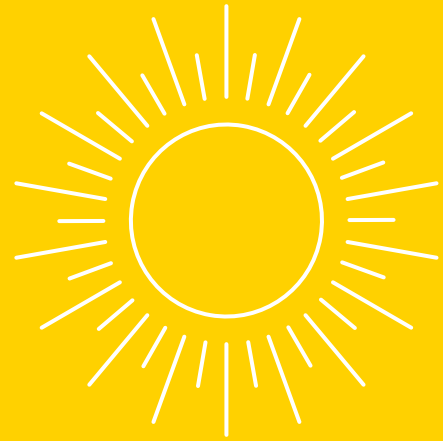
The LSPS is not intended to be a static document. Under NSW Government legislation, it is required to be reviewed at least every seven years. Reviews are also required in response to significant changes, such as changes in projected population growth, new infrastructure investment and employment opportunities.

Council intends to review the LSPS on an ongoing basis, to ensure it continues to reflect the community's desired future state for the City of Ryde, and remains responsive, relevant and local. We are aiming to complete the first review within five years of finalising the 2019 LSPS.

LSPS reviews will involve measuring the progress and success of LSPS actions against their nominated timeframes. Review outcomes will be documented, reported to Council and form the basis of any recommended changes to the LSPS.

Council will be regularly seeking community feedback and identifying continuous improvement opportunities to incorporate into reviews.

The tables in Attachment 5 demonstrate how the LSPS aligns with the Ryde Community Strategic Plan 'Our Vision for Ryde 2028' and the Greater Sydney Commission's North District Plan.



GLOSSARY



Glossary

Actions	Steps City of Ryde Council will take to help realise the vision described in the Local Strategic Planning Statement.
Activity Hub	Vibrant centres which host a variety of uses. They are lively meeting points where people work, play, gather and often choose to live.
CALD	Acronym for Culturally and Linguistically Diverse.
Cities Power Partnership	A free, national program that brings together Australian towns and cities making the switch to clean energy. The partnership is Australia's largest local government climate network, made up over 100 councils from across the country, representing almost 11 million Australians.
Community Strategic Plan 2018	A plan <i>for</i> the City of Ryde, <i>by</i> the people of the City of Ryde. It is the product of extensive consultation and reflects the community's views on what they want the City of Ryde to be like in ten years' time.
Conservation Management Plan	This document guides management of heritage items and properties located in conservation areas.
Development Control Plan Or DCP	Provides guidelines and objectives for people who wish to carry out development in the City of Ryde.
Employment Lands	Lands zoned for industrial or similar purposes.
<i>Environmental Planning and Assessment Act 1979</i>	This is the main piece of legislation for land use planning throughout NSW. It is under the authority of the NSW Government and sets out the legal requirements for the preparation and implementation of planning documents such as the Local Strategic Planning Statement and the Local Environmental Plan.
Greater Sydney Commission (GSC)	The planning body in charge of coordinating strategic plans across Greater Sydney that reports directly to the Department of Premier and Cabinet.
Green Grid	A planned network of green spaces (such as tree-lined streets, urban bushland, tree cover or green roofs) that connects communities to the natural landscape.
Housing Strategy	A plan outlining how City of Ryde proposes to meet projected future housing needs. It outlines the types, amount, location and timing for housing.
Incubators	Collaboration spaces or programs that help start-up companies grow by providing services, training, advice or facilities.
Innovation District	An area containing a special mix of business, collaboration and education spaces, designed to help people work together to produce creative new ideas, services and products.

Local Environmental Plan or LEP	The Ryde Local Environmental Plan 2014 is the principal planning instrument for the City of Ryde. It will be the mechanism for implementing the Local Strategic Planning Statement and sets permissible land uses, development capacity and other key matters.
Local Government Area or LGA	For the purposes of this document, the term Local Government Area and LGA refers to the City of Ryde.
Local Strategic Planning Statement (LSPS)	A 20-year plan setting out Council's vision and planning priorities for the City of Ryde, and the actions Council will take to achieve them. It also bridges the space between the Community Strategic Plan and the local planning framework.
Macquarie Park Strategic Investigation	This is a joint project by the Department of Planning and Environment, City of Ryde Council, and Transport for NSW which involves taking a close look at Macquarie Park and identifying opportunities to enhance its role as an Innovation District.
Mainstreet Programs	These are collaborative projects which bring together landowners, businesses, council and other stakeholders to develop a cohesive vision for individual mainstreet areas.
Making It Happen	These are the activities that Council will undertake to implement the actions. They provide a more detailed picture of what the community can expect to see happen over the next few years.
Movement/Place Framework	A method of defining the primary function of a space ranging from movement corridors that prioritise transport flow to places that prioritise the experience of people at street levels to encourage them to dwell and interact.
New Economy	In this document the New Economy refers to emerging businesses and enterprises as Ryde transitions from a manufacturing based economy.
North District Plan	This is the strategic plan created by the Greater Sydney Commission for the Northern suburbs in Sydney, including the City of Ryde. This statement takes assists the implementation of the North District Plan.
Parramatta River Catchment Group	An alliance of councils, government agencies and community groups who are working together to improve the Parramatta River and the creeks that flow into it. In 2018, the group released the Parramatta River Masterplan.
Parramatta River Masterplan 2018	A plan to improve the health of the Parramatta River and make it swimmable by 2025. The plan was developed by the Parramatta River Catchment Group with input and support from stakeholders and community members from across the catchment.

Planning Priority	A specific goal of the Local Strategic Planning Statement, accompanied by actions to achieve it.
Planning Proposal	An application to amend the Local Environmental Plan in relation to zonings, height and other planning provisions. These require approval from the NSW Department of Planning and Environment.
Resilience	Resilience is about the capacity of the City of Ryde to adapt and thrive in the face of challenges. This includes environmental challenges (such as heatwaves or floods) and non-environmental challenges (such as epidemics or economic crises).
Smart Cities Plan	Sets out the Australian Government's vision for our cities, and for maximising their potential to secure the nation's future prosperity and global competitiveness. It includes three pillars: Smart Investment, Smart Policy and Smart Technology.
Structure Plans	<p>A map showing key infrastructure, land uses and locations throughout the City of Ryde. These can be general overviews or specific to an issue (such as transport networks or open space).</p> <p>Existing structure plans show what the City of Ryde looks like today. Future structure plans show Council's future vision for the City of Ryde in a map format.</p>
Targets	Council will use Local Strategic Planning Statement targets to make sure we're on track to achieve the 20-year vision.
Urban Activation Precincts	Urban Activation Precincts provide potential for a range of housing and jobs that have greater access to public transport and are properly integrated with existing and planned infrastructure.
Urban Heat Island Effects	Higher air temperatures in urban areas than in surrounding non-urban areas.
Vision/Vision Statements	An articulation of Council's desire for the future, which aims to reflect how the community wants the City of Ryde to look, feel and function.

ATTACHMENTS

Available on Council's website www.ryde.nsw.gov.au

Attachment 1 – City of Ryde Housing Issues Paper
Dwelling Delivery City of Ryde 2016-2021 Draft Report
Dwelling Capacity City of Ryde Post 2022 Draft Report

Attachment 2 – Draft Waterloo Road Linear Park Strategy

Attachment 3 – Draft West Ryde Urban Revitalisation Strategy

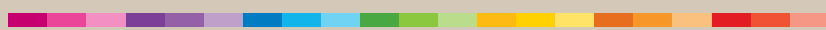
Attachment 4 – Making it Happen
(Actions and Timeframes to Implement the Local Strategic Planning Statement)

Attachment 5 – Alignment with North District Plan

Attachment 6 – Town Centre Structure Plans



 City of Ryde



Lifestyle and opportunity @ your doorstep