

**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

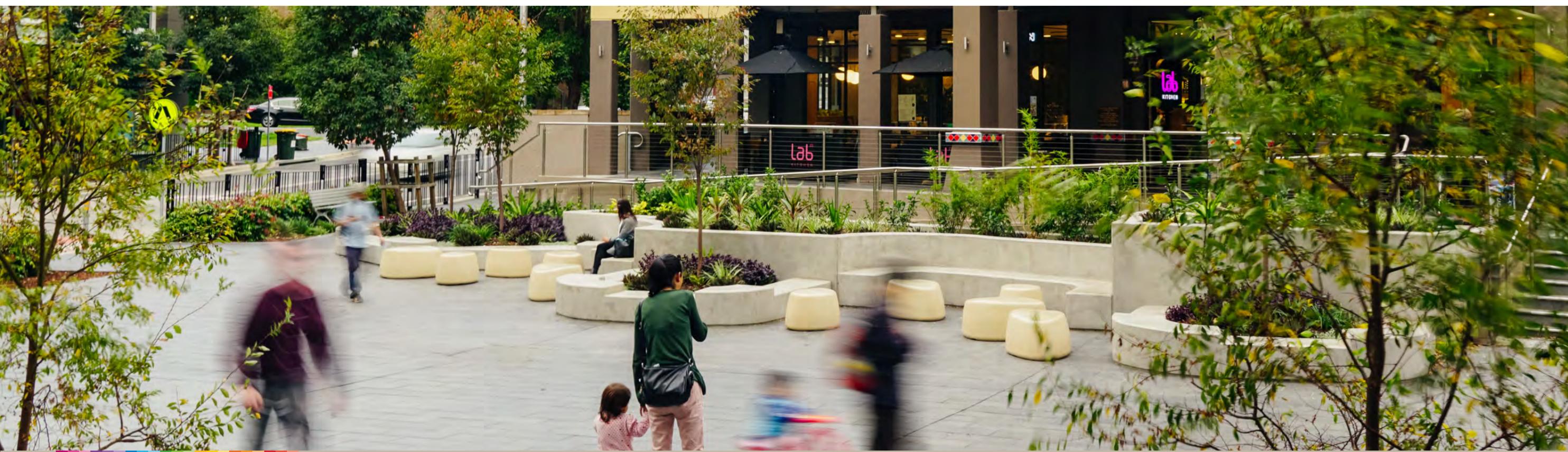
ATTACHMENTS FOR COUNCIL MEETING

Item

9 PLANNING RYDE: DRAFT LOCAL STRATEGIC PLANNING STATEMENT

Attachment 4 Draft West Ryde Town Centre Revitalisation Strategy
(Attachment 3)

West Ryde Town Centre Revitalisation Strategy



DRAFT

West Ryde Town Centre Revitalisation Strategy

Completed Author 2019
Urban Strategy
City Planning & Environment



CONTENTS

1. INTRODUCTION	01	4. REVITALISATION	45
1.1 Background	03	4.1 Town Centre Precincts	46
1.2 Purpose of the Study	03	4.2 Height Strategies	52
1.3 What We Have Heard	03	4.3 Strategy 01: Public Domain	54
1.4 Location of West Ryde	07	4.4 Strategy 02: Land Use	56
1.5 The Study Area	08	4.5 Strategy 03: Movement Network	58
1.6 A Vision for West Ryde	09	4.6 Strategy 04: Movement and Place Strategy	60
2. UNDERSTANDING WEST RYDE	11	4.7 Strategy 05: Landscape	62
2.1 Planning and Policy Context	13	4.8 Strategy 06: Urban Form	64
2.2 Ryde LEP 2014	15	4.9 Catalyst Sites	65
2.3 Community Profile	17		
2.4 Population Growth and Trends	19		
2.5 Recent Council Studies/Projects	20		
3. ANALYSIS	23		
3.1 Key Land Uses and Facilities	25		
3.2 Connectivity	26		
3.3 Natural Environment	28		
3.4 Built Environment	31		
3.5 Development Constraints	40		
3.6 Section Conclusion	42		



lab
KITCHEN

lab
KITCHEN

A person with long blonde hair wearing a teal long-sleeved shirt and black pants is sitting on a concrete bench, looking towards the building.

A person wearing a blue long-sleeved shirt and dark pants is blurred in motion, walking across the foreground.

A person with dark hair wearing a black top is sitting on a concrete bench in the background.

EXECUTIVE SUMMARY

West Ryde Town Centre was once a thriving commercial space, but a lack of urban development and renewal over the past few decades has caused it to stagnate and decline. It was the subject of the West Ryde Town Centre Master Plan 2010, but this plan has thus far proven ineffective.

This West Ryde Town Centre Revitalisation Strategy has been developed in response to demonstrated public interest in the revitalisation of the Town Centre, and has focused on identifying the constraints currently limiting revitalisation and creating a feasible plan to reinvigorate the area and unlock its unrealised potential.

The Revitalisation Strategy aims to achieve these outcomes by updating the land use and development controls in the area to attract more desirable development activities and to improve the liveability of the existing built environment.

The Revitalisation Strategy focuses primarily on the Town Centre itself, but takes into consideration an area of up to 800m radius around the West Ryde Railway Station (see page 6). It articulates Council's vision for West Ryde Town Centre to be a go-to place for people's daily needs, to provide local employment opportunities, and to provide spaces for people of different ages to meet, stay, and connect.

The goals for the Strategy are aligned with those in the Greater Sydney Region Plan 2018 and the North District Plan 2018, addressing themes of Liveability, Productivity, and Sustainability. Other existing studies related to the Town Centre have highlighted key goals related to housing stress, public transport usage, active transport connectivity, business activation and the night time economy, coherent identity, and street trees. These have all informed the Revitalisation Strategy.

The West Ryde community includes an increasing number of families, has a lower income profile than other parts of Ryde, is one of the most ethnically diverse populations in Ryde, and is generally well educated. The proportion of high-density dwellings relative to separate houses is increasing, train usage is increasing, and the proportion of persons renting (rather than purchasing) their homes is increasing.

The cost of renting is increasing, but is still cheaper than Ryde as a whole. The West Ryde population is growing and is expected to include more young adults, home builders, and young workers in the short to medium term, and more older workers and pre-retirees in the longer term.

Analysis of the existing Town Centre has found that its key strengths are its connectivity and accessibility, the presence of a large park, diverse eating and shopping opportunities (including some night time activity), a high education standard, a growing population, and distinctive character in some streets. Its current weaknesses include being bisected by the railway line and by Victoria Road, a lack of tree coverage, lack of recognisable identity, high volumes of traffic, flood hazards, and a disengaged streetscape and public domain.

The Revitalisation Strategy has been developed to respond to opportunities for improvement in the areas of social infrastructure, Town Centre identity, pedestrian walkability, and public domain. It has also taken into consideration the following limitations which are unlikely to change within the lifetime of the Strategy: small lot sizes, recent developments, the existing bus interchange, street sizes, and the role of Victoria Road as a major movement corridor.

The 'Revitalisation' Chapter of the Strategy defines nine precincts within the Town Centre and articulates a specific desired future character and opportunities for improvement for each one. It then goes on to provide five different strategies to revitalise the Town Centre as a whole, which address Public Domain, Land Use, Movement Networks, Landscape and Urban Form. Each of these five strategies includes a series of objectives and recommendations for actions.



METROPOLITAN
BOARD OF
WATER SUPPLY
AND
SEWERAGE

1919

The purpose of the Revitalisation Strategy is to rejuvenate West Ryde Town Centre with a strong vision and strategy to guide the future form of the Town Centre.

1. INTRODUCTION





It is time to review and update the planning controls of the LEP to ensure adequate incentives are provided to enable urban renewal.

1.1 Background

West Ryde Town Centre was once a thriving commercial centre, especially from the 1950s through to the mid-1980's, but since then, a lack of redevelopment and urban renewal has caused the Town Centre to stagnate and devolve into an underutilised space.

West Ryde Town Centre Master Plan 2010

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

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

Since the adoption of the 2010 Master Plan, few developments have occurred within the Town Centre. Based on the development approval numbers for the past 5 years (January 2014 to June 2018), the total number of anticipated dwellings to be delivered in the City of Ryde was over 13,000, of which 80% have been delivered within Town Centres such as Meadowbank, Ryde, Gladesville, Eastwood, Macquarie University Station Precinct and North Ryde Station Precinct. In contrast, West Ryde has recorded only one development approval within the same time period for a 40-room boarding house development, equivalent to 3% of the total 5-year housing supply.

Due to the lack of urban renewal activities over the last decade, the vision set out by the 2010 Master Plan does not come to fruition. Many parts of West Ryde Town Centre are now in a dilapidated condition. The Town Centre is in need of regeneration to restore its vibrancy and help maintain the commercial viability of local business. The Town Centre also faces many other challenges such as growing conflicts between pedestrians and cars, access and parking, night-time safety, incoherent place identity and a lack of quality public space.

1.2 Purpose of the Study

The purpose of the Revitalisation Strategy is to rejuvenate West Ryde Town Centre with a strong vision and strategy to guide the future form of the Town Centre, supported by strong community consultation and associated specialist studies. A primary outcome of the Revitalisation Strategy is to inform the provisions of a future Planning Proposal to amend the planning controls for West Ryde Town Centre under the Ryde LEP 2014.

The objectives of the Revitalisation Strategy are:

- To identify constraints which prohibit regeneration of the Town Centre and identify opportunities to encourage urban renewal activities.
- To provide the community of West Ryde with a feasible plan to rejuvenate the Town Centre.
- To establish a clear and robust vision for West Ryde Town Centre that is based on place-specific design principles.
- To guide future land use and development within West Ryde Town Centre to maximise public benefit, realise optimal land use, achieve an appropriate urban form and support the ongoing economic vitality of the Town Centre.
- To guide the continued maintenance and renewal of key public domain assets and physical infrastructure.

1.3 What We Have Heard

Council has undertaken multiple sessions of consultation with the local community in West Ryde in 2017 through to 2019 to understand the current issues and the aspiration of the community.

Quantitative Survey

In July 2017, a quantitative telephone survey set was conducted with City of Ryde residents was followed by workshops with local residents, business owners and managers, community groups and Councillors to assess their attitudes and perceptions towards current and future services and facilities provided by Council. The workshops identified the following priorities for West Ryde:

- A development plan for West Ryde is required to support local business and Town Centre renewal.
- West Ryde needs new vibrant business attracted to the Town Centre.
- West Ryde needs better walking/cycling connections with Meadowbank station.

Placescore Study

In 2018 Council has appointed Placescore to carry out a 'Neighbourhood PX Assessment' and a 'Neighbourhood Care Factor Survey' in West Ryde with the aim to find out which place attributes are most important to the local community and how each place attribute is impacting people's enjoyment of the Town Centre. The PX Assessments measure the community's lived experience while the Care Factor captures what the community really values.

The research team collected data in early 2019 with a total of 382 respondents provided their response to the PX Assessment and 685 respondents participated in the Care Factor Survey.

West Ryde Precinct Liveability

The PX Assessment was carried out for five Town Centres in the City of Ryde including Gladesville, Cox's Road, Top Ryde, West Ryde and Eastwood. West Ryde scored 63 in the assessment, 4 points below the LGA average and is substantially lower than other Town Centres (refer to Figure 01 and Figure 02).

**YOUR SURVEYED
PRECINCTS'
AVERAGE PX
SCORE IS:**

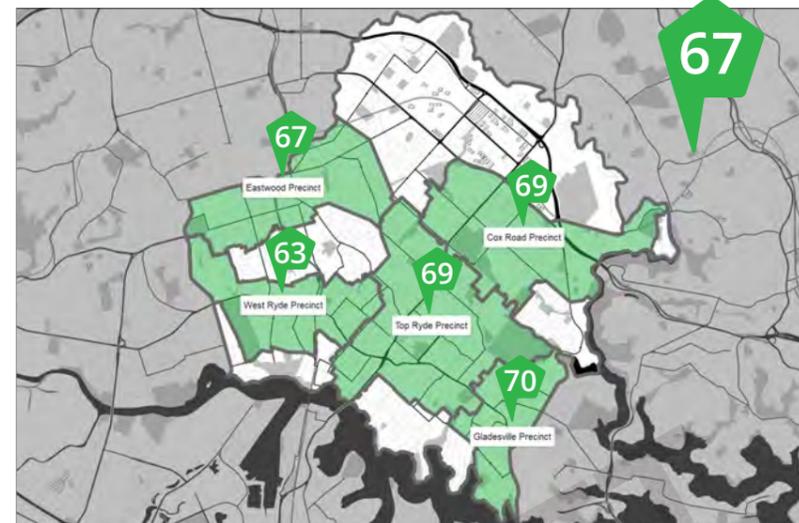


Figure 01. Comparison of liveability across centres

The highest rated place attributes of West Ryde are:

- #1 Connectivity (proximity to other neighbourhoods, employment centres, shops etc.)
- #2 Access to shared community and commercial assets (library, bike/car share, sport facilities/gyms etc.)
- #3 Access to neighbourhood amenities (cafes, shops, health and wellness services etc.)

The lowest rated place attributes of West Ryde are:

- #50 Unusual or unique buildings and/or public space design
- #49 Things to do in the evening (bars, dining, cinema, live music etc.)
- #48 Ease of driving and parking

WEST RYDE PRECINCT

63

LOOK & FUNCTION



SENSE OF WELCOME



THINGS TO DO



UNIQUENESS



CARE



Figure 02. 'Place dimension' scores (out of 20) - what contributed to West Ryde's liveability score

The results of the PX Assessment show that West Ryde has clearly felt behind when compared to other Town Centres in terms of meeting the community's expectation of their experience of the Town Centre. The low scores in the 'Uniqueness' and 'Care' categories reveal that the community generally perceived that West Ryde lacks an identity and the Town Centre has not been given the adequate level of care.

West Ryde has fallen behind in terms of meeting the community's expectation of their experience of the Town Centre when compared to other centres.

West Ryde Precinct Top 10 Care Factors

The Care Factor Survey found that the top 'Neighbourhood Attributes' which people in West Ryde care about the most are:

- Access to neighbourhood amenities (61%), and
- Sense of neighbourhood safety (60%).

They are followed by elements of natural environment, general condition of public open space and protection of the natural environment - all scoring 52% (refer to Figure 03).

RANK	ATTRIBUTE	% OF PEOPLE
#1	Access to neighbourhood amenities (cafes, shops, health and wellness services etc.)	61%
#2	Sense of neighbourhood safety (from crime, traffic, pollution etc.)	60%
#3	Elements of natural environment (natural features, views, vegetation, topography, water, wildlife etc.)	52%
#3	General condition of public open space (street trees, footpaths, parks etc.)	52%
#3	Protection of the natural environment	52%
#6	Sense of personal safety (for all ages, genders, day or night)	48%
#7	Connectivity (proximity to other neighbourhoods, employment centres, shops etc.)	47%
#7	Sustainable urban design (water sensitive design, transport-oriented design, sustainable building design, density etc.)	47%
#9	Local businesses that provide for daily needs ¹ (grocery stores, pharmacy, banks etc.)	43%
#10	Sense of belonging in the community ¹	41%

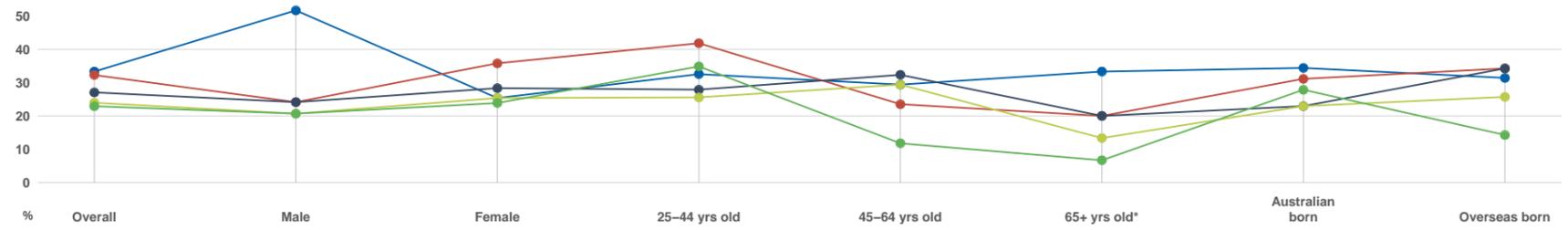
Figure 03. Ranking of neighbourhood attributes showing what people most care about

West Ryde Precinct Strengths & Priorities

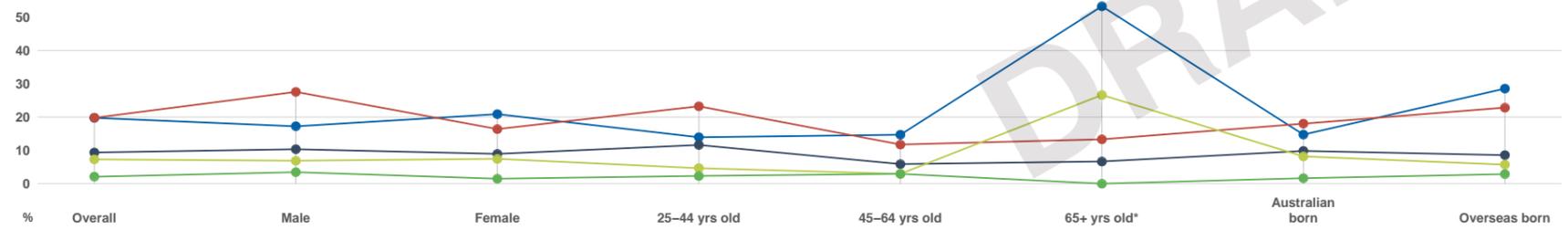
The Placescore study has summarised the following strengths and weaknesses which require prioritised improvements (refer to Figure 04). These findings will help inform the future strategies proposed in this report.

CF	NEIGHBOURHOOD STRENGTHS
7	Connectivity (proximity to other neighbourhoods, employment centres, shops etc.)
9	Local businesses that provide for daily needs (grocery stores, pharmacy, banks etc.)
6	Sense of personal safety (for all ages, genders, day or night)
1	Access to neighbourhood amenities (cafes, shops, health and wellness services etc.)
10	Sense of belonging in the community
CF	LIVEABILITY IMPROVEMENT PRIORITIES
7	Sustainable urban design (water sensitive design, transport-oriented design, sustainable building design, density etc.)
3	Protection of the natural environment
3	Elements of natural environment (natural features, views, vegetation, topography, water, wildlife etc.)
3	General condition of public open space (street trees, footpaths, parks etc.)
2	Sense of neighbourhood safety (from crime, traffic, pollution etc.)
CF	SECONDARY PRIORITIES
13	Ease of driving and parking
20	Things to do in the evening (bars, dining, cinema, live music etc.)
15	Evidence of recent public investment (roads, parks, schools etc.)
20	Sustainable behaviours in the community (water management, solar panels, recycling etc.)
20	Evidence of community activity (volunteering, gardening, art, community-organised events etc.)

Figure 04. West Ryde Precinct strengths and priorities



MOVEMENT	NATURAL ENVIRONMENT	COMMUNITY BEHAVIOURS	SOCIAL CONNECTIONS & SAFETY	PUBLIC DOMAIN
<ul style="list-style-type: none"> Improve private vehicle infrastructure (17.7%) Improve active transport infrastructure (11.5%) Improve public transport infrastructure (8.3%) Improve accessibility (3.1%) Reduce private vehicle infrastructure (3.1%) 	<ul style="list-style-type: none"> More and/or better parks and greenery (21.9%) More and/or better sustainable actions and behaviours (7.3%) Celebrate and/or protect the fauna and flora (3.1%) Celebrate and/or protect the topography and landscape (2.1%) Improve management of private green spaces (1%) 	<ul style="list-style-type: none"> More and/or better community activities (20.8%) More and/or better care and maintenance (9.4%) 	<ul style="list-style-type: none"> Improve sense of safety and/or physical safety (14.6%) Improve sense of belonging and interactions between residents (7.3%) More and/or better consideration and inclusion of diversity (2.1%) 	<ul style="list-style-type: none"> More and/or better open spaces and/or furniture (18.8%) Improve comfort (noise, smell, temperature...) (6.2%)
32 answers (33.3%) referred to movement	31 answers (32.3%) referred to the natural environment	26 answers (27.1%) referred to community behaviours	23 answers (24%) referred to social connections and safety	21 answers (22.9%) referred to the public domain



FACILITIES	ECONOMY	CHARACTER	BUILT FORM	HOUSING
<ul style="list-style-type: none"> More and/or better play and sports facilities (7.3%) More and/or better education and childcare facilities (5.2%) More and/or better community facilities (3.1%) More and/or better health related facilities (2.1%) More and/or better arts and culture facilities (1%) 	<ul style="list-style-type: none"> More and/or better retail and leisure options (13.5%) Improve employment and/or commercial buildings occupancy (3.1%) More and/or better local businesses (3.1%) Improve nighttime economy (2.1%) 	<ul style="list-style-type: none"> Celebrate and/or protect the neighbourhood's identity (5.2%) Celebrate and/or protect heritage (3.1%) Improve overall quality of public domain (2.1%) 	<ul style="list-style-type: none"> Improve appearance of built form (2.1%) Increase density (1%) Limit density (1%) Increase heights (1%) Improve transitions and/or relationship between interfaces (1%) 	<ul style="list-style-type: none"> Maintain range of housing types and sizes (1%) Improve housing affordability (1%)
19 answers (19.8%) referred to facilities	19 answers (19.8%) referred to the economy	9 answers (9.4%) referred to character	7 answers (8.3%) referred to the built form	4 answers (4.2%) referred to housing

Figure 05. West Ryde community's ideas for change

Community's Ideas for Change

As part of the survey, the Placescore study asked the community for their ideas to make West Ryde a better neighbourhood and collected 96 answers. The ideas have been summarised into different categories (see Figure 05). Below are the top five categories of ideas suggested by the community:

- 21.9% want more and/or better parks and greenery.
- 20.8% want more and/or better community activities.
- 18.8% want more and/or better open spaces and/or furniture.
- 17.7% want to improve private vehicle infrastructure.
- 14.6% want to improve sense of safety and/or physical safety.

In light of the aspiration of the community, it is time to undertake a comprehensive review of the master plan for the Town Centre. The current conditions of the Town Centre and the range of matters impacting the area have led to West Ryde falling behind other centres in City of Ryde.

The new Revitalisation Strategy will provide guidance for the development and management of the public domain, but also verify the economic feasibility of the proposed development controls to ensure that public and private developments in West Ryde Town Centre are likely to occur in the current market conditions.

1.4 Location of West Ryde

West Ryde is located approximately 13 kilometres northwest of the Sydney Central Business District (see Figure 01). It is situated at the western end of the City of Ryde Local Government Area boundary. Other centres adjacent to West Ryde include:

- Ryde (approx. 2km)
- Eastwood (approx. 2km)
- Rhodes (approx. 3km)
- Ermington (approx. 3km)
- Macquarie Park (approx. 4km)
- Epping (approx. 4km)

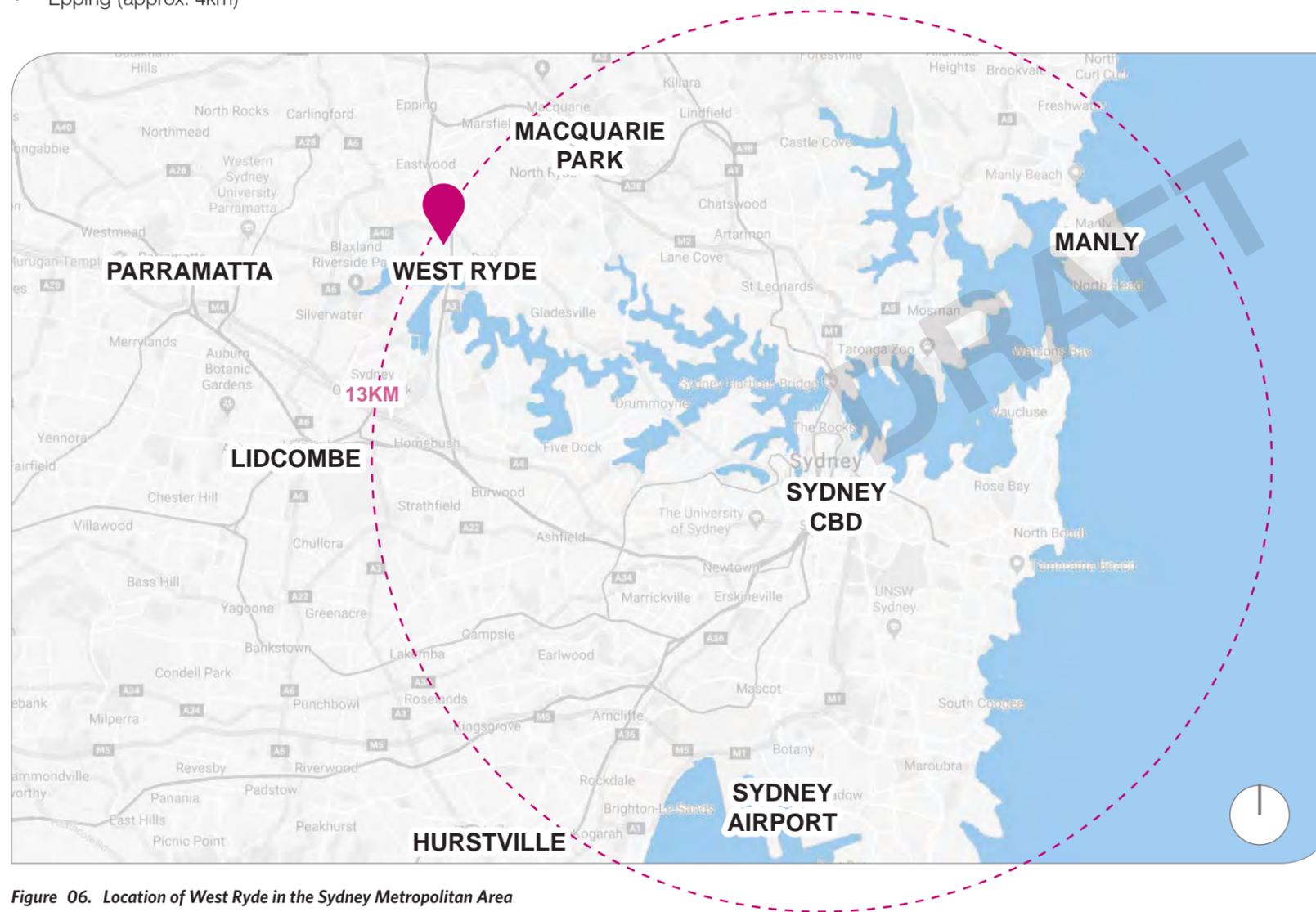


Figure 06. Location of West Ryde in the Sydney Metropolitan Area

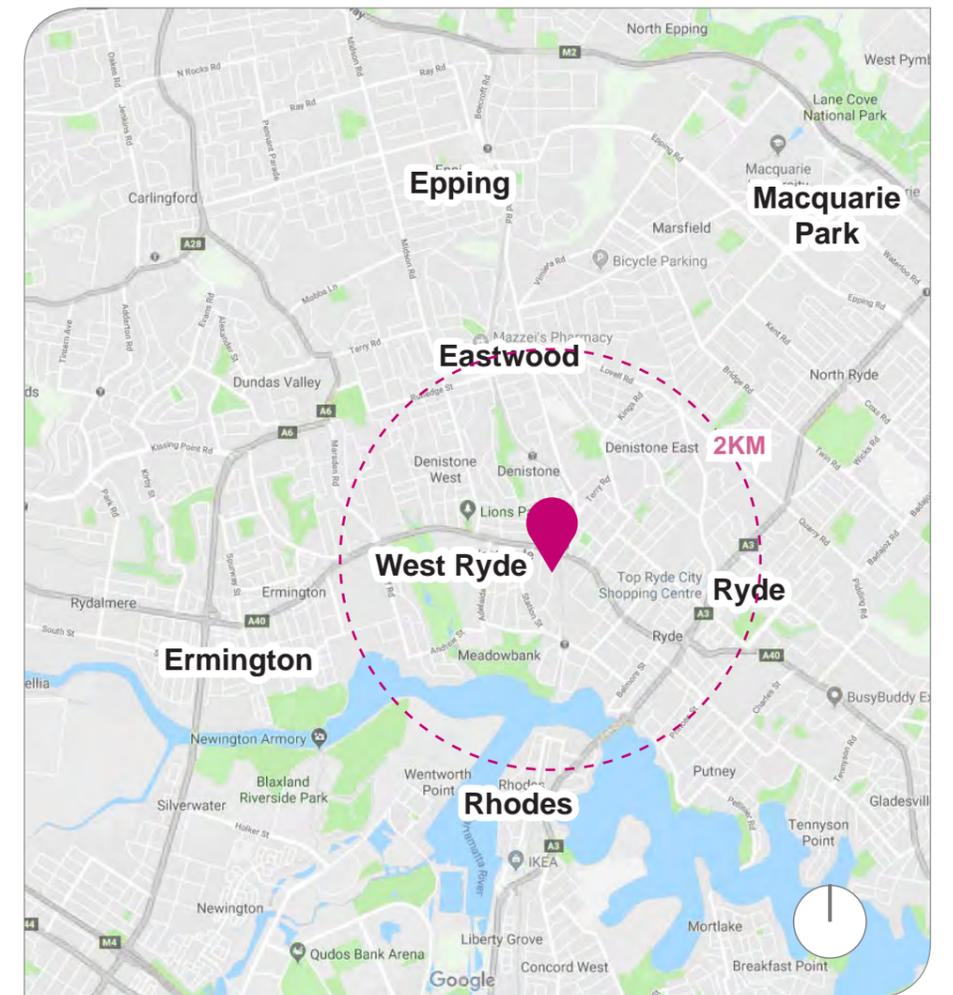


Figure 07. Location of West Ryde in relation to surrounding centres

1.5 The Study Area

When analysing the context, existing character, road network, development opportunities and constraints, the Revitalisation Strategy generally takes into consideration a wider area up to 800m from West Ryde Railway Station. The core study area focuses on the existing RLEP 2014 Town Centre Area and its immediate surrounds, which are illustrated in Figure 08.

The core study area generally follows the boundaries as follows.

- To the north - Dickson Avenue, Bencoolen Avenue, Miriam Road, Terry Road and Orchard Street
- To the south - it generally follows the existing southern boundary of the RLEP2014 Town Centre area but also includes the Sydney Water Pumping Station site as the site already has development interest for rezoning and presents opportunities to improve the connectivity of the Town Centre.
- To the west - it is bounded by Riverview Street and Bellevue Avenue.
- To the east - it includes residential lands up to Hermitage Road and Falconer Street, but excludes the Enterprise Corridor lands on Victoria Road which is part of the RLEP2014 Town Centre area.

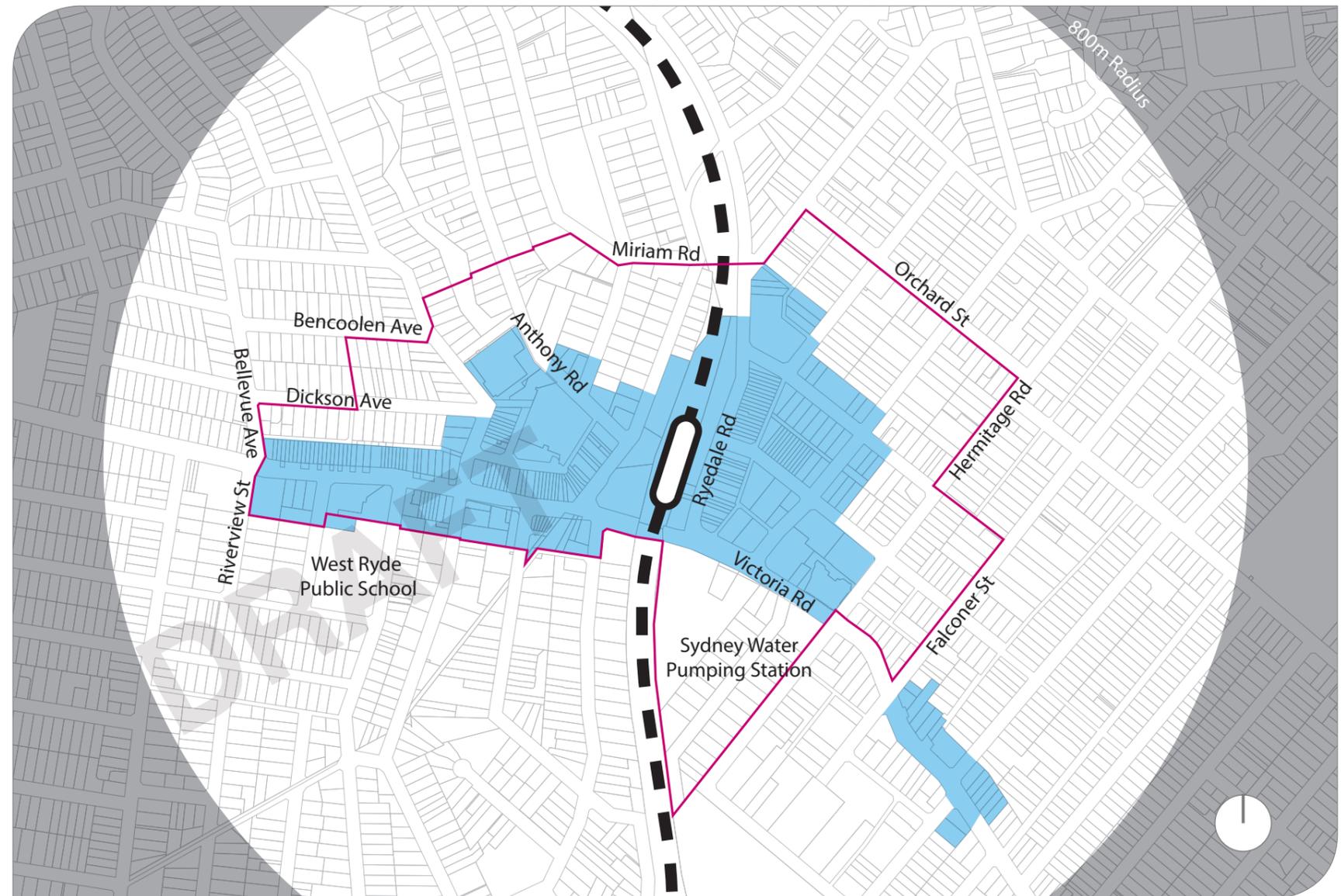


Figure 08. Revitalisation Study Area

- Core Study Area
- RLEP 2014 Town Centre Area
- Area outside 800m railway catchment area
- Railway line and station

1.6 A Vision for West Ryde

The Revitalisation Strategy has the vision to rejuvenate West Ryde Town Centre into a distinctive, vibrant and attractive 'Local Centre'.

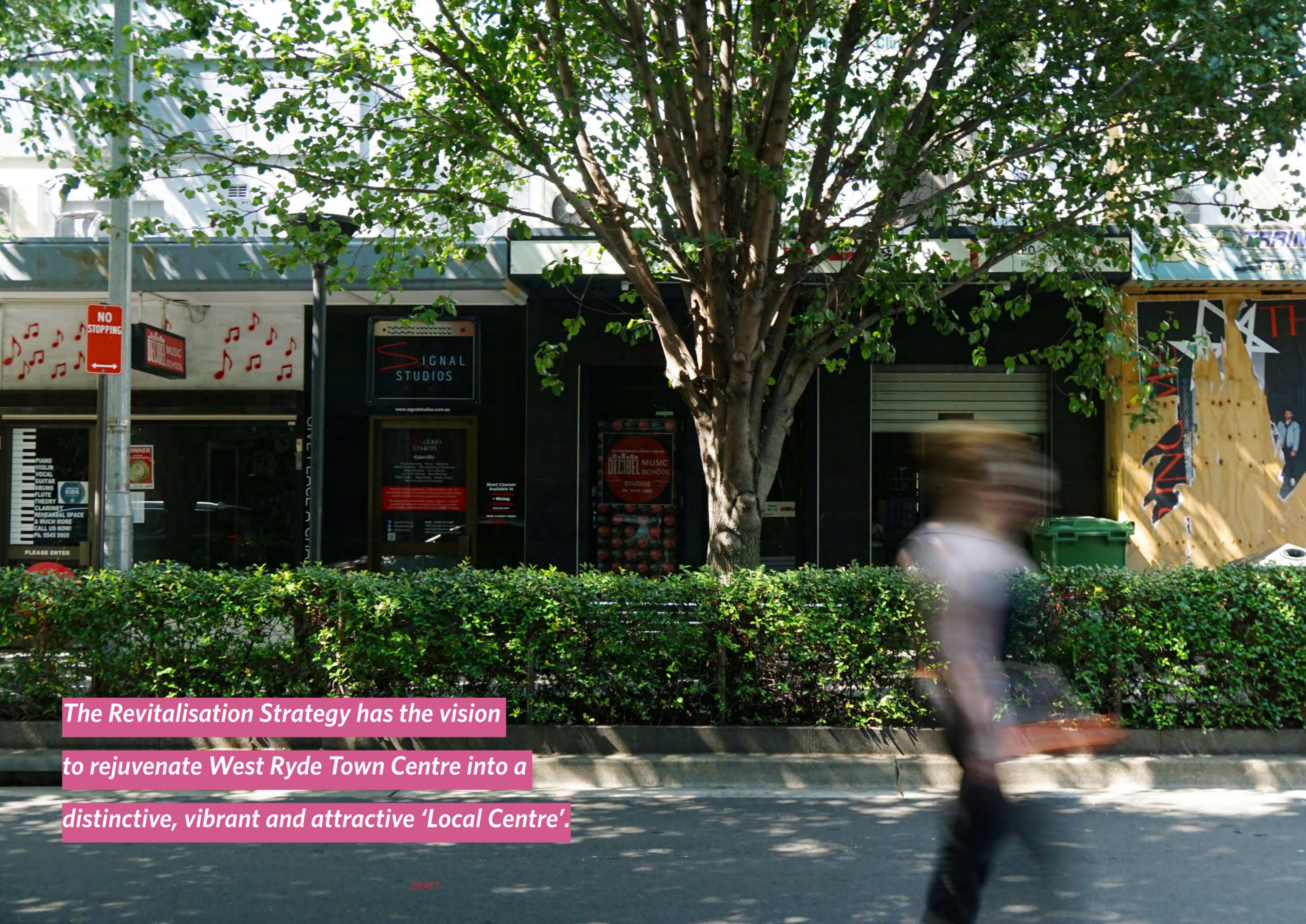
The future Town Centre will continue to be a go-to place for people's daily needs and provide local employment opportunities, but will also allow the community to connect with each other and provide pleasant places for people of different ages to meet, stay and connect.

The vision for West Ryde Town Centre is supported by principles that are outlined in the North District Plan for Local Centres to:

- Deliver transit-oriented development and co-locate facilities and social infrastructure.
- Provide, increase or improve local infrastructure and open space.
- Create a public realm and open space focus.
- Improve walking, cycling and public transport connections including through the Greater Sydney Green Grid.
- Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.
- Conserve and interpret heritage values.
- Increase residential development in, or within a walkable distance of, the centre.
- Protect or expand retail and/or commercial floor space.
- Protect or expand employment opportunities.
- Support the night-time economy.
- Augment or provide community facilities, services, arts and cultural facilities.
- Integrate and support arts and creative enterprise and expression.
- Accommodate local festivals, celebrations, temporary and interim uses.



District views of the Town Centre of West Ryde; view due south from Terry Road.



The Revitalisation Strategy has the vision to rejuvenate West Ryde Town Centre into a distinctive, vibrant and attractive 'Local Centre'.

2. UNDERSTANDING WEST RYDE





West Ryde is recognised by the District Plan for its cultural diversity as well as vibrant eating and shopping experiences.

2.1 Planning and Policy Context

The key state planning documents relevant to the Revitalisation Strategy include:

Greater Sydney Region Plan 2018

The Greater Sydney Region Plan, known as 'A Metropolis of Three Cities' provides a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The plan envisages the Greater Sydney transforming into a metropolis of three cities - the Western Parkland City, the Central River City and the Eastern Harbour City.

West Ryde is located at the western end of the Eastern Harbour City, bordering the Central River City (see Figure 09). The Eastern Harbour City aims to build on its recognised economic strength and address liveability and sustainability, whereas the Central River City is investing in a wide variety of infrastructure and services and aims to improve amenity of the city. West Ryde will benefit from the proximity to the established economic centres in the Eastern Harbour City and the infrastructure investment and growth of the Central River City.

The following objectives set out in the Greater Sydney Region Plan 2018 are relevant to this Revitalisation Strategy:

Liveability

A city for people

- Objective 6. Services and infrastructure meet communities' changing needs
- Objective 7. Communities are healthy, resilient and socially connected
- Objective 8. Greater Sydney's communities are culturally rich with diverse neighbourhoods
- Objective 9. Greater Sydney celebrates the arts and supports creative industries and innovation

Housing the city

- Objective 10. Greater housing supply
- Objective 11. Housing is more diverse and affordable

A city of great places

- Objective 12. Great places that bring people together
- Objective 13. Environmental heritage is identified, conserved and enhanced

Productivity

Jobs and skills for the city

- Objective 22. Investment and business activity in centres
- Objective 23. Industrial and urban services land is planned, retained and managed

Sustainability

A city in its landscape

- Objective 30. Urban tree canopy cover is increased
- Objective 31. Public open space is accessible, protected and enhanced
- Objective 32. The Green Grid links parks, open spaces, bushland and walking and cycling paths

North District Plan

The North District Plan was released by the Greater Sydney Commission in March 2018. It is a guide for implementing the Greater Sydney Region Plan 'A Metropolis of Three Cities' at a district level and is a bridge between regional and local planning.

The Plan sets out aspirations and proposals for Greater Sydney's North District, which includes the local government areas of Ryde, Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney, Northern Beaches and Willoughby.

West Ryde is located in the south-western part of the North District (see Figure 10). It is categorised by the North District Plan as a Local Centre, which places West Ryde in the same hierarchy as Auburn, Gordon, Eastwood, Riverwood, Canterbury, Meadowbank, Kingsgrove, Berala etc.

The role of a Local Centre is to:

- Be a focal point of neighbourhoods and an important part of a 30-minute city.
- Provide essential access to day-to-day goods and services close to where people live.
- Provide local employment.

The following objectives set out in the North District Plan are relevant to this Revitalisation Strategy:

Liveability

- Planning Priority N3. Providing services and social infrastructure to meet people's changing needs
- Planning Priority N4. Fostering healthy, creative, culturally rich and socially connected communities
- Planning Priority N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Planning Priority N6. Creating and renewing great places and local centres, and respecting the District's heritage

Productivity

- Planning Priority N11. Retaining and managing industrial and urban services land
- Planning Priority N12. Delivering integrated land use and transport planning and a 30-minute city

Sustainability

- Planning Priority N19. Increasing urban tree canopy cover and delivering Green Grid connections
- Planning Priority N20. Delivering high quality open space
- Planning Priority N21. Reducing carbon emissions and managing energy, water and waste efficiently

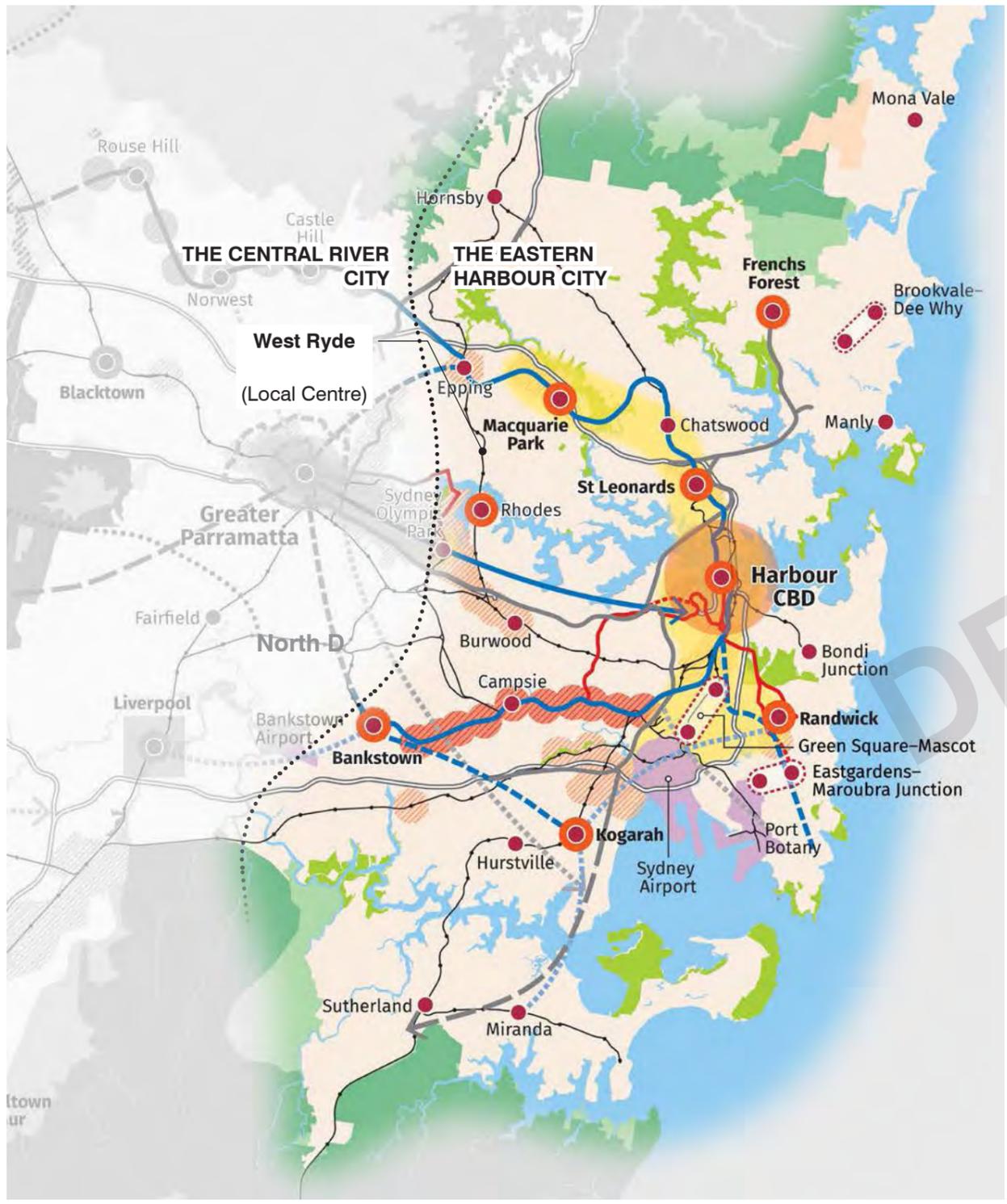


Figure 09. Location of West Ryde in relation to the Greater Sydney Region (source: Greater Sydney Region Plan 2018)

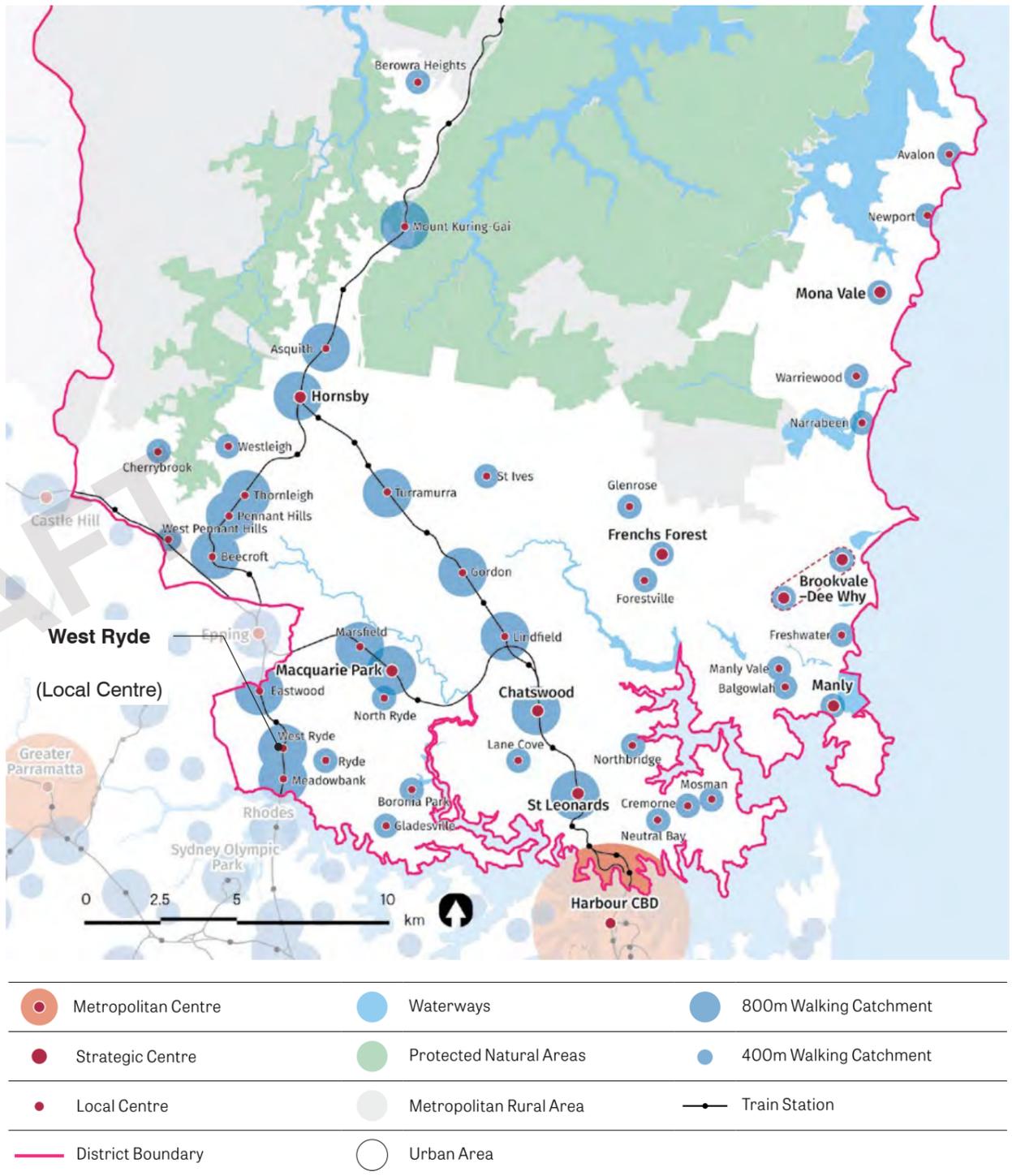


Figure 10. Location of West Ryde in relation to the North District (source: North District Plan)

2.2 Ryde LEP 2014

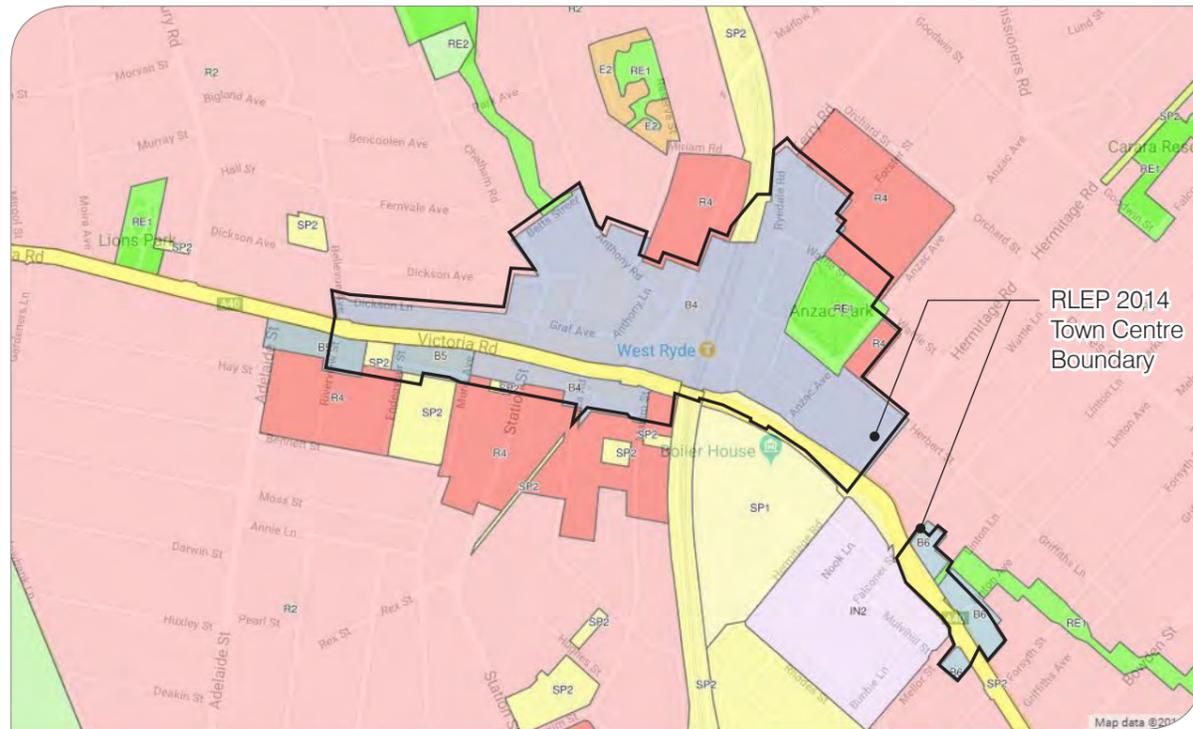


Figure 11. RLEP 2014 land zoning map (source: DP&E NSW)

KEY

R2	RE1
R3	RE2
R4	E2
B4	IN2
B5	SP1
B6	SP2

Existing Land Zoning

The existing B4 Mixed Use, B5 Business Development and B6 Enterprise Corridor zones largely form the Town Centre area of West Ryde. Also included in the Town Centre Area are Anzac Park (RE1 Public Recreation), the Victoria Road corridor and pockets of R4 High Density Residential and SP2 Infrastructure areas on the fringe of the Town Centre.

The distribution of business lands generally concentrates on either sides of the railway station and along Victoria Road, except for the Sydney Water Pumping Station site and the IN2 Light Industrial area on the southern side of Victoria Road, east of the railway line.

The B4 Mixed Use zoning encourages the co-location of a wide mix of land uses in the Town Centre. In recent years, there has been some development interest and activities to bring residential uses into the business core.

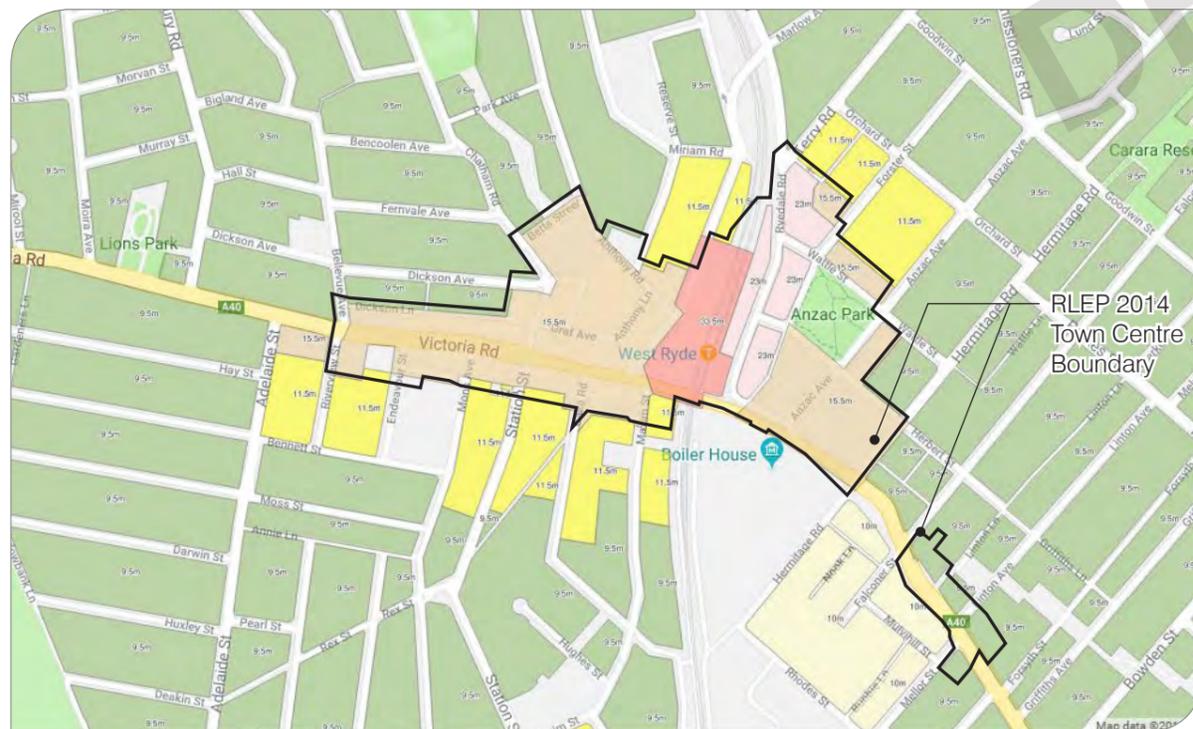


Figure 12. RLEP 2014 height of building map (source: DP&E NSW)

KEY

9.5m
10m
11.5m
15.5m
23m
33.5m

Height of Building

The Ryde LEP 2014 currently permits development in the Town Centre to a maximum height of 33.5m (equivalent to 10 storeys) on lands over and immediately adjacent to the railway station. However, this maximum height is likely to be exceeded once the approved development is constructed on the NSW Land and Housing Corporation site, located at 63-77 West Parade. This will effectively elevate the maximum height of West Ryde to 37.2m.

To the east, building heights step down to 23m (equivalent to 7 storeys) and 15.5m (equivalent to 4 storeys). Further towards the eastern end of the Town Centre, the B6 Enterprise Corridor area has a maximum allowable height of 9.5m (equivalent to 2 to 3 storeys).

West of the railway line, the height within the Town Centre is predominantly 15.5m (equivalent to 4 storeys). Heights on the fringe or immediately outside of the Town Centre are commonly 11.5m and 9.5m (equivalent to 2 to 3 storeys).

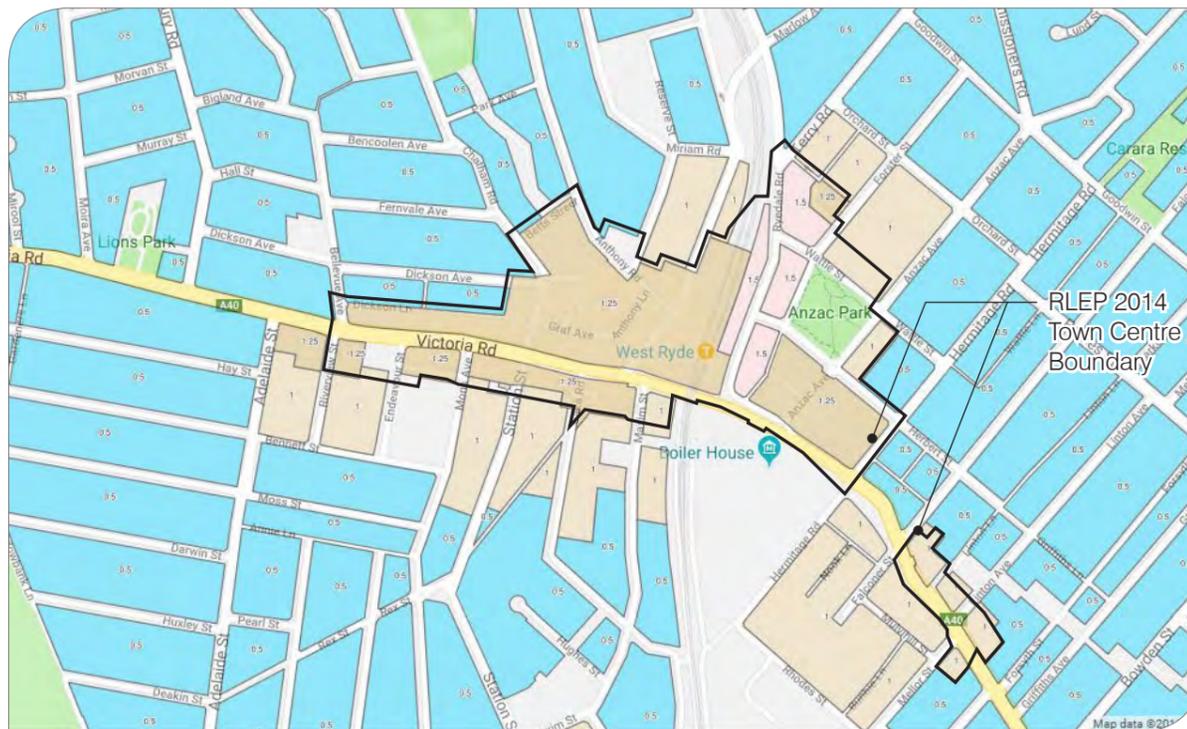


Figure 13. RLEP 2014 floor space ratio map (source: DP&E NSW)

KEY

- 0.5
- 1
- 1.25
- 1.5

Floor Space Ratio

The Floor Space Ratio (FSR) within West Ryde Town Centre is predominantly 1.25:1. On lands over and immediately to the east of the railway station, the FSR increases to 1.5:1. Lands outside the Town Centre generally have an FSR of 0.5:1 to 1:1.

As reflected by the distribution of the floor space, the density is intended to concentrate within a short walking distance from the railway station and on both sides of the Victoria Road corridor. This is generally consistent with the desired future character manifested by the Height of Building map.

However, the pre-existing floor space of many current retail shops on Victoria Road is likely to have reached or exceeded the current LEP controls. The FSR controls may be the reason why little development activity has occurred in recent years as the FSRs provide limited opportunity or incentive for investment. It is time to review and update the planning controls of the LEP to ensure adequate incentives are provided to enable urban renewal.

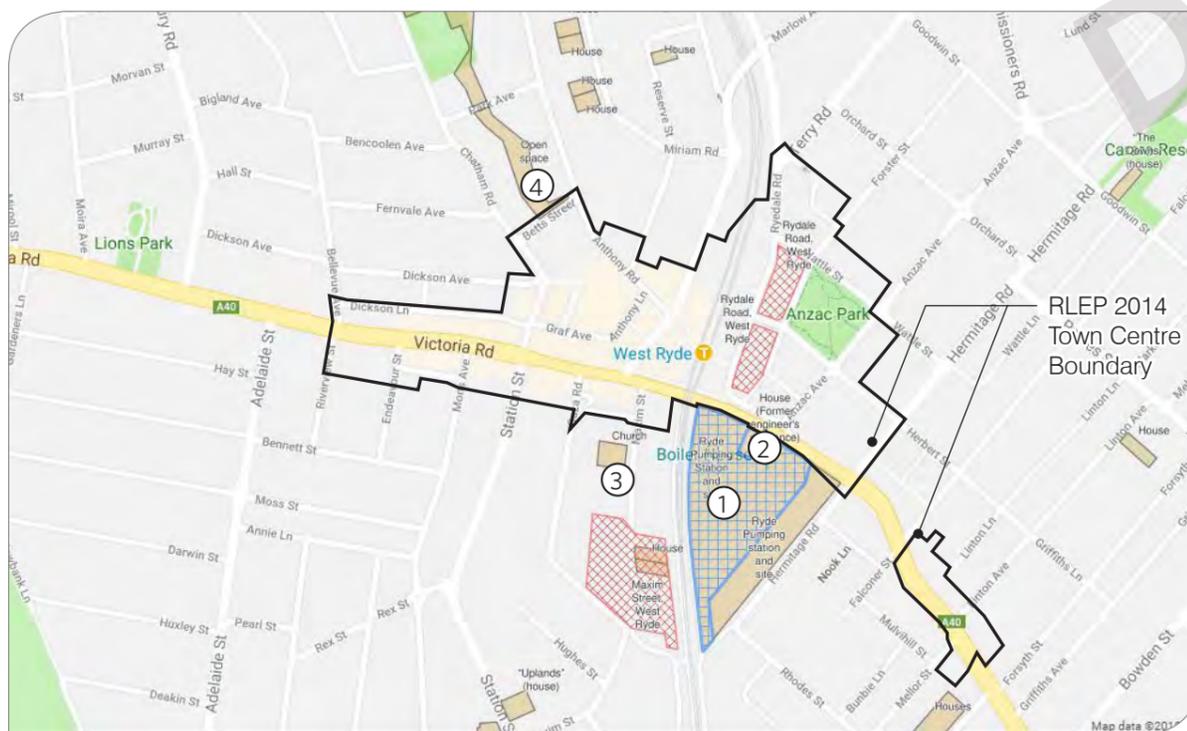


Figure 14. RLEP 2014 heritage map (source: DP&E NSW)

KEY

- Heritage item
- Conservation area
- State heritage item

Heritage and Conservation Areas

Ryedale Road Conservation Area is located immediately to the east of West Ryde railway station. The conservation area is bounded by Wattle Street to the north, Ryedale Road to the west, Ryedale Lane and Anzac Lane to the east and Victoria Road to the south. It is divided by Herbert Street in the middle into a northern and a southern blocks. Adjacent to the Town Centre, there are a number of heritage items as follows:

1. Sydney Water Pumping Station (state-significant), located at 948 Victoria Road, West Ryde
2. Former engineer's residence, located at 958 Victoria Road, West Ryde
3. OneHeart Ministry Church, located at No.7 Maxim St, West Ryde
4. Open space located at 14A Anthony Road, West Ryde

The following properties within the Town Centre have been considered as potential heritage items by previous studies:

- West Ryde Hotel, located at No.2021-1023 Victoria Road
- Chinese Australian Baptist Church, located at No.1 Reserve Street
- Anzac Park

These existing and potential heritage items, as well as the conservation area, will play an important role in influencing the desired future character, built form scale and development potential of the Town Centre.

2.3 Community Profile

Household Size and Configuration

The 2016 Census found that there were 14,410 residents living in West Ryde, in 5,401 dwellings. (This translates to an average household size of 2.6 people per dwelling.) The average household size has grown from 2.42 in 2006.

The most common household size was 2 persons (31.6%), followed by 4+ persons (25.8%), 1 person (23.0%), and 3 persons (19.6%). One third all West Ryde households (33.8%) consisted of couples with children. Couples with children are also the fastest growing household configuration, showing an increase of 216 households since 2011. Couples without children and group households have also increased in this period of time, and there has been a reduction in the number of lone person households.

The most significant cluster of lone person households in West Ryde is found in the Town Centre, but more recently there has been a rapid decrease in the number lone person households in the area immediately around the station. These lone households are primarily younger people (between 15 and 44 years of age). The Town Centre is showing a gradual increase in average household size and an increase in the number of couples with children households and single-parent households.

Household Income

The 2016 Census found that the largest group of households (28.8%) in West Ryde earned between \$1,482 and \$2,554 per week (labelled as "Medium Highest" for New South Wales). This income quartile has shown the most significant increase in West Ryde since 2011. This puts West Ryde income slightly lower than both City of Ryde as a whole, and Greater Sydney, where the largest groups are "Highest" (\$2,555+/week). Households earning within the lowest income bracket (\$0 - \$750 per week) constitute the smallest proportion of West Ryde households.

Ethnicity and Language

West Ryde houses an ethnically diverse population, where the most common ancestries stated in the 2016 census were Chinese (23.8%, or 3,186 people), English (15.7%, or 2,107 people), and Australian (15.0%, or 2,012 people). Comparing this data to the 2011 Census, the groups showing most significant growth are Chinese (+992 people), Korean (+303 people), and Indian (+170 people). In 2016, 52.3% West Ryde population was born overseas: 1,600 people in China, 910 in South Korea, 823 in India. There appears to be a clustering of the population born in India within the Town Centre, whereas those from Korea and China are more evenly spread throughout the suburb.

59.4% population in West Ryde speak a language other than English, and 10.8% speak another language, but little or no English. The most common languages spoken at home are Mandarin, Korean, and Cantonese, together accounting for 27.8% of non-English-at-home speakers. There is a higher proportion of people not fluent in English in and around the Town Centre than elsewhere in the suburb.

Qualifications, Employment, and Occupation

In 2016, 62.1% West Ryde residents held some form of qualification, and the vast majority (40.5% West Ryde population) held a Bachelor Degree or higher. This makes the population of West Ryde slightly higher educated than the City of Ryde as a whole, and substantially higher educated than Greater Sydney as a whole.

Persons without any qualifications are spread fairly evenly throughout the suburb, and those with university qualifications seem to cluster in and around the Town Centre.

The 2016 Census found that 93.7% West Ryde's workforce was employed (62.9% full time, 29.2% part-time), and 6.3% were unemployed and looking for work. These statistics are equal to those of the overall City of Ryde, and reflects a slightly higher unemployment rate than Greater Sydney. The West Ryde workforce increased by 890 persons between 2011 and 2016, and the total persons employed increased from 6,081 to 6,913.

The West Ryde workforce consists primarily of Professionals (32.0%), Clerical and Administrative Workers (15.5%), and Managers (11.3%). This trend is consistent with the City of Ryde as a whole. Compared to the rest of the LGA, West Ryde has a relative abundance of Labourers (West Ryde 7.2% - City of Ryde 5.4%), Technicians and Trades Workers (West Ryde 11.2% - City of Ryde 10.0%), and Community and Personal Service Workers (West Ryde 9.5% - City of Ryde 8.3%), and a relative deficit of Managers (West Ryde 11.3% - City of Ryde 14.3%), and Professionals (West Ryde 32.0% - City of Ryde 33.4%).

Journey to Work and Car Ownership

As shown in Figure 10, in 2016 the most common mode of transport used to get to work from West Ryde was driving by private car (45.4%). This is below average for the City of Ryde as a whole (where 49% people drive). The next most common mode was by train (30.7%), followed by bus (4.8%), and passenger in a car (3.1%). 68.1% of the City of Ryde's working residents travel into other Local Government Areas for work.

13% households in West Ryde have no motor vehicles (compared to 11.4% across the City of Ryde), and 35% West Ryde households have two or more motor vehicles (compared to 41% across the City of Ryde). Unsurprisingly, the households without motor vehicles tend to be found close to or immediately surrounding the train station.

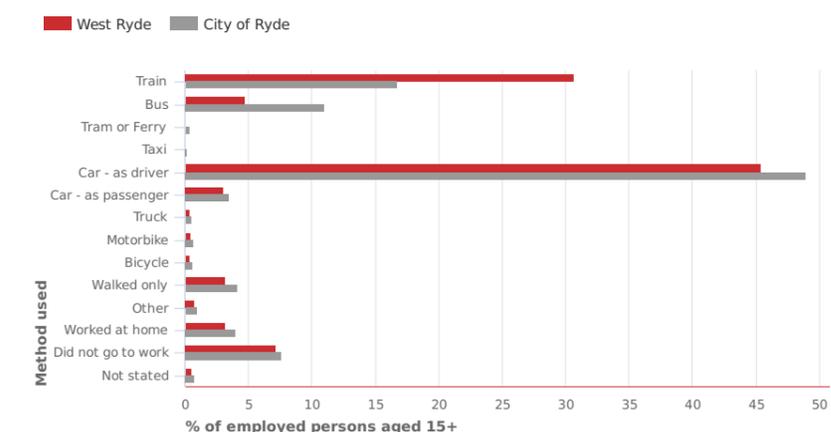


Figure 15. Method of travel to work, 2016 (source: community profile.id.)

Dwelling and Tenure Types

Since 2011, high-density dwellings have overtaken separate houses as the most common dwelling structures in West Ryde. (High-density: 43.0%, Separate house: 41.2%, Medium density: 14.7%) (see Figure 16). High density dwellings have increased most in number between 2011 and 2016 (+279 dwellings), followed by an increase in medium density dwellings (+81 dwellings).

One quarter of the homes in West Ryde are fully owned by their occupants (25.1%), and roughly the same number have a mortgage (26.3%). The most common tenure arrangement is renting (43.1%). The number of social housing households in West Ryde has decreased from 4.5% in 2011 to 3.4% in 2016 (or -40 households), and the most significant growth has been in the number of private rental households (+366 households).

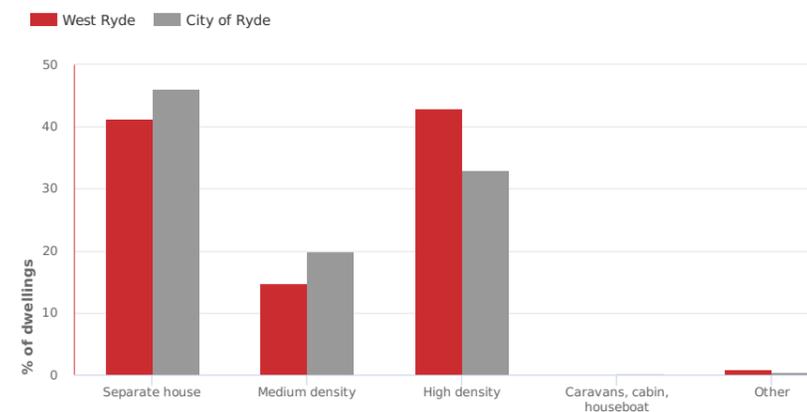


Figure 16. Dwelling structure, 2016 (source: community profile.id.)

Housing Affordability

Cost of renting in West Ryde has increased since 2011, with the most significant increases in the most expensive and second least expensive quartiles, and a reduction in the least expensive quartile. The most common rental cost is in the "medium highest" quartile (38.1% were paying between \$385 and \$524 per week in 2016). The next most common quartile was "medium lowest" (27% paying \$252 to \$384) followed by "highest" (23.6% paying \$525+). This makes West Ryde generally cheaper than City of Ryde as a whole, where 35.8% pay "medium highest", 35.6% pay "highest", and 14.9% pay "medium lowest".

Housing loan repayments are also slightly cheaper in West Ryde than elsewhere in the local government area. In 2016, 33.8% were paying back "highest" quartile figures of at least \$2,866 per month. 24.9% were "lowest", paying up to \$1,263, followed by 21.9% paying "medium highest" paying \$1,990 to \$2,865. This is similar to the City of Ryde as a whole, but slightly more affordable with a larger proportion in the lower quartiles and a smaller proportion in the higher quartiles. Compared to 2011, the largest growth has been in the lowest quartile, and there has been a reduction in "medium lowest", "medium highest" and "highest".

Migration / Change of Address

The population within West Ryde Town Centre seems relatively mobile, with an above City of Ryde average proportion of residents having changed address between 2011 and 2016. Unsurprisingly, the dominant tenure type in this area is private renting. Outside of the Town Centre, the majority of homes are either fully owned or being purchased.

Summary

The key findings of West Ryde's community profile show the following trends:

- The change in household size shows that the Town Centre is becoming more attractive for family living.
- The income level in West Ryde is slightly lower than both City of Ryde as a whole and Greater Sydney.
- West Ryde is one of the most ethnically diverse population in the Ryde LGA.
- The population of West Ryde is slightly higher educated than the City of Ryde as a whole and substantially higher educated than Greater Sydney as a whole. Those with university qualifications are clustered in and around the Town Centre.
- High-density dwellings have increased from 38.2% in 2006 to 43.0% in 2016. In the meantime, separate houses have decreased from 43.8% to 41.2%.
- Train usage in West Ryde is substantially higher than the LGA's average. Train usage in West Ryde has also grown significantly since 2006 when 21.4% of residents used the train for their journey to work compared to 30.7% in 2016. Car usage for the journey to work has declined since 2006 from 50.7% to 45.4%. This may be a result of a higher density and more population is now located closer to the railway station.
- The percentage of renters in West Ryde has increased slightly from 38.9% to 43.1% since 2006. The cost of renting in West Ryde has increased since 2011 but it is cheaper than the City of Ryde as a whole.

**The cost of renting is increasing,
but is still cheaper than Ryde as
a whole.**

2.4 Population Growth and Trends

Total population

The population of West Ryde is approximately 14,412 and has been steadily increasing by an average of 2.5% per year since 2012. (In other terms, West Ryde has been gaining an average of 333 people every year since 2012.) This growth is roughly equivalent to the rate of growth in the City of Ryde as a whole, which has increased by an average of 2.3% every year since 2012.

The population forecast for West Ryde in 2018 is 14,231 people, and is expected to grow to 17,094 people by 2036 (see Figure 17). That's an increase of 20.12% between 2018 and 2036, or an average of +1.12% every year. This forecast anticipates much more significant growth than was expected in studies from 2006.

The most significant population increase is expected to occur between 2021 and 2026, when the population is expected to increase by 1,137 people. This seems to have been heavily influenced by expected large spikes in residential development in the years 2021 and 2024. Current population forecasts anticipate that West Ryde's population growth between 2021 and 2026 will be caused by in-migration by young adults (18-29 years), attracted to the area by affordable rental housing, services, and transport.

West Ryde has been forecast by .id community to have a significant potential for population growth with a 19.53% increase from 2019 to 2036. As the population of the City of Ryde and of Greater Sydney continues to increase over coming decades, West Ryde is well situated to accommodate new residents and workers.

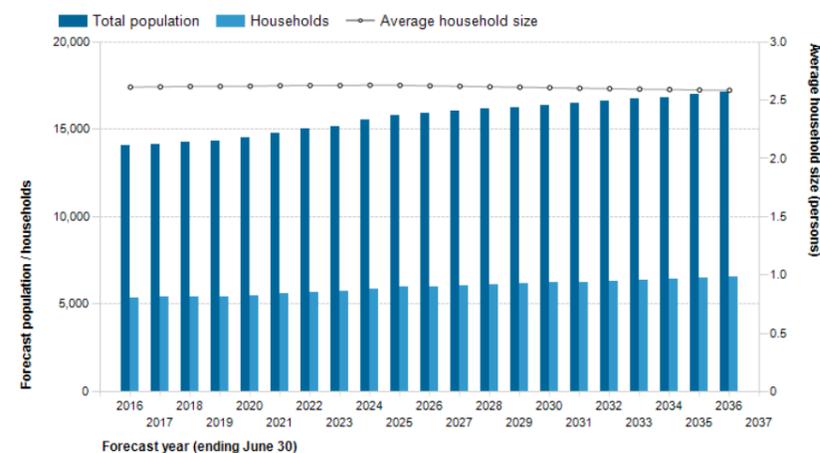


Figure 17. Forecast population, households and average household size (source: population forecast.id.)

Age Characteristics

In 2016, 55.2% West Ryde's population was between 25 and 59 years of age. The largest demographic groups were the young workforce (25-34 year olds, 22%), parents and home builders (35-49 year olds, 21.8%), and older workers and pre-retirees (50-59 year olds, 11.4%).

By 2026, this balance is expected to shift further towards parents and homebuilders (22.4%), with a decrease in older workers and pre-retirees (10.5%), and an increase in the tertiary education and independence age group (18-24 year olds, from 8.8% in 2016 to 9.3% in 2026).

By 2036, the largest three demographic groups are expected to be parents and homebuilders (21.7%), young workforce (18.9%), and older workers and pre-retirees (11%). Between 2016 and 2036, the age groups expected to grow the most are parents and homebuilders (+642 people), seniors (70-84 year olds, +626 people), elderly (85+ year olds, +289 people), and tertiary education and independence agers (+328 people).

The forecast age structure is present in Figure 18.



Figure 18. Forecast age structure (source: population forecast.id.)

Summary

The key findings of West Ryde's population show the following trends:

- The population of West Ryde is growing steadily, consistent with the growth rate of the City of Ryde as a whole.
- Young adults (18-29 years) are anticipated to move into the area by affordable rental housing, services, and transport in the short to medium term.
- It is expected to a growing number of parents and homebuilders, young workforce, and older workers and pre-retirees in West Ryde in the medium to long term.

The West Ryde population is growing and is expected to include more young adults, home builders, and young workers in the short to medium term.

2.5 Recent Council Studies/Projects

There are a range of documents produced by the City of Ryde which provide a strategic context for the West Ryde Town Centre Revitalisation Strategy and also provide information on key issues. The following documents have been reviewed as part of this study:

- Affordable Housing Policy 2016-2031
- Bicycle Strategy 2014
- Children's Play Implementation Plan 2013
- Employment Lands Study 2016
- Integrated Transport Strategy 2016-2031
- Libraries for Ryde 2014-2024
- Local Planning Study 2010
- Place Strategy 2017
- Night Time Economy Study 2016
- Social and Cultural Infrastructure Framework 2014
- Sport and Recreation Strategy 2016-2026
- Street Tree Master Plan 2013

The following provides an outline of the key findings and issues identified in these reports which have directly informed the preparation of the West Ryde Revitalisation Strategy.

Affordable Housing Policy 2016-2031

The Affordable Housing Policy is designed to “advocate for, facilitate, provide and manage affordable housing” in the City of Ryde. Published in 2016, it found that housing in West Ryde is relatively affordable compared to other parts of the City of Ryde. (Note that the data on which this study was based is no longer up to date, and that West Ryde Town Centre now appears to be one of four clear hotspots for housing stress within the City of Ryde according to Social Atlas of .id community.)

City of Ryde Bicycle Strategy (2014 Update)

The Bicycle Strategy 2014 presents a comprehensive plan to improve the environment for people who ride bicycles for transport and/or health purposes. It updates previous bicycle plans and aims to facilitate increased bicycle use to 2024 and beyond.

There is no section in the document dedicated to West Ryde, but many of the bicycle routes recommended for improvement run through the area. West Ryde station is identified as having “medium” potential for integrating bicycle connectivity. Recommendations include ground treatment, lane marking, signage, lighting, wayfinding aids, public domain modifications, and repairs on existing infrastructure.

Children's Play Implementation Plan 2013

The Children's Play Implementation Plan was adopted in 2013 to “ensure the provision of safe, accessible and sustainable high-quality playgrounds that equitably improve the distribution and play value for all Ryde residents”.

This Plan recognises that more than half the suburb catchment is catered for, but identifies a deficit of walkable parks near the centre of West Ryde. It recommends the removal of Janet Park, Maze Park, and Woolaway Park playgrounds, and upgrades to Lions Park, Miriam Park, Anzac Park, Carara Park, and Wendy Park playgrounds.

Employment Lands Study 2016

The Employment Lands Study 2016 presents an analysis of the industrial areas in Gladesville and West Ryde. It identifies business types, the number of vacant premises and their approximate age, and presents recommendations for future land use controls in these areas.

Its findings for West Ryde include that its industrial areas merit both protection and improvement (given its vacancy rate of 20.8%). It recommends introducing selected commercial businesses to the light industrial zones and suggests that more substantial changes would be necessary to make it a viable creative industry area.

Integrated Transport Strategy 2016-2031

The Integrated Transport Strategy “aims to maximise opportunities to increase public transport and walking and cycling use, reduce the frequency and length of trips on the transport system, improve local traffic access and parking, and provide a framework for a more cohesive transport network out to the year 2031”. It presents a series of recommendations associated with five key policy positions (Integrated Land Use, Parking, Active Transport, Public Transport, and Roads and Freight) which apply throughout the City of Ryde (including West Ryde), as well as specific recommendations for individual town centres.

The specific vision it presents for West Ryde Town Centre includes:

- Improving pedestrian permeability and connections from Dickson Lane to Victoria Road, in the Market Street – Graf Avenue area, and from the station across to Ryedale Lane
- Improving the quality of the pedestrian connection from Anthony Road across the bus interchange to the station
- Investigating signalising the Herbert Street / Ryedale Road intersection
- Investigating and preserving a new bus-only right turn from Victoria Road into West Parade.

The Strategy also sets out actions to

- Investigate improving pedestrian connections in West Ryde.
- Investigate Graf Avenue-Anthony Lane in West Ryde for implementation of HPAA schemes and shared zones where warranted.
- Conduct centre-based parking studies for West Ryde.
- Actively discourage Park and Ride near West Ryde Station.
- Investigate reduced or maximum parking rates in West Ryde.

Libraries for Ryde 2014-2024

The Libraries for Ryde 2014-2024 plan reviews the current status and role of existing libraries throughout the City of Ryde and discusses future changes that may be necessary to ensure they are able to continue to meet the community's needs into the future. It structures its recommendations around four different future scenarios, each triggered by a different set of circumstances.

Depending on the trigger scenario, West Ryde Library is likely to be redeveloped into a Neighbourhood Library (catering towards a targeted audience and with opportunities for café or retail space), or remain unchanged.

Local Planning Study 2010

The Local Planning Study 2010 was developed to guide growth in the City of Ryde between 2010 and 2020, to inform the LEP2011, and to review and respond to the directions and actions of the Metropolitan Strategy and Draft Inner North Subregional Strategy. It has nine sections and includes detailed studies on Centres and Corridors, Small Centres, Housing, Environment and Open Space, Cultural Heritage, Employment and Transport.

The Centres and Corridors chapter provides background information for West Ryde Town Centre (including challenges such as poor pedestrian access, small lot sizes, bisection of the Town Centre by both the rail line and Victoria Road, inadequate road networks, historical development patterns, and the Heritage Precinct). It presents the following vision:

- Engaging and memorable sense of place
- Improvements to the public domain
- Enhanced open spaces.

Place Strategy 2017

Council's City Activation team has undertaken a comprehensive review of West Ryde Town Centre as part of the 'Place Strategy 2017' to identify actions that will improve the social, cultural, environmental and economic performance of the centre.

The report found that West Ryde Town Centre is a well-located community hub, which attracts people for everyday shopping and services, and some specialty products. While the retail hub centred on Marketplace and Coles Shopping Centres has a high number of visitors, West Ryde Town Centre is not yet a place where people often linger and socialise. It also lacks a unique character that is representative of the community.

Night Time Economy Study 2016

The Night Time Economy Study was prepared to explore the economy operating throughout the City of Ryde from the early evening into the late night – including the identification of opportunities and strategies to enhance this economy and make places more activated, vibrant, and attractive at night.

The study found that the three most common reasons for people to visit West Ryde Town Centre at night were to go shopping, eat at a restaurant, or to go to the Ryde-Eastwood Leagues Club. The main barriers to the night time economy were identified to be poor amenity and design, lack of street activation, and lack of suitable public open spaces. Perceptions of a lack of safety are also a major deterrent.

The study recommends creative lighting, improved wayfinding, train station connection and furniture for West Ryde Plaza. More events and night time activities, an Empty Shopfronts project to activate the streetscape, public WiFi and a late night library are also recommended.

Social and Cultural Infrastructure Framework 2014

The Social and Cultural Infrastructure Framework sets out the strategic vision for Council owned and administered community facilities throughout the City of Ryde. It focuses on identifying location and requirements for new facilities to meet the needs of the community over the next 20 years and beyond, and identifies a series of consolidation opportunities of existing facilities.

Its vision for West Ryde includes retaining the existing Community Centre, Hall, and Library, and improving connections between these facilities through public art, cultural programs, and improved wayfinding.

Sport and Recreation Strategy 2016-2026

The Sport and Recreation Strategy was adopted in 2016 to ensure support effective provision and management of existing and future recreation facilities and services throughout the City of Ryde, with the ultimate aim of supporting the community to live active lifestyles now and into the future.

This plan found that West Ryde currently provides 9.87ha of Open Space. Based on the estimated population in 2014, this translates to 0.75ha Open Space per 1,000 people (including 0.61ha of Passive Open Space, 0.15ha of Bushland and Natural Areas, and 0.00ha of Active Open Space).

There is no specific set of recommendations provided for West Ryde or its Town Centre, but the broader themes of improving management of, access to, and provision of spaces and opportunities for physical activity to accommodate a growing population do apply to West Ryde. Provision of larger catchment facilities will need to be coordinated with neighbouring suburbs.

Street Tree Master Plan 2013

The Street Tree Master Plan was adopted in 2013 to inform and direct all street tree planting across the City of Ryde (including West Ryde), with the ultimate aim of supporting council and the local community as they increase the extent of the Urban Forest.

West Ryde has been included in Precinct 3 of this Street Tree Master Plan. The objectives for this precinct include:

- Increasing street tree planting in suitable residential streets
- Maintaining a long term strategy of using and maintaining Brush Box plants
- Infilling the street tree planting around the West Ryde shopping precinct
- Use of exotic and native rainforest species to reinforce existing character
- Explore opportunities to include Water Sensitive Urban Design within West Ryde Town Centre
- New street tree planting along feeder roads, principally using Brush Box trees
- Trees along park frontages
- Use of locally endemic and suitable native trees in habitat corridors.

Summary

The findings and recommendations of above-mentioned studies generally highlight the following key tasks for the revitalisation of West Ryde Town Centre:

- Easing future housing stress within the Town Centre
- Increasing public transport and walking and cycling use
- Improving walkability within the Town Centre and pedestrian access to the railway station and parks
- Improving local traffic access and parking
- Discouraging Park and Ride near the railway station
- Revitalising local business which is in a dilapidated condition and has a high shop vacancy
- Improving street activation and night time safety
- Creating a coherent identity for the Town Centre
- Investigating potential upgrades to and new locations for community facilities such as the West Ryde Library
- Providing social/cultural space
- Protecting and improving West Ryde's industrial areas to maintain their viability
- Tackling development constraints such as small lot sizes, bisection of the Town Centre by both the rail line and Victoria Road, inadequate road networks, historical development patterns and the Heritage Precinct
- Increasing and maintaining street trees.



Uniqueness, things to do in the evening and ease of driving and parking are the lowest rated place attributes of West Ryde.

3. ANALYSIS

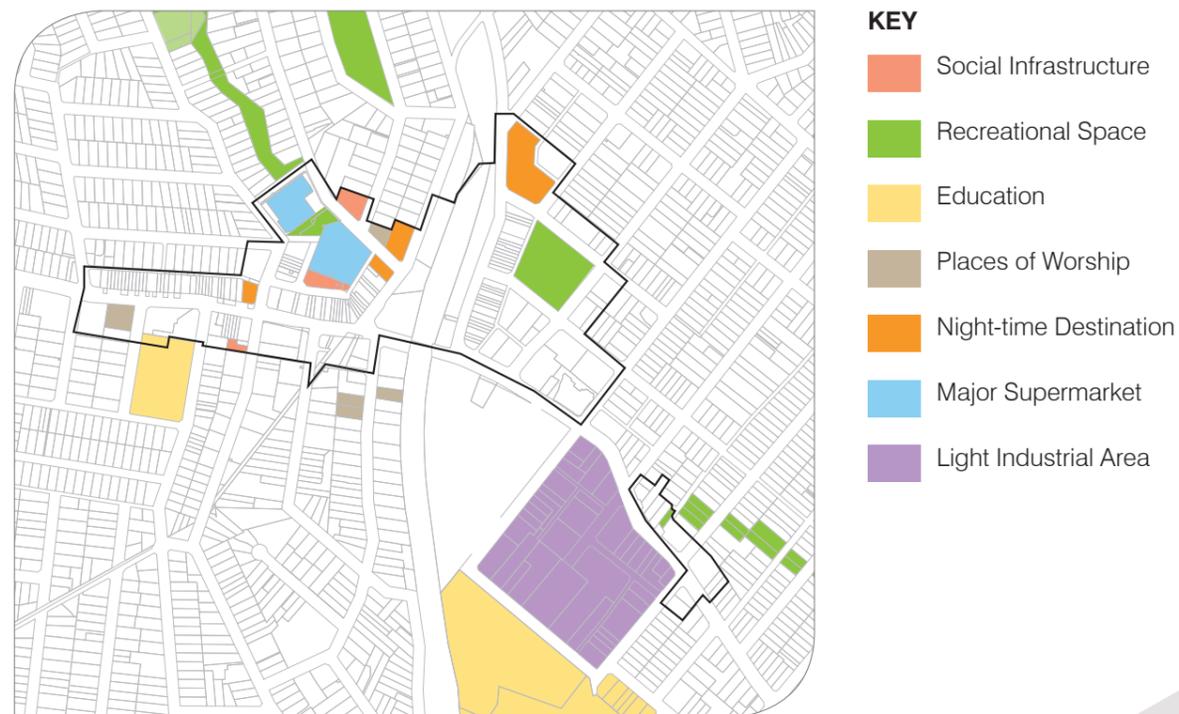




Connectivity and access to neighbourhood facilities and amenities are the highest rated place attributes of West Ryde.

3.1 Key Land Uses and Facilities

Facilities

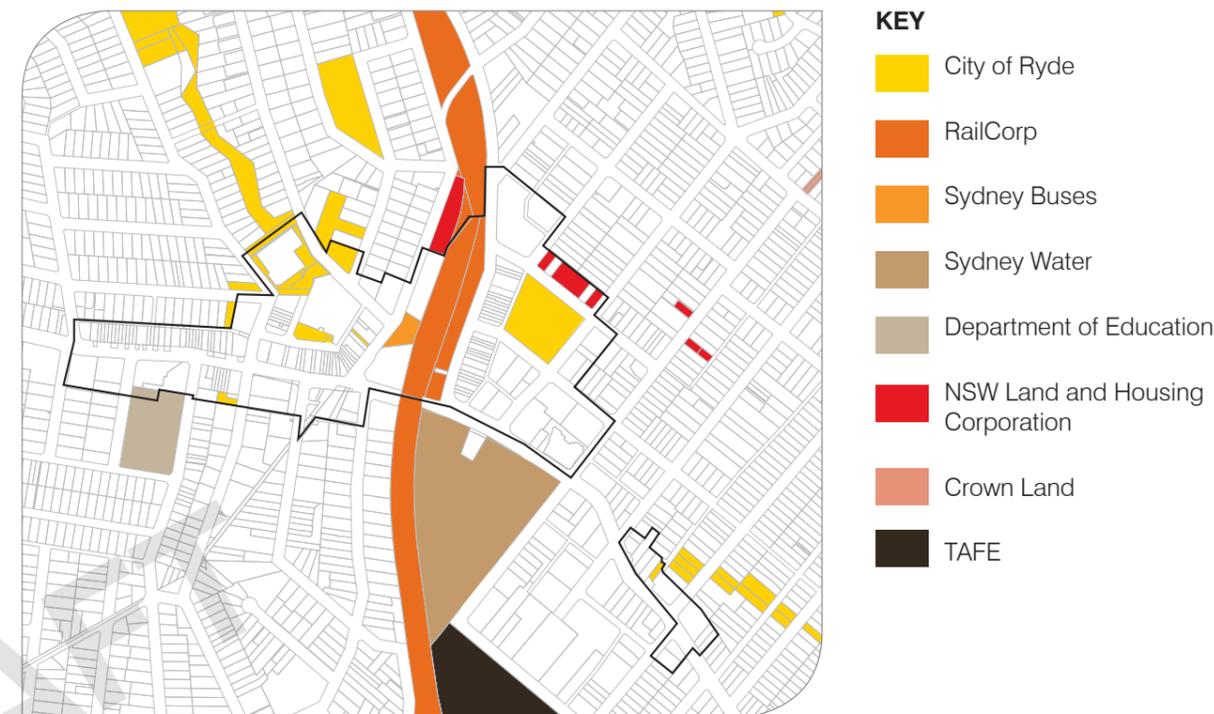


West Ryde is well-equipped with a number of important land uses and facilities within or near the Town Centre, including:

- Civic facilities - West Ryde library, West Ryde Community Hall, Childcare and Early Learning Centre
- Recreational space - Anzac Park and West Ryde Plaza
- Education - West Ryde Public School and TAFE NSW Meadowbank campus
- Places of worship - Chinese & Australian Baptist Church, Uniting Church, West Ryde Community Church,
- Night-time destinations - Ryde-Eastwood Leagues Club, West Ryde Hotel, Ryedales Tavern and Koorong Bookshop
- Major supermarkets including Coles and Woolworths
- Light industrial area

The distribution of these facilities are illustrated in the diagram above.

Public Land Ownership



The City of Ryde Council controls and maintains a number of sites and properties within or adjacent to the Town Centre, such as Anzac Park, West Ryde Library and West Ryde Community Hall. Many of these sites are open space or community facilities which are not suitable to be turned into urban infill development.

RailCorp and Sydney Buses have land holdings strategically located next to the railway station. Subject to the economic feasibility study, these lands are considered to have some potential for integrated station development and transit-oriented mixed-use development.

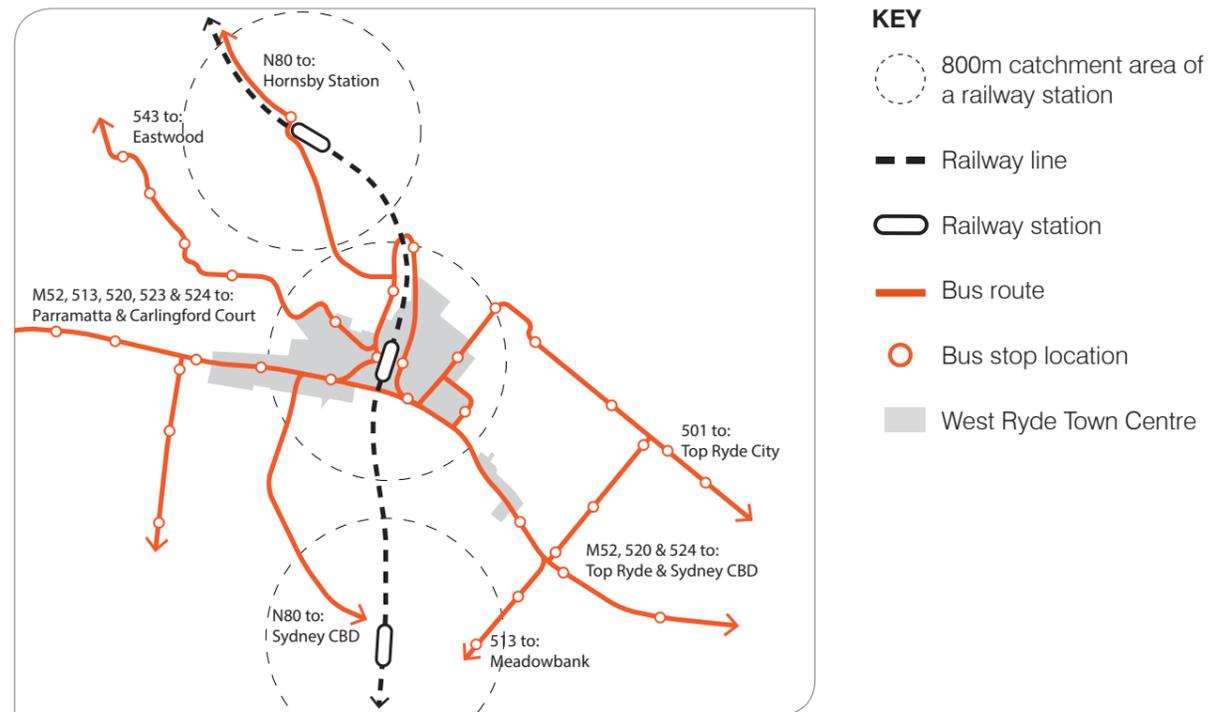
NSW Land and Housing Corporation owns two large sites, including a strip of land adjoining the railway corridor to the west and one located to the north of Anzac Park. These sites have the potential to accommodate some future development.

Sydney Water's Pumping Station facilities also occupy a significant area of lands on the southern side of Victoria Road and there has been interest to provide housing on the site.

These public lands are generally low in scale at present and are within a walkable distance from the railway station.

3.2 Connectivity

Public Transport



West Ryde is conveniently accessible by many public transport options. Current public transport services available in West Ryde to/from key destinations include:

- Sydney CBD by train - approx. 30 minutes, every 15 minutes
- Sydney CBD by bus - approx. 40 minutes, every 15 minutes
- Parramatta CBD by train - approx. 30 minutes, every 7 to 15 minutes
- Parramatta CBD by bus - approx. 30 minutes, every 3 to 10 minutes
- Hornsby Station by train - approx. 30 minutes, every 15 minutes
- Top Ryde Shopping Centre by bus - approx. 10 minutes, every 5 minutes

West Ryde station currently serves as a focal point in the Town Centre. From the railway station there are also bus connections to the immediately surrounding suburbs such as Ryde, Meadowbank, Denistone and Ermington.

Pedestrian Network



A good pedestrian network can improve retail activity and encourage visitors to an area. The pedestrian network of West Ryde Town Centre has the following characteristics:

- It has a high degree of pedestrian connectivity in all directions. The area north of Victoria Road has a finer street network compared to the southern side. The permeability increases towards the railway station where laneway, arcades and open space such as Anzac Park increases the walkability for pedestrians.
- Only two crossing points across the railway line are available for pedestrians within the Town Centre: 1) Victoria Road and 2) West Ryde Station concourse. Neither are desirable as they require walking under or climbing over the railway corridor. The eastern and western sides of the Town Centre are visually disconnected.
- The public footpath is disconnected at the Sydney Water Pumping Station site on the southern side of Victoria Road.
- The presence of the railway corridor and the lack of east-west connections in the Town Centre effectively divide the centre into two segments. The division has resulted in semi-circular and uneven development in the Town Centre.
- The western centre has more numbers of signalised crossing points and hence a better connectivity with the southern side of Victoria Road. The eastern centre has no crossing points for pedestrians and is completely disconnected with the southern side. The existing use of the Pumping Station provides little incentive to extend pedestrian connections into the southern side.
- Existing through-site links are important for providing a permeable network for pedestrians. These links should be maintained and new links shall be created to further improve walkability if possible.

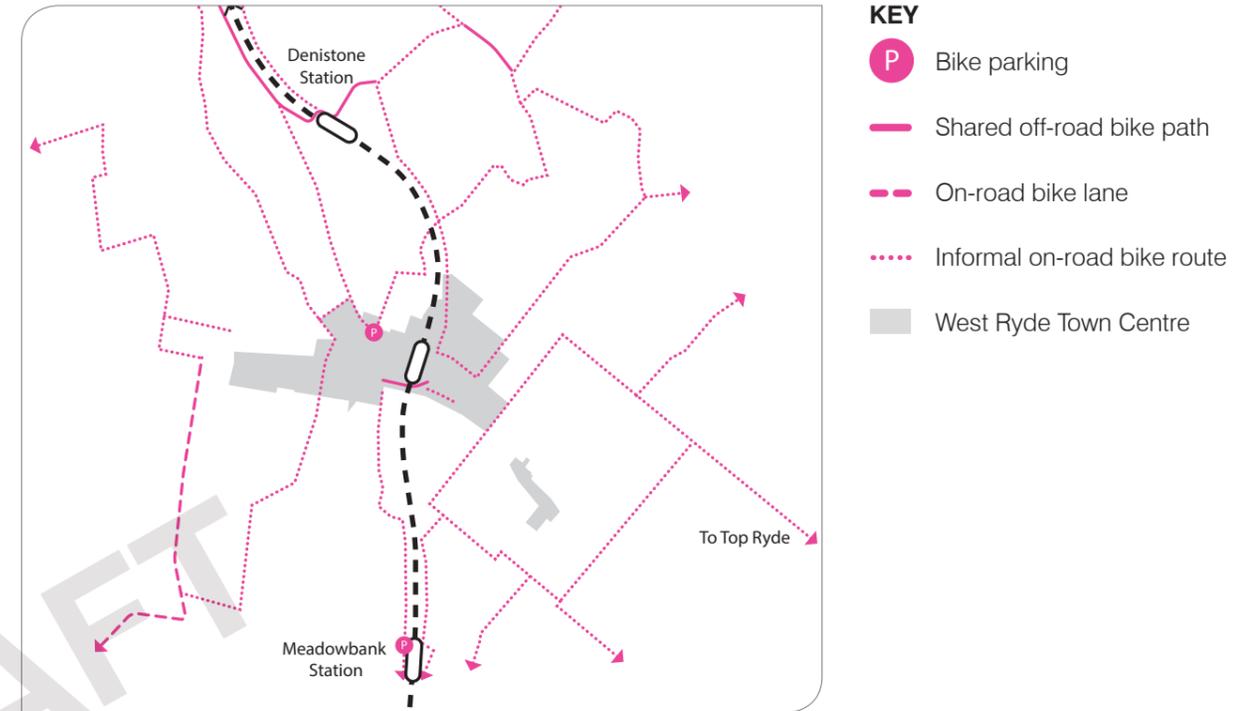
Vehicular Network & Road Hierarchy



The road network in West Ryde Town Centre and the surrounding area has the following characteristics:

- Victoria Road is the only arterial road in the context of the Town Centre. Its role is primarily to carry east-west vehicular movements through the area.
- Victoria Road has limited vehicular connections across the northern and the southern sides. The only two crossing points for vehicles are Station Street/Chatham Road and Hermitage Road. More north-south crossing points may potentially alleviate the pressure on the network.
- With Victoria Road being a perceived barrier, historically, the business area of West Ryde has been confined to grow largely within the northern side of Victoria Road.
- East-west vehicular connections across the railway corridor are limited. Victoria Road is the only crossing point for vehicles within the Town Centre. The next adjacent crossing point is Marlow Avenue, 580 metres north of Victoria Road.
- The lack of east-west vehicular connections in the area has contributed to Victoria Road being a 'bottle-neck' for traffic flow.

Cycling Network



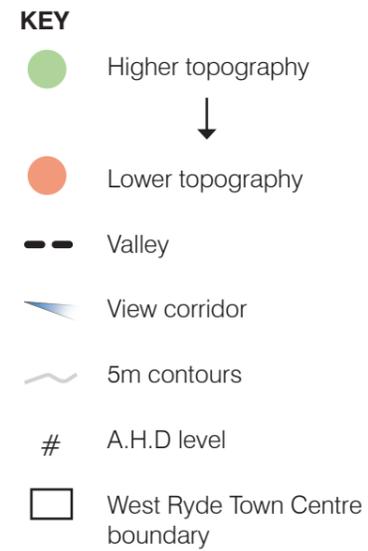
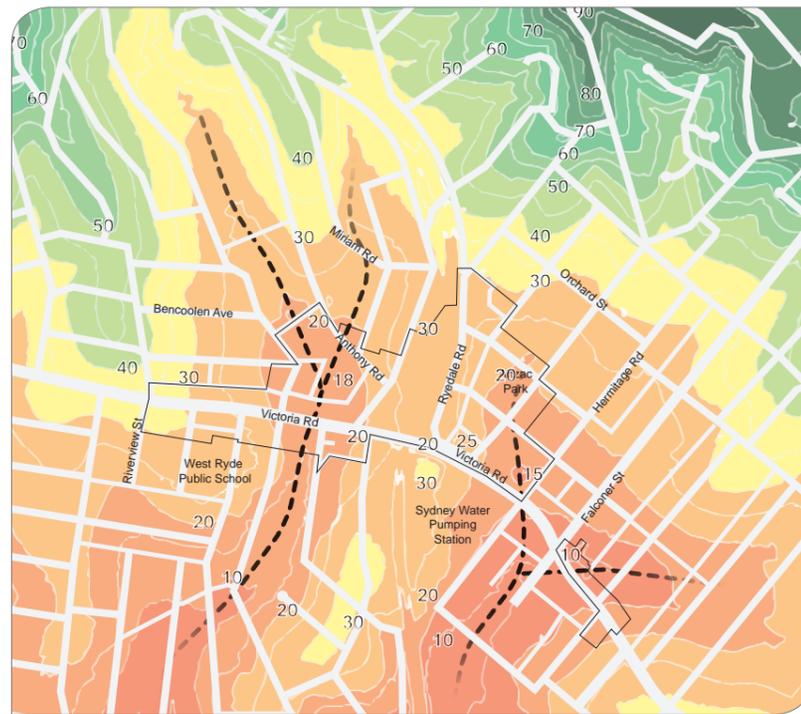
The cycling network in West Ryde has the following characteristics:

- Cycling routes are predominantly informal and on-road, i.e. cyclists have to compete with motorists for road space.
- There are currently no off-road bike path connections to West Ryde Town Centre.
- Bike parking facilities are only available on the western side of the Town Centre. No dedicated bike parking is provided on the eastern side.
- Cycling routes are generally in a north-south direction connecting West Ryde Town Centre with Denistone and Meadowbank Railway Stations. There are no east-west cycling routes available. This is a result of the topography of West Ryde as level changes are less significant in a north-south direction.

The above analysis shows that the existing infrastructure for cycling is not highly developed in the area. Cycling to West Ryde Town Centre is unlikely a desirable option for local residents and visitors due to the lack of a safe and connected network and end-of-trip facilities. The heavily trafficked road conditions and the varying topography also contribute to the challenges for encouraging cycling.

3.3 Natural Environment

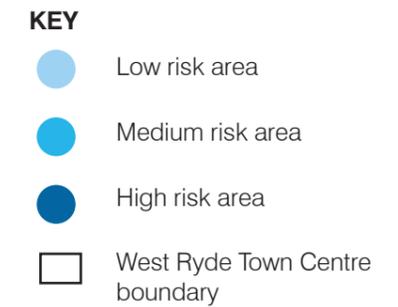
Topography



West Ryde Town Centre is located on a low point along Victoria Road. It is surrounded by a ridgeline to the north, east and west. South of Victoria Road, the land falls away towards the Parramatta River to the south.

- The topography generally slopes down from Denistone in the north towards Meadowbank in the south.
- The lowest point of West Ryde Town Centre is at the eastern end in the B6 Enterprise Corridor area on Victoria Road; whereas the highest point of the Town Centre is at the western end on Victoria Road. The eastern and western ends have an approximately 20m height difference.
- The town square of West Ryde is located near the convergence of two valley lines.

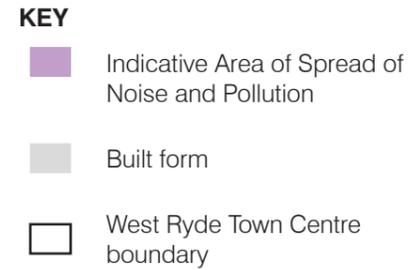
Drainage and flooding



Due to the Town Centre's location in a valley, it has been subject to flooding in the past. The risk of major flooding has been alleviated to some extent through major infrastructure work. Council's stormwater has been upgraded with an underground tunnel that ensures most overland flow is directed under and away from the Town Centre.

As shown by the diagram above, West Ryde Plaza, Victoria Road and some local street such as Chatham Road, Graf Avenue, Market Street and Ryedale Road are flood-affected. This should be taken into consideration when future developments occur in these areas to ensure that stormwater is managed and the pedestrian environment will not be impacted.

Noise and Air Pollution



The main noise sources in the Town Centre are the railway line and Victoria Road. Victoria Road is also a pollution source due to the fumes emitted by the high volume of traffic.

The spread of noise from the railway line is maximised to both the eastern and western sides due to its location on the ridge line. Currently, there is no built form along the railway to the east, causing full impact on the Ryedale Road shopping strip. On the western side, existing residential towers have little effect in reducing noise along West Parade and into the Town Centre Core as they do not have a continuous edge to block out the noise.

The small-lot buildings along Victoria Road and West Parade form a continuous 'wall' and hence are more successful in terms of mitigating the noise impact on surrounding commercial and residential areas.

Future development along the railway line has the potential to significantly reduce the spread of noise and help improve the amenity of the Town Centre.

Open Space



Anzac Park



West Ryde Plaza

Open spaces play an important role in creating a high-quality public domain and providing opportunities for social interaction. They also provide space for recreation and relief from the urban city environment. Within the Town Centre Area of West Ryde, provision of open space is limited. The most significant open space in West Ryde is Anzac Park, located on the eastern side of the railway line. It has recently been upgraded to include play equipment, barbecues, seats and paths.

It is a historic park with numerous mature trees and large grassed areas. The park is constantly used for passive recreation, mainly by residents of the surrounding apartments. The role of Anzac park as a breakout space for residents is likely to grow as the density of residential development increases.

On the western side of the railway, open space is dominated by a bus interchange. The interchange is an important piece of local transport infrastructure. It does not cater for other users and is unlikely to relocate or change uses in the near future.

West Ryde Plaza is another large open space on the western side suitable for social gathering. It was created as part of the West Ryde Urban Village development project in 2012. It is a civic square with limited landscaping and tree planting.

A number of green spaces are found just beyond the edges of the commercial precinct. They include Miriam Park, Darvall Park (the southern section with the model railway) and further north the local bowling club. Currently, the green spaces are not integrated with the Town Centre. There is little publicly accessible open space south of Victoria Road. This limits potential social and commercial interaction on this side of the Town Centre.

Tree Coverage

Street trees play an important role in creating a high-quality public domain. Tree-lined streets are attractive, provide shade and can visually soften hard urban spaces. New street trees at regular intervals have been planted in Graf Ave, Anthony Road and Market Street, in coordination with the redevelopment of the mall and library.

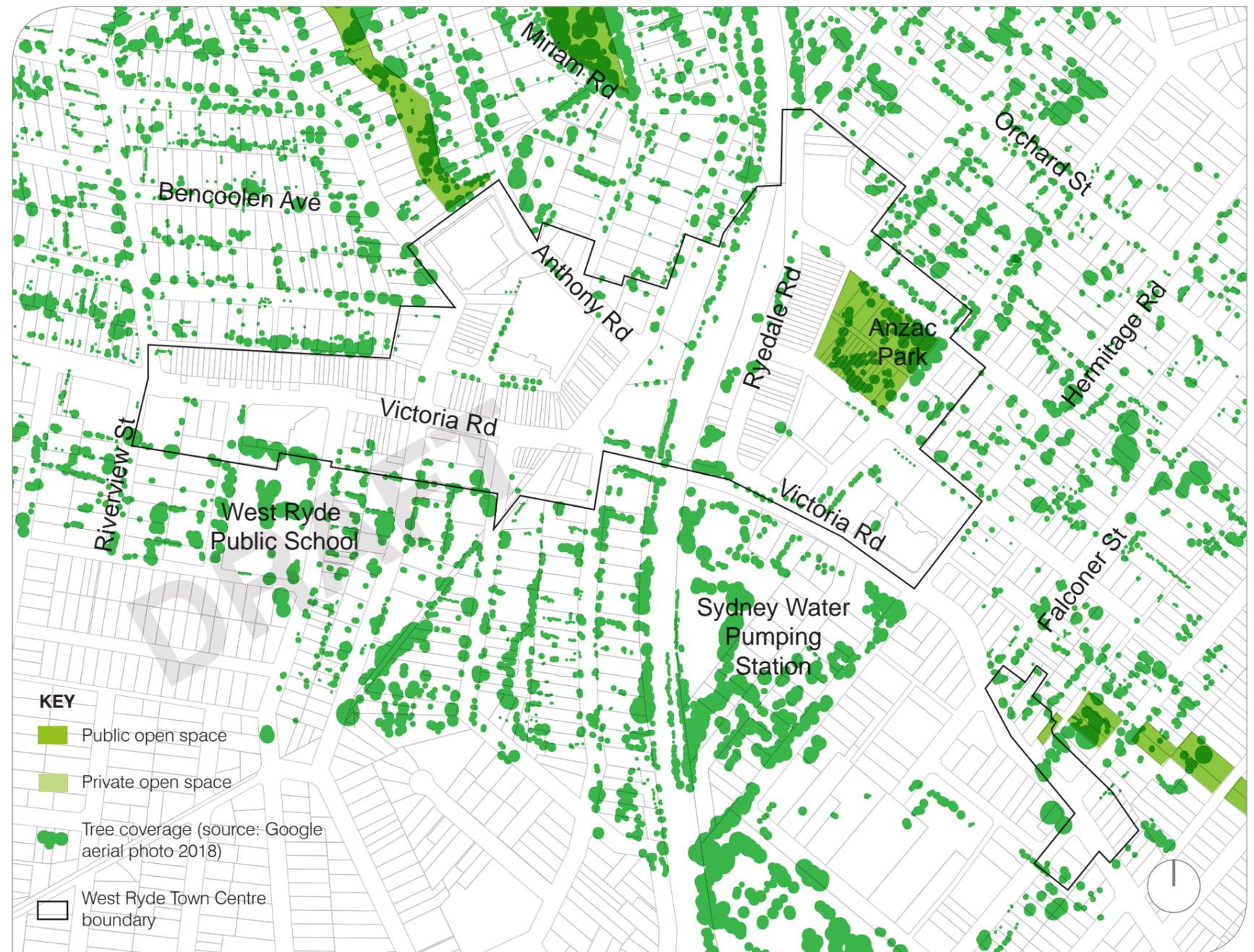
West of the rail line, the centre has limited quality green spaces, with a lack of urban canopy to reduce heat and provide shading for residents and visitors during the day. The eastern side of the centre has a higher extent of tree coverage and more green space, owing to the presence of Anzac Park.

There is a lack of street trees elsewhere in the centre. This is partly due to physical constraints of the urban environment. For instance, Victoria Road has no street trees because of the narrow footpaths, awnings and overhead power lines preventing it. In other areas such as the Ryedale Road Conservation Area, tree planting is limited by the historic awnings and the location of services. Around the train station, tree planting is very restricted because of the extensive parking and the bus interchange.

There is clearly a potential to restore or upgrade the street tree network in these precincts through future urban renewal or public domain upgrades.



High-quality tree lined streets are commonly found outside the Town Centre. Miriam Road in the image is one of the good examples.



3.4 Built Environment

Existing Development Scale

The existing built form of West Ryde Town Centre has the following characteristics:

- Remnants of the traditional 19th century style main street exist on Victoria Road, West Parade and Ryedale Road, accommodating small businesses and specialist retailers. These small lots are typically built to the street boundary, providing strong street edges and corners to the public domain. They are also in individual ownership which causes a high level of complexity for the amalgamation process.
- Large, homogeneous low-density suburbs are located outside the Town Centre to the west and east. Older medium-scale walk-up flats are typically found near the fringe of the centre to the south and north. More modern mixed-use flat buildings can be seen in the Town Centre.
- Three isolated high-rise tower blocks are located along the railway line, currently serving as the 'markers' of West Ryde Town Centre.

The distribution of the built form and urban space is illustrated in the adjacent figure-ground diagram. Photographs and descriptions of the existing built form in and around the Town Centre are provided on the following page.



KEY

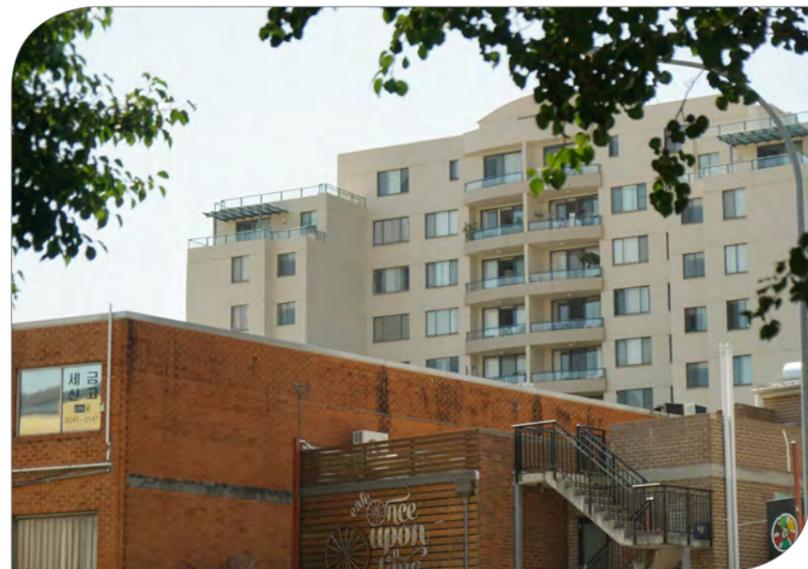
1 - 2 storeys

3 - 5 storeys

6 - 8 storeys

9 - 12 storeys

West Ryde Town Centre boundary



West Ryde Town Centre currently has an eclectic mix of built form ranging from 2-storey small shops, low-scale commercial, mixed-use to high-rise residential.



No. 1-55 West Parade, an existing residential tower highly visible from surrounding areas and serves as a marker of West Ryde Town Centre.



Typical 2-storey small shops on either side of Victoria Road



Typical low-scale commercial sites on Victoria Road. Many of these sites are large consolidated sites with the potential for redevelopment.



Typical 3 to 4-storey walk-up flat buildings located adjacent to the Town Centre. Many of these sites are in strata title and less likely to amalgamate.



The recently completed 8-storey West Ryde Urban Village development - a medium-high density mixed-use development located within West Ryde Town Centre



Existing low-scale business lands within the business core of West Ryde has some potential to amalgamate for medium-high density development, unlocking urban renewal opportunities in the Town Centre.



No. 57-61 West Parade, existing residential towers highly visible from surrounding areas and serves as a marker of West Ryde Town Centre.



Typical 2-storey small shops in the Ryedale Road conservation area on the eastern side of the Town Centre. These properties are permissible to be built up to 7 storeys.



The Ryde-Eastwood Leagues Club has significant land holdings in West Ryde Town Centre and its redevelopment can potentially be a catalyst to rejuvenate the Ryedale Road shopping village.

Recent Major Development Approvals & Proposals

There are a number of major development approvals and constructions located within West Ryde Town Centre. These recent approvals and developments will inform the Master Planning of the Town Centre and they will also play a part in influencing the desired future character of West Ryde Town Centre.

The approvals and proposals are summarised as follows:

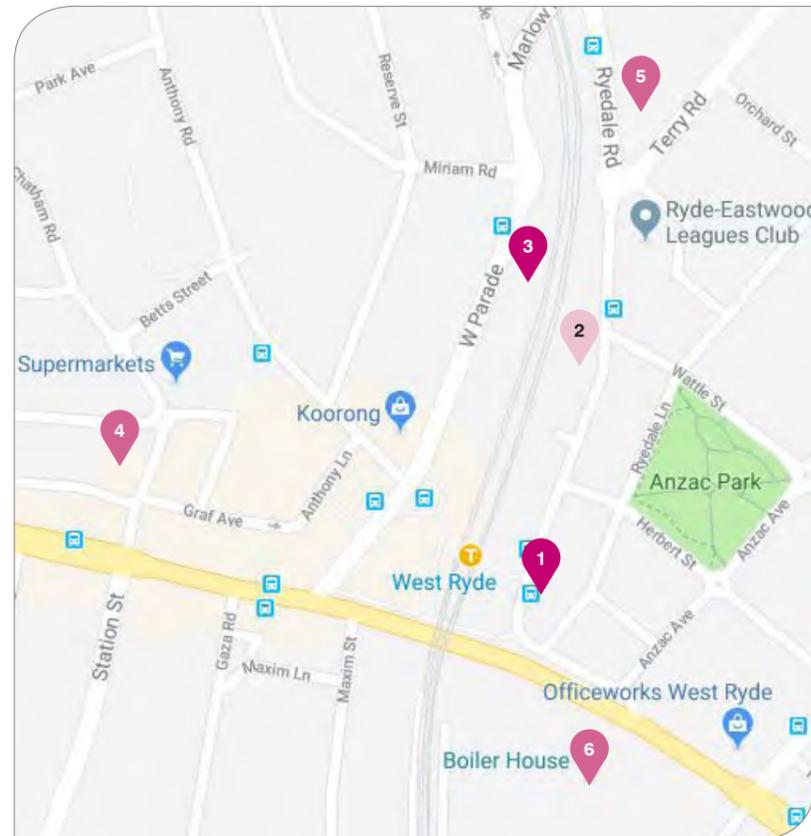


Figure 19. Locations of recent major approvals and proposals

KEY

- # Development approval
- # Current development proposal
- # Lapsed development approval

1 17-21 Ryedale Road

The site has a development consent LDA2014/0541 granted by the Land and Environment Court (File No. 2016/158927) which involves the demolition of the existing structures except for its heritage façade to Ryedale Road (see Figure 20). The development includes the construction of a part 6 and part 7-storey mixed-use building containing 2 commercial tenancies and a 40-room boarding house. The site is currently under construction at the time of writing.



Figure 20. L&E Court Approval of 17-21 Ryedale Road West Ryde (courtesy of Gus Fares Architects)

2 2, 2F, 1/2F & 2/2F Ryedale Road

A major project approval (MP05_0130) was granted by the then Minister for Planning in January 2008 to permit a mixed-use development on the site, which is owned by RailCorp and contains retail and commercial uses as well as 195 residential dwellings in 4 separate tower buildings ranging in height from 7 to 12 storeys, with a GFA of 25,775m² and FSR of 3.28:1.

The approval lapsed in January 2013.



Figure 21. Lapsed DA Approval of West Ryde Station development (source: NSW Government)

3 63-77 West Parade

The site owned by NSW Land and Housing Corporation had a Concept Plan approval (09_0029 MOD1) pursuant to the repealed Part 3A of the Environmental Planning and Assessment Act 1979. The approval was modified and approved (09_0029 MOD2) in November 2018 to:

- Extend the approval for a period of two years from June 2018.
- Replace the approved commercial and retail floor space with residential use
- Increase dwellings from 138 to a maximum of 150 dwellings.

The concept design includes three separate towers with building heights of 5 storeys (15.5m), 8 storeys (24.8m) and 12 storeys (37.2m).

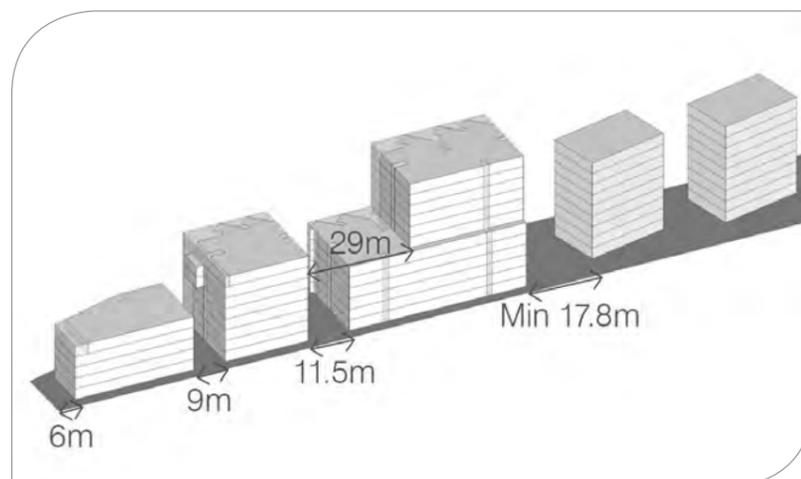


Figure 22. Approved Modification No.2 of 63-77 West Parade (courtesy of AJ+C)

4 2-6 Chatham Road

The site is under a Planning Proposal application (PP_2017_RYDEC_002_02, see Figure 23) which seeks to amend Ryde Local Environmental Plan 2014 by:

- Increasing the maximum height control from 15.5m to 24m
- Increasing the FSR control from 1.25:1 to 3:1

The Planning Proposal application has proceeded to the gateway stage at the time of writing.



Figure 23. Concept proposal of 2-6 Chatham Road (courtesy of SAMA design)

5 4-14 Terry Road & 127-133 Ryedale Road, Denistone

The site is owned by Ryde-Eastwood Leagues Club except for No.129 Ryedale Road. A design concept (see Figure 24) has been submitted to the City of Ryde Council for the consideration of a Planning Proposal seeking to amend the Ryde Local Environmental Plan 2014 by:

- Inserting a Schedule 1 Additional Permitted Use for Seniors Housing
- Increasing the maximum height control from 9.5m to RL52 - up to 5 storeys approximately
- Increasing the FSR control from 0.5:1 to 1.25:1

The proposal is currently under assessment by Council.

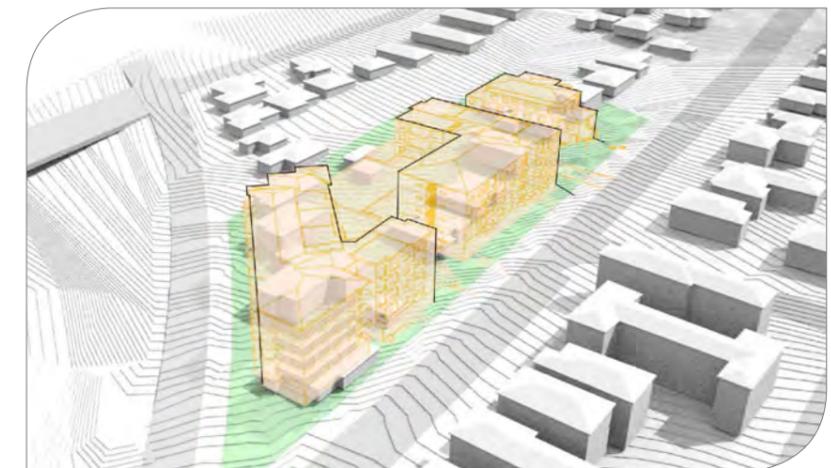


Figure 24. Concept proposal of 4-14 Terry Road & 127-133 Ryedale Road, Denistone (courtesy of Turner Hughes)

6 Sydney Water Pumping Station

To the south of the Sydney Water Pumping Station site is the new Meadowbank Education Precinct (currently TAFE NSW Meadowbank), which is forecast to be completed by 2021. The proposal includes a primary school and secondary school with a capacity of 1,000 and 1,500 places for primary and secondary school students respectively.

The future use of the site will be considered in light of the new Education Precinct. No concrete information regarding future use, height or density is currently available.

Public Domain and Street Activation

The level of street activation and the quality of the public domain are important elements of the pedestrian environment. Street activation has been facilitated in West Ryde through public domain improvements and encouraging development in streets and laneways north of Victoria Road. There are a number of land uses in the Town Centre that encourage street activation, including retail outlets, appropriate spaces for outdoor dining and community facilities.

In recent years, Graf Avenue and part of West Parade and Anthony Road, including widening the pavement to allow for outdoor dining, street tree planting and street furniture to improve the public domain quality.

However, the heavy traffic along Victoria Road does not encourage street activation, nor do the large areas of service zones and blank façades found on some of the newer buildings in West Ryde. In areas other than the commercial centre, there are no compelling destinations that generate street activities. Furthermore, due to the decline of local business, vacant shops and deteriorated building conditions have caused a negative impact on the quality of public domain.

City of Ryde's Urban Strategy team has conducted a comprehensive audit on the street activation levels of all street frontages within the LEP's Town Centre Area. The audit categorises street activation into five levels as shown in Figure 25.

The diagram shows that the Town Centre is dominated by a large extent of street frontages which have a nil or low level of activation level, especially in the Ryedale Road shopping strip and Anzac Park area. Many of these frontages have a direct interface with important urban spaces such as Ryedale Road, Herbert Street, Wattle Street, Anthony Road and Market Street, adversely impacting on the pedestrian environment.

On the western side of the railway, streets are relatively more successful in terms of activation. However, highly activated frontages are generally fragmented and continuous active frontages in West Ryde Town Centre are uncommon.

Photographs and further descriptions of the existing public domain of Town Centre are provided on the following page.

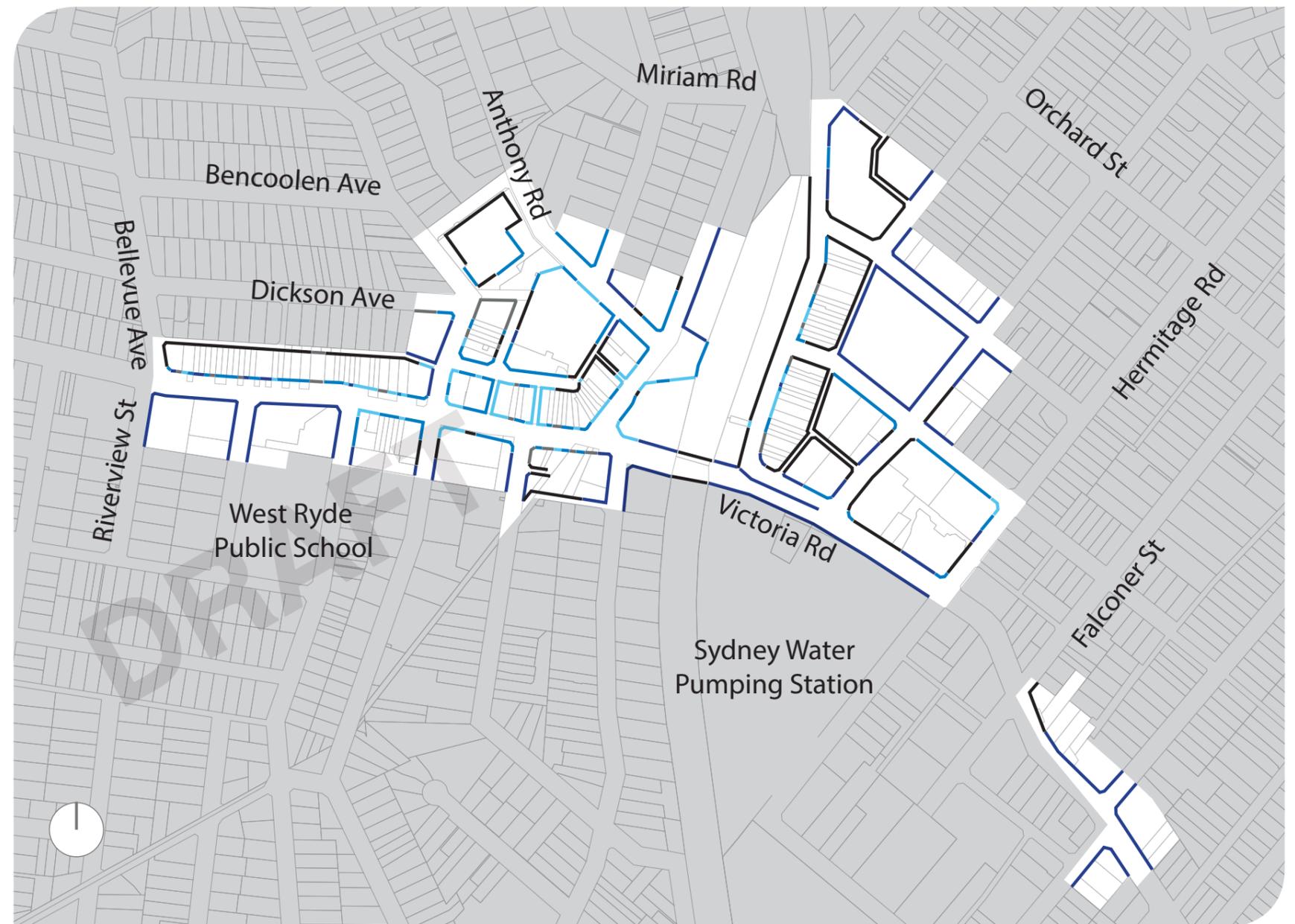


Figure 25. Existing activation levels of street frontages

KEY

- | | |
|--|---|
| — High (highly transparent and interactive shopfront) | — Nil (blank walls / vehicle access / back-of-house uses) |
| — Medium (opaque shopfront with small entries and windows) | — Vacant / unknown |
| — Low (uses disengaged with public domain / landscaping / residential) | — Area outside LEP's Town Centre boundary |



Lands adjoining the railway corridor to the east are dominated by at-grade car parking and there is no activated street edges. Existing power lines also create constraints for future street tree planting.



The existing small shops on the western side of Ryedale Road have the potential to be a vibrant village, if both sides of Ryedale Road can be activated.



Graf Avenue is currently the most successful urban space in the Town Centre in terms of street activation and the quality of public domain .



Commuters currently have to exit the railway station to West Parade via a bus terminal. Although it provides convenient public transport connecting options, it has a utilitarian focus and unable to provide any inviting arrival experience to local residents and visitors.



The plaza is intended to be the 'heart' of West Ryde but it lacks vegetation and its interface is compromised by ramps and stairs due to flood hazards.



Anthony Lane is largely used as the back-of-house zone for servicing Marketplace Shopping Centre and does not have a pleasant pedestrian environment.



Graf Avenue carries many characteristics of a successful urban space such as an intimate street scale, a high-quality public domain, active frontages and a pedestrian-friendly environment. Opportunities should be explored to replicate these positive characteristics elsewhere in the centre.



Existing arcades are important through-site links which provide a high level of permeability in the Town Centre and should be maintained and enhanced where possible.



Victoria Road serves as a major movement corridor which will continue to prioritise cars over pedestrians. Its role is unlikely to change in the foreseeable future.



The public domain of Victoria Road suffers from a lack of vegetation and has a poor amenity; local business is often in decline.

Public Domain Works

Public domain works have been programmed by Council to improve the urban space quality in parts of West Ryde Town Centre. Recent and programmed future public domain works are summarised in Figure 26:

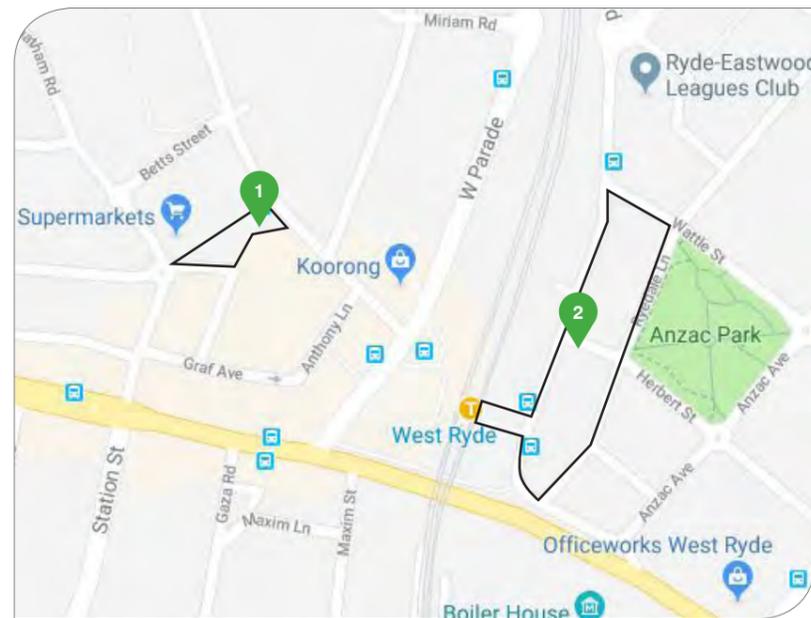


Figure 26. Locations of future public domain works

KEY

Recent / future public domain works

1 West Ryde Plaza Embellishment

The West Ryde Plaza Embellishment project is part of the City of Ryde's Four Year Delivery Plan (2016-2020) to create more inviting and activated public spaces in Neighbourhood and Town Centres (see Figure 26).

The main elements of the works include new shade structure, street furniture, tree planting, seating, playground, lighting, Wi-Fi and CCTV.



Figure 27. Embellished West Ryde Plaza

2 Ryedale Road Public Domain Upgrade

Public domain upgrade works on Ryedale Road have been programmed for 2019 to 2021. The public domain upgrades intent to engage with the connection opportunities and to respond to the extent of the Heritage Conservation Area and the adjacent areas (see Figure 28). Main elements of the upgrade include:

- Pavement enhancement to areas adjoining the Heritage Conservation Area
- Street tree planting
- Lighting upgrade
- Wayfinding treatment
- Shared use zones
- Street furniture
- Road resurfacing

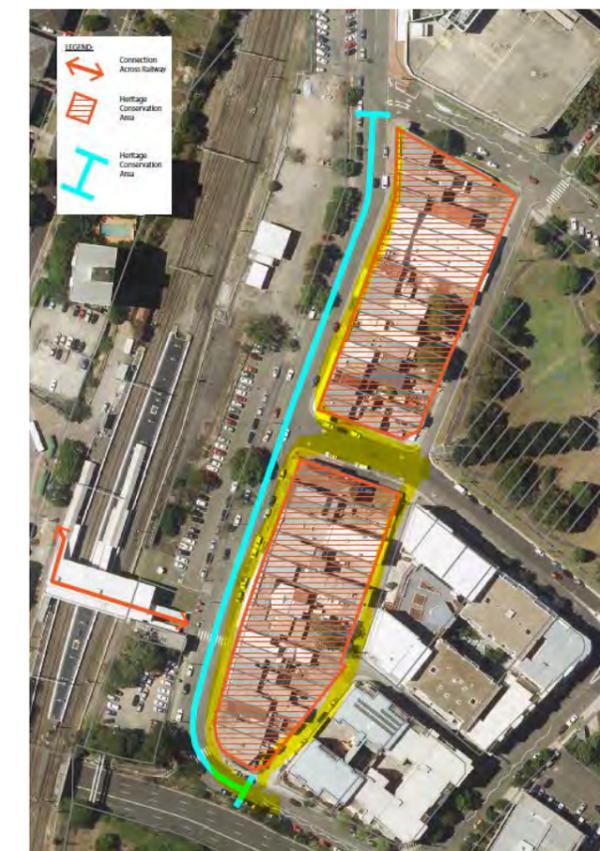


Figure 28. Area of public domain upgrade on Ryedale Road

Views and Vistas

The density of existing built form often limit district views from within the centre. However, the topography and the the orientation of local streets allow the Town Centre to be visible from surrounding areas, opening up some district views east of the railway line.

High-rise buildings in West Ryde which are located on the ridgeline are particularly visible from a number of view corridors, including:

1. Herbert Street (view due northwest)
2. West Parade (view due south)
3. Anthony Road (view due south)
4. Dickson Avenue (view due east)
5. Station Street (view due north)
6. Maxim Street (view due north)
7. Terry Road (view due southwest)
8. Reserve Street (view due south)
9. Chatham Road (view due south)
10. Victoria Road (view due east)
11. Gaza Road (view due north)
12. Victoria Road (view due northwest)

At present, the skyline of West Ryde Town Centre is formed by several high-rise developments, including 1-55 West Parade, 57-61 West Parade and the West Ryde Urban Village developments.

Any substantial changes to the urban form of the Town Centre will be noticeable from the above identified viewing locations and may change the view quality of these view corridors. It is important to understand the potential changes from these vantage points as part of the revitalisation study.

The locations of existing view corridors towards the Town Centre are presented in the adjacent diagram and the views are documented on the following page.



KEY

-  View corridor
-  West Ryde Town Centre boundary



3.5 Development Constraints

Heritage and Conservation Areas



The Town Centre contains a number of heritage items and conservation areas, which are detailed in Section 2.2. These property sites have a higher level of complexity to redevelop due to various site-specific constraints and protection requirements.

Redevelopment may be possible on these sites, subject to site-specific planning considerations. Heritage-listed sites often require more sensitive design approach such as retention and restoration of existing structure, height and scale transition, setback alignment, more generous separation, careful material selection, etc.

Uses Unlikely to Redevelop



Certain types of land uses are unlikely to be redeveloped or have very limited potential for major redevelopment. These uses include parks, nature reserves, schools and places of worship. Sites which were developed within the past 10 years are also considered unlikely to be redeveloped in the short term.

The North District Plan also highlights actions to retain and manage industrial and urban services lands. It is Council's strategy direction to retain the existing industrial employment area and it is not intended to rezone these lands for residential or commercial purposes.

Large Strata Titled Properties or Fragmented Small Lots

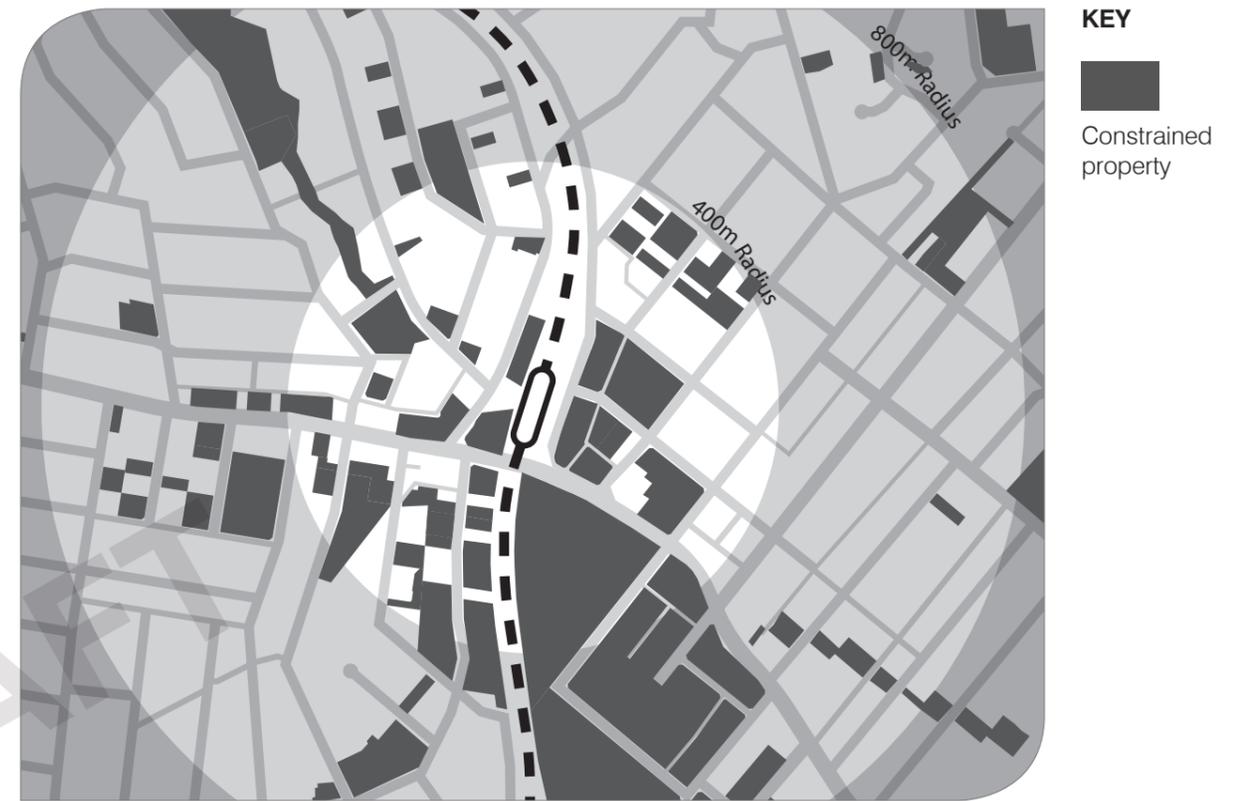


Existing strata titled properties with a large number (16 and over) of owners are unlikely to be redeveloped in the short to medium terms because it is usually very difficult for the majority of such a large number of owners to come to a consensus. They are typically mixed-use or residential developments concentrated around the railway station, some are with over 50 individual owners.

Strata titled properties with 15 or less owners are still considered to have a relatively high chance for redevelopment, should sufficient development potential exist.

On the eastern side of Ryedale Road and northern side of Victoria Road, the properties are typically 2-storey high buildings on narrow allotments (commonly 5 to 10m wide). It is expected that in the short term, many of these property owners are unlikely to achieve an agreement for amalgamation to form consolidated sites for major development.

Composite Mapping of Development Constraints



The above diagram is a composite mapping of all the development constraints considered in this section. The distribution of the constrained sites shows that overall, West Ryde Town Centre is highly constrained especially for properties within 400m distance of the railway station. This may be one of the reasons why West Ryde had little urban renewal activities in the past 5 years.

Lands south to Victoria Road are most constrained, but several large sites along Victoria Road still present development opportunities. Medium-rise residential neighbourhood west of the railway line contains some pockets of urban renewal opportunities. However, many of these properties are adjacent to the conservation area, low-rise dwelling houses and existing large strata titled flat buildings. The character of this area shall remain unchanged in the short term.

North to Victoria Road, more lands are available for redevelopment in the short term, should appropriate development incentives are provided. To the east and north of Anzac Park, sites have the potential to amalgamate and form larger sites for an uplift.

Despite being identified with development constraints, many of these sites may still have some level of potential to be redeveloped; however, the renewal of these properties is likely to occur in the long term.

3.6 Section Conclusion

A summary of the analysis is provided below highlighting key weaknesses and strengths of West Ryde Town Centre as well as the opportunities and constraints for the Revitalisation Strategy:

Weaknesses

The key weaknesses of the Town Centre which were identified in our analysis include:

- Being bisected by the railway line and Victoria Road
- Lack of tree coverage
- Lack of a recognisable Town Centre identity
- Lack of functional civic open space
- Lack of active street edges
- A high volume of vehicle traffic through the Town Centre, impacting the pedestrian environment
- Flood hazards
- Poor public domain quality in some area, e.g. blank walls, back-of-house uses and exposed railway corridor
- Heavily trafficked roads
- Generally lack of a consistent urban character (except for Ryedale Road Conservation Area)

Strengths

Below are the strengths of the Town Centre which should be capitalised through the revitalisation:

- Good connectivity and high usage of public transport
- A variety of accessible facilities and services
- A large green space (Anzac Park) within the Town Centre
- A diverse and vibrant eating and shopping experience
- Highly educated residents living close to the Town Centre
- Some level of night-time economy - pubs, supermarkets, restaurants, retail business operating till late and activating the streets, especially in the Town Centre Core.
- Distinctive 'small-lot' streetscape character in Ryedale Road and Victoria Road
- A steadily growing population to support the Town Centre

Opportunities

Through encouraging urban renewal activities in West Ryde Town Centre, there are opportunities to deliver a range of improvements for the community, such as:

- Social infrastructure
 - Relocation and expansion of West Ryde Library
 - Potential integration and co-location of civic facilities including West Ryde Hall and the library to form a civic hub
 - Expansion of West Ryde Plaza as part of the redevelopment of the Marketplace Shopping Centre site
- Town Centre identify
 - Creation of built form markers at gateway locations on Victoria Road
 - Transformation and creation of a memorable Town Centre skyline
 - Rejuvenate local business to strengthen the local economy
- Pedestrian walkability
 - Improvements to the road network to priority pedestrian movement
 - New through-site links to improve the permeability
 - Partial closure of some local street intersections to improve pedestrian safety
 - Activation of Anzac Park's edges to improve pedestrian safety
- Public domain
 - Internalising back-of-house uses
 - Widening of footpath
 - Provision of new street trees

Constraints

The constraints which need to be taken consideration in the Revitalisation Strategy include:

- Small lots in fragmented ownership on Victoria Road, West Parade and Ryedale Road which create difficulty for site amalgamation.
- Large strata titled properties and recently constructed properties are unlikely to be redeveloped in the short to medium terms.
- Stepping down of building height and density is required to provide a transition to the surrounding low-density residential neighbourhood.
- Existing bus interchange will remain unchanged as it is unlikely to be relocated or replaced by other facilities.
- The current role of Victoria Road as a major movement corridor is unlikely to change.
- Public domain in Victoria Road and many local streets may be too narrow to accommodate new street tree planting.

SAFARILAND BALLISTICS

NO STOPPING
1/2 P
8:00 - 6:00
8:00 - 12:00

55



본 척추 병원
02 8068 2598
0452 124 476
Legend Babershop
건물 안으로 들어오세요.

LEGENDS

BARBER OLD SCHOOL SHOP

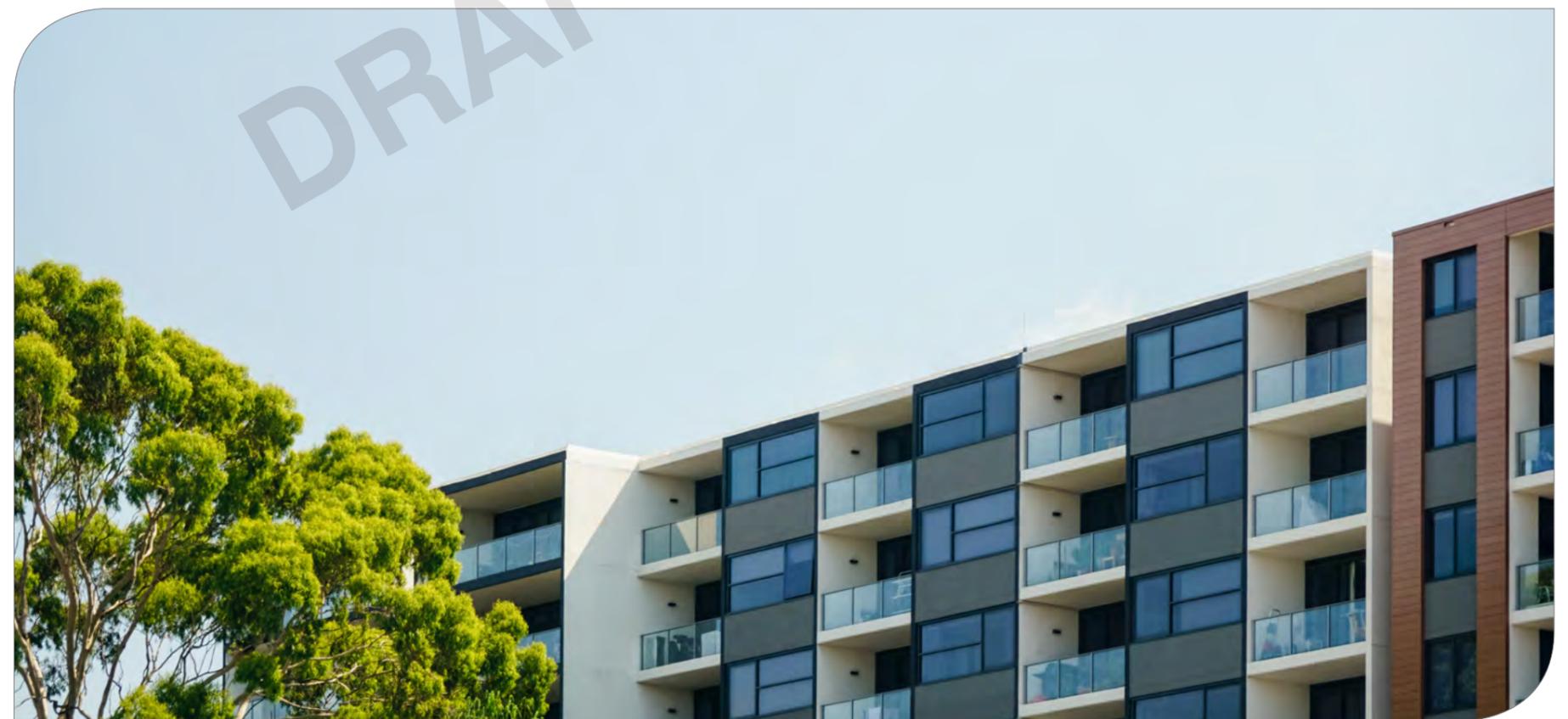


8084 9836



Through encouraging urban renewal activities in West Ryde Town Centre, there are opportunities to deliver a range of improvements for the community.

4. REVITALISATION



4.1 Town Centre Precincts

The West Ryde Town Centre Revitalisation Strategy provides a vision for the future urban form and function of the Town Centre. The key precincts that are of importance to the future of the Town Centre have been identified for the purposes of the study. Each precinct presents an individual urban character and function in the Town Centre.

The precincts are presented in Figure 24 and the description of each precinct is provided on the following pages.

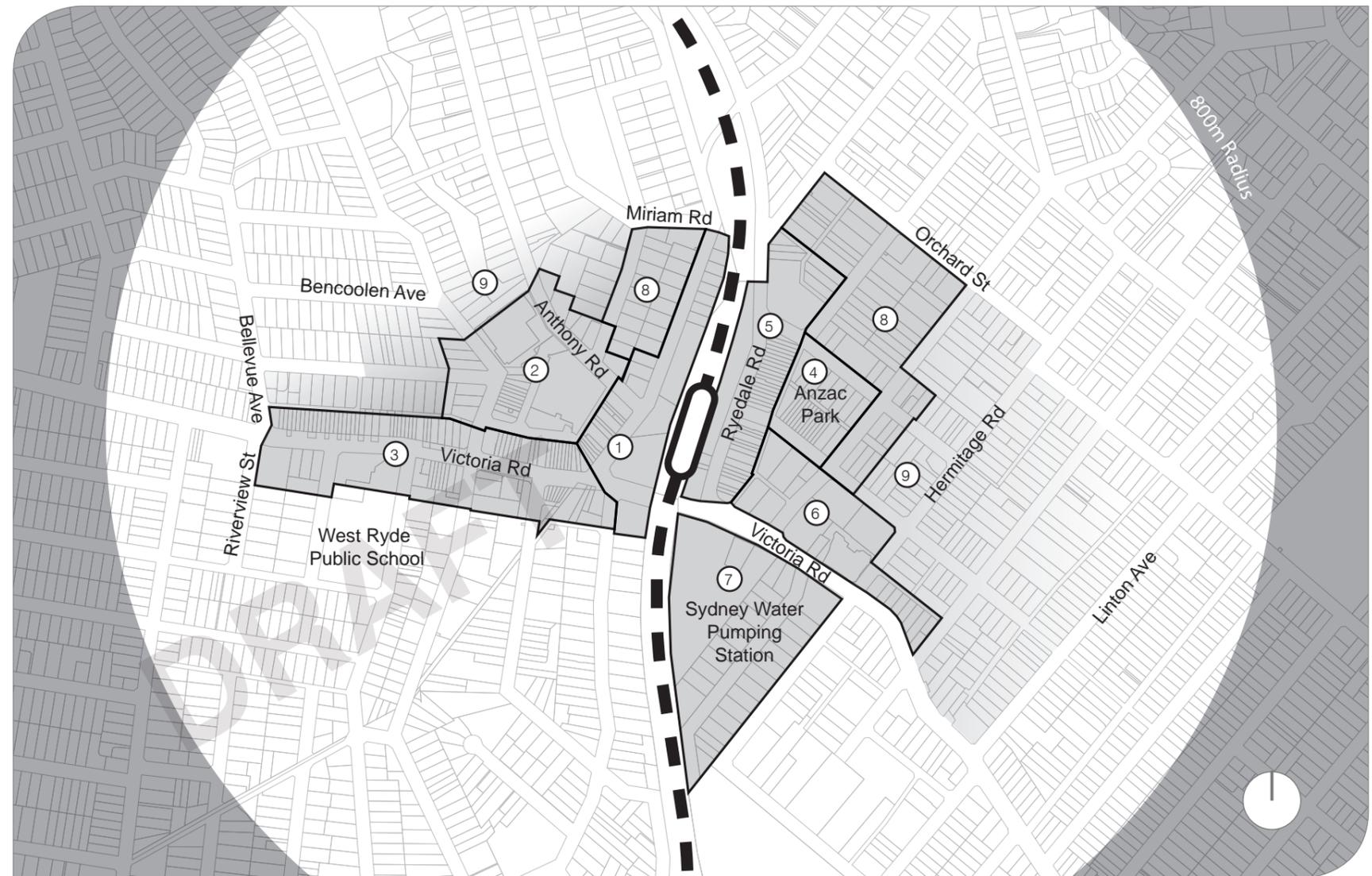


Figure 29. Key precincts within the Mater Planning area

- | | | | |
|---|--|---|---|
|  | Area outside 800m railway catchment area |  | Ryedale Road Precinct |
|  | Railway line and station |  | Victoria Road East Precinct |
|  | Station Precinct |  | Pumping Station Precinct |
|  | Town Centre Core Precinct |  | Existing Medium-Rise Residential Precinct |
|  | Victoria Road West Precinct |  | Potential Transition Precincts |
|  | Anzac Park Precinct | | |

1. Station Precinct



Station Precinct, viewing east to the existing development at 1-55 West Parade.

This Precinct operates as the forecourt to the railway station and bus interchange and includes shops and 9-10 storey residential development on the western side of the railway line.

The NSW Department of Planning and Environment has approved new residential development on the NSW Land and Housing Corporation land in the northern portion of the Precinct along West Parade of up to 10 storeys. The West Ryde Town Centre skyline is punctuated by the 9-10 storey development along the rail line.

Anthony Road serves as the primary entry point into the Town Centre Core for public transport users and commuters.

Desired Future Character

The Precinct is the “front door” to West Ryde for commuters and the entry point to the Town Centre Core. It is important to provide a pleasant and safe experience for pedestrians and public transport users.

There are opportunities to improve:

- Pedestrian connections from the Town Centre Core to the rail station and bus interchange.
- The bus interchange and facilities for people to sit, rest, wait and meet.

2. Town Centre Core Precinct



Town Centre Core Precinct, viewing northwest from Anthony Road.



Town Centre Core Precinct, viewing east from West Ryde Plaza to Anthony Road.

In recent years, the commercial centre of West Ryde has expanded from a traditional ‘strip-shopping’ model to also include two ‘shopping centres’ based around supermarkets and off-street car parking. Popular local destinations, including the two major supermarkets, the West Ryde Library and the Community Centre are all within this Precinct.

The West Ryde Plaza is the ‘heart’ of the Town Centre and an important meeting place. Graf Avenue has been upgraded with public domain improvements and traffic calming, making the Precinct more accessible, convenient, visually pleasing and pedestrian friendly. The West Ryde Library and cafés make Graf Avenue a vibrant local street.

Ryde Council’s Community Centre is adjoined by flood affected green space that is sometimes used as at grade parking.

Desired Future Character

Future development in the Town Centre Core Precinct will provide the focus for a vibrant shopping precinct comprising diverse retail experiences from outdoor dining to weekly grocery shopping. It is encouraged to continue to include a mix of ground-level small business and retail, combined with residential living above. This typology provides an enhanced pedestrian environment and helps to enliven and activate the street environment.

It is proposed to expand the West Ryde Plaza and to extend the vibrant public domain of Graf Avenue throughout the Town Centre Core. There are opportunities to:

- Extend the Town Centre Core so as to be more clearly defined and include sites already operating as businesses (including a childcare centre and commercial offices in Chatham Road).
- Expand West Ryde Plaza into Market Street to ensure diverse retail experiences, to create a potential vibrant “spice alley” and better link the plaza with Graf Avenue.
- Create a new park adjoining the City of Ryde Community Centre.
- Ensure appropriately scaled mixed-use development that transitions from the Station Precinct to the low scaled residential precincts surrounding West Ryde Town Centre.

3. Victoria Road West Precinct



Victoria Road West Precinct, viewing northwest to West Ryde Hotel from the southern side of the Chatham Road intersection.



Victoria Road West Precinct, viewing west from the northern side of the Chatham Road intersection.

The buildings on Victoria Road are predominantly 2 stories and are characterised by small lots along Victoria Road. The character of the built form reflects its function as a strip style shopping precinct dominated by a busy road. There are visual indicators of some economic stress with several sites vacant, blank shopfronts and poor building presentation. Most properties have their shopfront facing Victoria Road with rear lane access.

There is some car related business within the precinct which relies on the Victoria Road location including a service station, drive-through takeaway and car showrooms.

There is a high level of pedestrian activity in the Precinct due to the nearby school, number of bus stops, shops and signalised crossings.

Desired Future Character

Victoria Road is anticipated to be the primary movement corridor through West Ryde and will continue to serve as a prominent feature of the Town Centre. The challenge for this Precinct is to reinvigorate and maintain an active streetscape and to provide a safe and friendly environment for pedestrians including school children and public transport users along Victoria Road.

There are opportunities to:

- Create recognisable built form markers at gateway locations at West Parade, Riverview Street and Bellevue Avenue to strengthen the identity of the Town Centre.
- Create opportunities for amalgamation and urban renewal, which may see shops which are currently vacant or in decline replaced by large-format retail and commercial premises, such as furniture showrooms and gyms that will benefit from the high visibility and locational advantages of busy Victoria Road.
- Enhance the landscape character of the Precinct to improve the pedestrian environment and mitigate the noise and pollution impacts.
- Create incentives for some land-uses to relocate to the West Ryde Industrial Area.

4. Anzac Park Precinct



Anzac Park, viewing to the play areas.

Anzac Park is a valuable asset within West Ryde Town Centre. The open space of Anzac Park provides an important balance to the future high-density development in the Ryedale Road Precinct. Throughout the City of Ryde it is unusual to have a major passive recreational space located so close to an existing retail core.

Desired Future Character

Anzac Park will continue to serve as the 'green lungs' for surrounding development. The role and function of Anzac Park is not expected to change in the future. It is paramount to protect and maintain the amenity of Anzac Park (e.g. solar access) and where possible enhance the sense of safety for users of the park.

5. Ryedale Road Precinct



Ryedale Road Precinct, viewing east from the intersection of Ryedale Road and Herbert Street.



Ryedale Road Precinct, viewing east from the western side of Ryedale Road.

East of the railway line is the historic Ryedale Road Precinct with shops and awnings dating from the early 1900s. The Precinct was once the main commercial strip, but today it is isolated from the Town Centre Core by the railway line and Victoria Road. Ryedale Road is located on a ridge-line and is the highest point in the Town Centre. However, it is not easily seen from the Town Centre Core or Victoria Road.

Much of the Ryedale Road Precinct is a Heritage Conservation Area, in which the built form is generally 2 stories high. A 7-storey development is currently under construction at No.17-21 Ryedale Road. The significant setbacks allow for the retention of the original 2 storey shopfronts.

This Precinct is bounded by Anzac Park and also includes the Ryde-Eastwood Leagues Club, which is an important destination and hub for the local community.

Desired Future Character

The Ryedale Road precinct is envisaged to be a future mixed-use Precinct benefiting from a variety of residential, commercial and retail development, to capitalise on the proximity to public transport and implement transit-oriented principles. Future development on the western side of Ryedale Road should form a continuous edge to help mitigate the noise impacts from the railway line and improve the amenity of the Ryedale Road shopping strip.

While 7 storey developments are permitted in this Precinct it is important to retain the heritage character and build on the historic identity of Ryedale Road to create a charming heritage precinct.

There are opportunities to:

- Create an inviting entry and better links to Anzac Park.
- Ensure an enhanced recognition and interpretation of the Heritage Conservation Area, as any future development should recognise the heritage values and significance of the area and incorporate these principles into new design.
- Improve the pedestrian environment in Ryedale Road.
- Create a pedestrian overbridge linking Ryedale Road and the Station to the heritage listed West Ryde Pumping Station and active transport links to the Ryde Council's Parramatta Riverwalk.

6. Victoria Road East Precinct



Victoria Road East Precinct, viewing north from Anzac Avenue.

The Victoria Road East Precinct is separated from Victoria Road by level change of approximately 10m. It is dominated by a number of larger mixed-use and commercial sites along Victoria Road. The retail component is isolated from the main commercial centre and characterised by its busy road location.

Desired Future Character

The Precinct is largely built up with large-scale mixed-use development constructed in the past few decades. There are limited opportunities for redevelopment and these sites are not anticipated to undergo any significant changes.

At the eastern end of the Precinct, properties are currently zoned R2 Low Density Residential. The existing zoning for residential purposes is no longer appropriate given the environmental conditions of Victoria Road. These properties will benefit from rezoning to uses that are compatible with the adjacent B6 Enterprise Corridor and IN2 Light Industrial uses, which will help screen off the noise and pollution impacts on residential areas to the north.

7. Pumping Station Precinct



Pumping Station Precinct, viewing southeast from Victoria Road.

The Pumping Station Precinct is listed as a state-significant heritage item. It is currently an isolated pocket of land as there are limited connections with the Town Centre and no public accessibility. The site sits above Victoria Road and is highly visible, acting as an imposing local landmark within the local townscape. It is a handsome example of Victorian industrial architecture within a landscaped setting, part of which is currently utilised for at grade parking.

Desired Future Character

The desired future character of the Pumping Station Precinct is subject to potential future development. Sydney Water has indicated that the pumping station is integral to the water supply network for the North Shore. However, there is potential for the site to also accommodate some office and residential development that will be sympathetic to the heritage values of the pumping station and improve its setting.

Should future development take place in the Precinct, there are opportunities to allow public access to the Precinct, create new parklands and better integrate the site with the wider context such as West Ryde Town Centre and the Meadowbank Education Precinct with pedestrian and cycling connections. This would improve the connectivity and walkability of the area.

Each precinct presents an individual urban character and function in the Town Centre.

8. Medium-Rise Residential Precincts



Existing Medium-Rise Residential Precincts, viewing northeast from Reserve Street.

There are two Medium-Rise Residential Precincts adjacent to the Town Centre, one located west of the West Parade and one located to the north and eastern sides of Anzac Park.

Existing development in these areas are typically 3 to 4-storey walk-up flat buildings with some low-density dwelling houses. Many of the walk-up flat developments are under Strata Title, which create complexity for site amalgamation and redevelopment. These Precincts are often characterised by leafy and quiet neighbourhood streets with on-street parking.

Desired Future Character

The role of these Precincts is to provide a character transition from the high-rise Town Centre to the low-rise residential neighbourhood in the surrounds. Some of the older housing stock, such as the walk-up flats on West Parade, may be replaced by higher-density residential flat buildings.

New development adjacent to Anzac Park should enhance the interface with the open space, enabling opportunities for views to the park from the surrounding area, whilst minimising any adverse environmental impacts (such as overshadowing) on the open space.

Active uses are to be encouraged on Wattle Street and Anzac Avenue at the ground and lower levels of development to promote vibrancy and provide passive surveillance to the open space. This is especially important at night time to enhance the perception of personal safety. New development must achieve an appropriate transition to adjacent residential properties to minimise any amenity impact and maintain the character of the neighbourhood.

9. Low to Medium-Density Transition Precincts



Existing low-density residential area immediately outside the Town Centre, viewing south from Chatham Road.

There are two Low to Medium-Density Transition Precincts adjacent to the Town Centre, one located west of the Town Centre Core Precinct and one located east of Medium-Rise Residential Precinct on the eastern side of the railway line. Existing development in these areas are typically low-density dwelling houses. These Precincts are often characterised by leafy and quiet neighbourhood streets with on-street parking.

Desired Future Character

The role of the Precincts is to provide a character transition from the higher-density Town Centre development to the low-density residential neighbourhood in the surrounds.

Low-rise medium-density housing such as townhouses and dual occupancy is encouraged in these Precincts to allow for a moderate level of uplift within walkable distance to the railway station.

The provision of low-rise medium-density housing will align with the strategic direction to promote housing diversity and increase housing choice while maintaining a compatible character with the low-density neighbourhood.

City of Ryde is preparing a Housing Strategy that will consider medium density development (townhouses, 2 storey flats) adjoin these areas to provide:

- A transition from the town centre to the low density residential neighbourhoods.
- A diversity of housing types to suit people at all stages of their life.
- Smaller and therefore more affordable housing options.

4.2 Height Strategies

The development height and scale often reflect the strategic status and importance of a Town Centre. In order to determine an appropriate height for West Ryde Town Centre, a number of other similar centres were compared to understand the development scale of West Ryde in relation to others.

Building Height Analysis

The centres for comparison were selected based on their similarities with West Ryde, for example, they must:

- Be designated as a 'Local Centre' in the District Plans.
- Have a railway station.
- Have an established business core containing major supermarkets.
- Require similar travel time (i.e. approx. 30 minutes) to the Sydney CBD.

The information presented below is based on two sources: (1) the current LEP height controls and (2) the actually approved maximum building height, which may be greater than the LEP's maximum allowable building height).

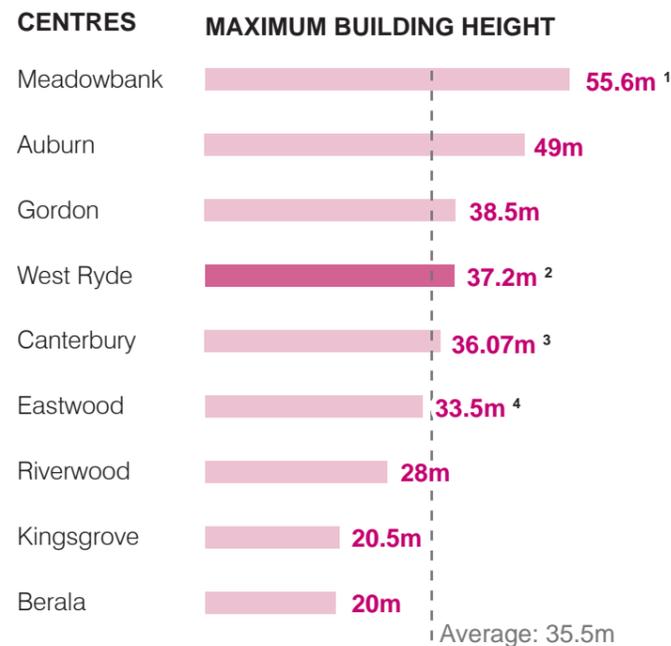


Figure 30. Maximum allowable building heights of Local Centres

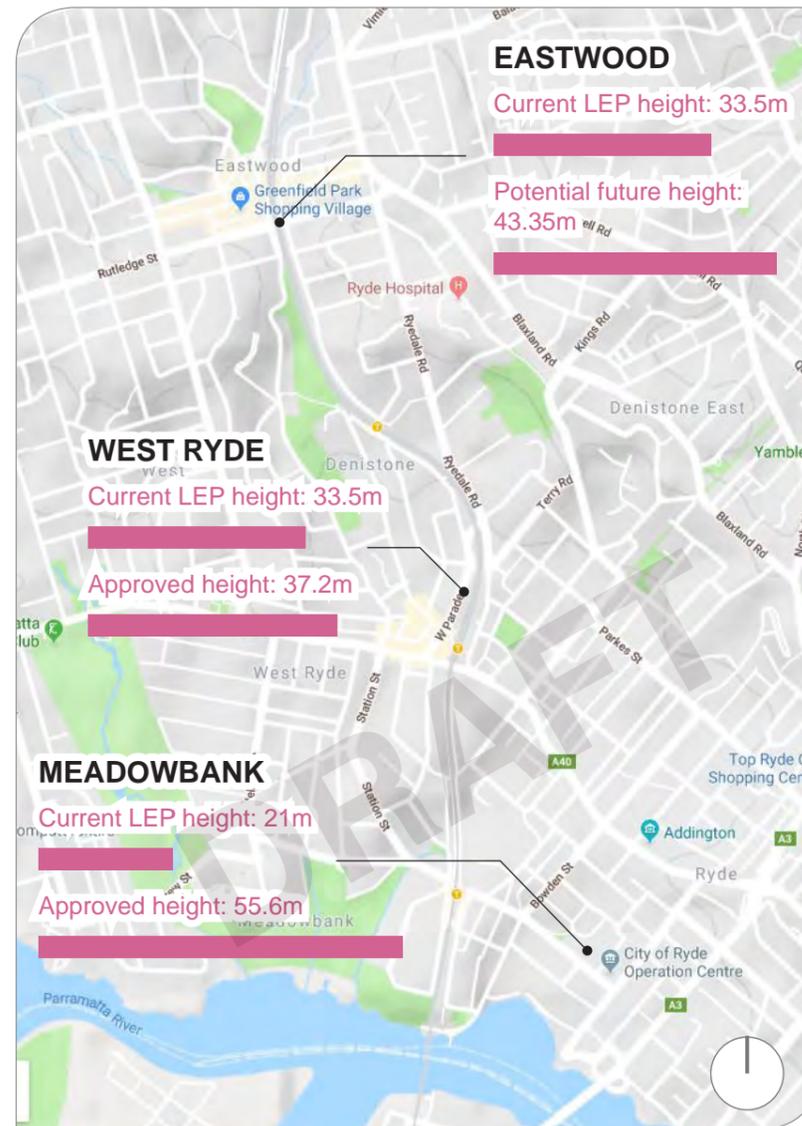


Figure 31. Maximum building heights of adjacent centres in Ryde LGA

Source of information:

1. Approval MP 09_0216 by the NSW Department of Planning & Environment
2. Approval 09_0029 MOD2 by the NSW Department of Planning & Environment
3. Approval DA-576/2013 by Canterbury-Bankstown Council
4. DA (LDA2016/378) currently under assessment which may potentially increase the building height to 43.35m

As the figure shows, the current maximum allowable height of West Ryde is 37.2m, which was established by the concept development at 63 - 77 West Parade approved by the NSW Department of Planning & Environment. This height has exceeded the LEP's height limit of 33.5m for West Ryde. The development scale of 63 - 77 West Parade is comparable to the future Gordon Centre development (38.5m), but is below Auburn (49m) and Meadowbank (55.6m).

A Development Application for the Yuhu Development (LDA2016/378) located at 144-186 Rowe Street, Eastwood is currently under assessment. Should the application be approved in its current form, it will increase the maximum building height of Eastwood from 33.5m to 43.35m, surpassing Canterbury, West Ryde and Gordon.

West Ryde's current maximum allowable height (i.e. 37.2m / 12 storeys) is very close to the average height (i.e. 35.5m) of Local Centres analysed in Figure 30. Some further increase in the building height to no more than 55m will still allow West Ryde to maintain an appropriate scale in the hierarchy of 'Local Centres'.

Based on the findings of the Building Height Analysis, this report has proposed two scenarios of height strategies for the future Town Centre of West Ryde:

1. Baseline Scenario
2. Incentivised Scenario

These strategies are presented on the following page.

Existing Scale

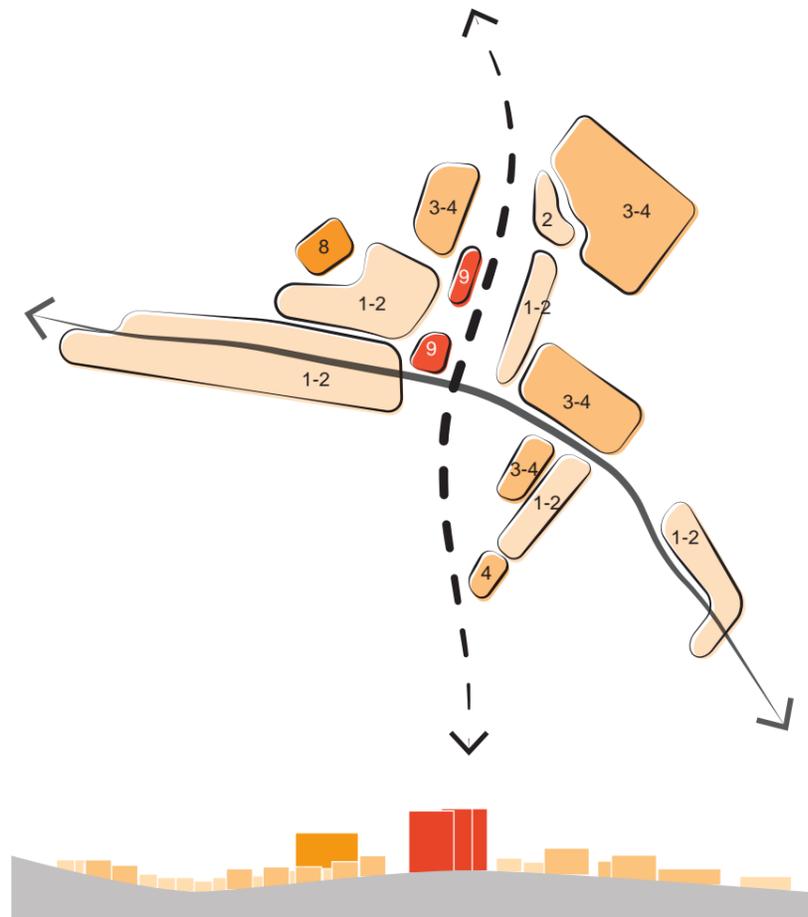


Figure 32. Indicative city skyline of West Ryde along Victoria Road (existing condition)

Proposed Option 1 (Baseline Scenario)

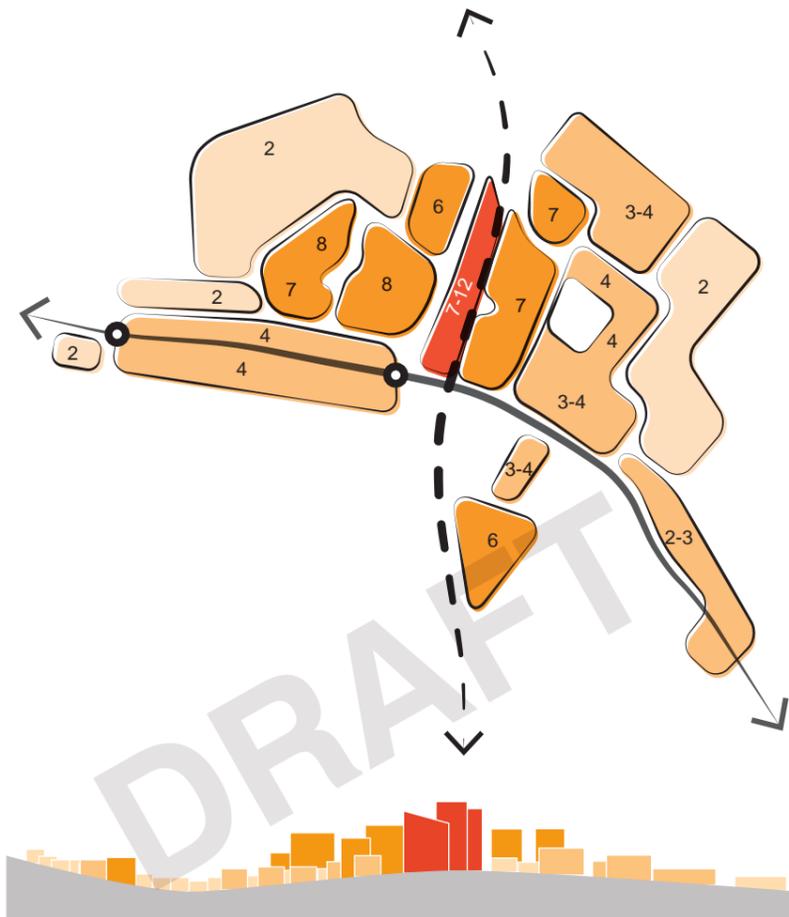


Figure 33. Indicative city skyline of West Ryde along Victoria Road (Proposed future baseline scenario)

Proposed Option 2 (Incentivised Scenario)

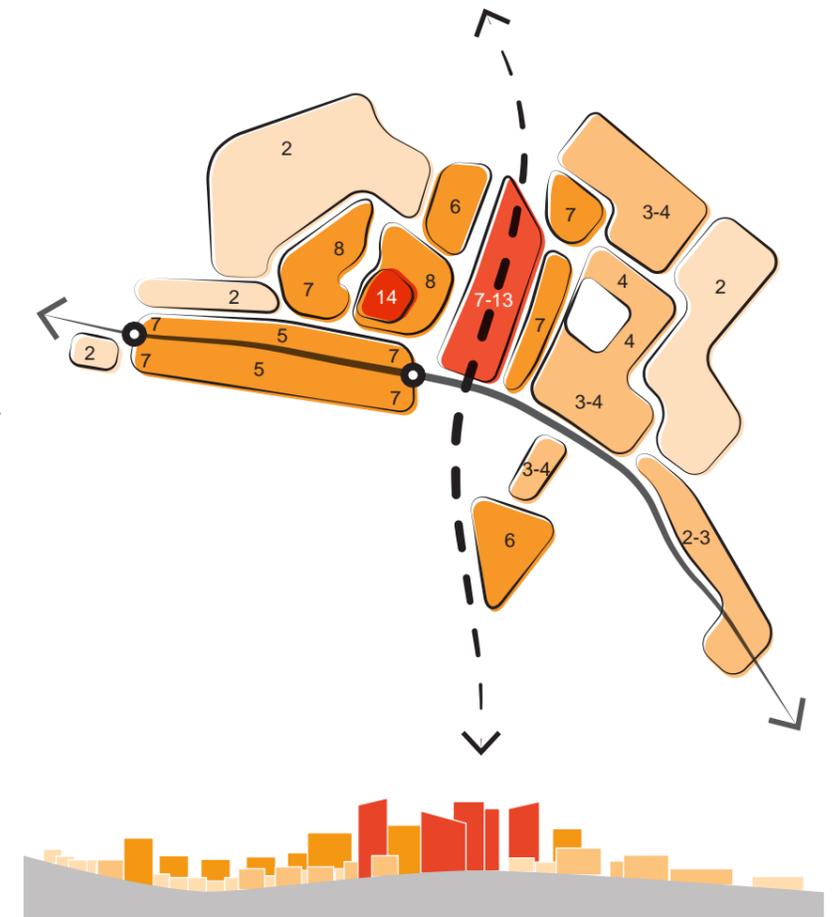


Figure 34. Indicative city skyline of West Ryde along Victoria Road (Proposed future incentivised scenario)

- KEY**
- Low-rise development
 - Medium-rise development
 - High-rise development
 - # Number of storey
 - Gateway point
 - Victoria Road
 - Railway line

The Baseline Scenario intends to provide the minimum feasible development capacity required to trigger urban renewal in the Town Centre through new planning controls. The threshold will be informed by a separate economic feasibility study. It is noted that very low floor space ratios, rather than the height controls, restrict development from occurring.

The building height proposed in the Baseline Scenario will maintain similar heights to the existing planning controls. The tallest tower of the development at 63 - 77 West Parade will become the apex of the Town Centre. Building heights will make a transition by stepping down outward from the railway line corridor to the edges with 3 to 4-storey residential flat buildings and 2-storey medium-density housing.

In the Incentivised Scenario, building heights generally follow the same built form approach of the Baseline Scenario. Should redevelopment be able to deliver the desired public benefit as part of the development, greater heights and density can be considered on selected catalyst sites. Public benefit could include expanded plazas, new parks, street improvements and the library upgrade.

While allowing additional heights and density on catalyst sites, the development on these sites is still required to contribute positively to the overall urban form of the Town Centre, maintain an appropriate contextual fit, deliver high quality design outcome and minimise any potential visual and environmental impacts on surrounding private properties and public open space.

4.3 Strategy 01: Public Domain

To provide a direction to realise the desired future character of different Precincts, this Revitalisation Strategy has outlined a number of objectives and strategies:

Objectives	Strategies & Recommendations
<ul style="list-style-type: none"> To provide accessible and safe pedestrian links on public and private properties. 	<ul style="list-style-type: none"> Maximise opportunities for passive surveillance to streets and laneways. Provide clear crossing points, bulb-outs at street corners and raised crossings which provides a traffic calming effect.
<ul style="list-style-type: none"> To improve the amenity of existing pedestrian routes. 	<ul style="list-style-type: none"> Maintain current vistas and create new vistas where possible. Provide opportunities for seating, resting and gathering. Ensure back-of-house uses on the ground level are provided at appropriate locations. Minimise blank wall interface to the public domain. Adopt the principles of CPTED i.e. Crime Prevention Through Environmental Design.
<ul style="list-style-type: none"> To promote walking in the Town Centre. 	<ul style="list-style-type: none"> Investigate opportunity to create new pedestrian links in the form of public streets and laneways as well as arcades and paths through private properties. Provide clear and direct walkways and connections.
<ul style="list-style-type: none"> To cater for people's recreational and social needs. 	<ul style="list-style-type: none"> Investigate opportunity to expand and upgrade existing public domain such as West Ryde Plaza. To activate edges of Anzac Park with ground-floor retail commercial uses. Widen public footpath where possible to accommodate street furniture and fixtures, tree planting and outdoor dining.



Encouraging highly visible and interactive shop fronts with outdoor dining to create a vibrant public domain (source: Pinterest)



Provide planting, street furniture, safe crossing and active frontages to create a pleasant public space (source: Titandoors.com.au)



Using raised crossing with surface treatment for traffic calming (source: Bylett and Associates)



Creating a pedestrian mall to extend existing public space into local streets (source: City Lab)



Creating pocket plazas in high-density Town Centre to encourage social gathering and interactions (source: Flickr)



Using bulb-outs or curb extensions for traffic calming and provide ease for pedestrian crossing (source: U.S. Environmental Protection Agency)

The proposed public domain improvements in the Town Centre are identified in Figure 35. There are opportunities to deliver these improvements as a form of public benefit as part of future redevelopment on private lands. The proposed public domain improvements include:

1. **Expanding West Ryde Plaza**
Create an additional and sunny public space at the northern end of the Marketplace Shopping Centre.
2. **Creating a new public park**
Investigate opportunity to create a new park on the existing Council land.
3. **Creating a new pedestrian mall**
Close off a section of Market Street and turn it into a fully pedestrianised area which can potentially be used for flea markets and festivals.
4. **Creating a pocket plaza on Ryedale Road**
Create a new gathering space facing Herbert Street, potentially be delivered as a form of public benefit by redeveloping the RailCorp site.
1. **Upgrading Anthony Road**
Investigate opportunity to create bulb-outs at the West Parade corner.
Investigate opportunity to provide street tree planting in Anthony Road.
2. **Upgrading Dickson Avenue / Chatham Road corner**
Investigate opportunity to create bulb-outs at street corners and safe pedestrian crossing.
3. **Upgrading Reserve Street / Anthony Road corner**
Investigate opportunity to create a raised crossing.
4. **Upgrading railway forecourt**
Redesign the station entry and enhance pedestrian crossing on Ryedale Road; potentially be delivered as a form of public benefit by the redevelopment of RailCorp site.
5. **Upgrading Herbert Street between Ryedale Road and Ryedale Lane**
Investigate opportunity to create a raised pedestrian crossing in combination with bulb-outs at street corners.
6. **Upgrading Wattle Street / Ryedale Road corner**
Investigate opportunity to create bulb-outs and a corner plaza.
7. **Upgrading bus interchange**
Investigate opportunity to upgrade existing bus interchange including the taxi pick-up/drop-off area.

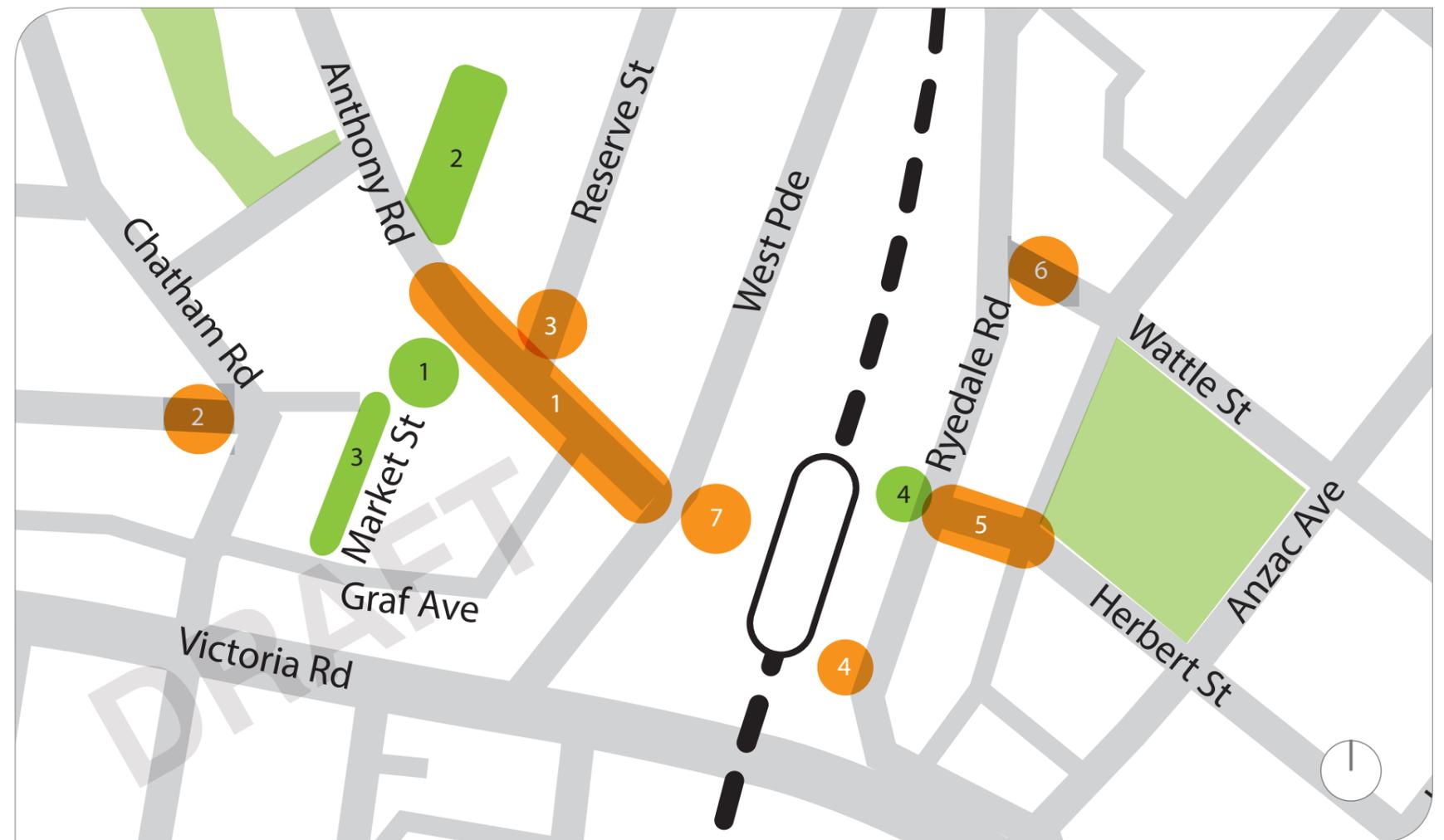


Figure 35. Opportunity for public domain improvements in West Ryde Town Centre

- KEY**
- Public domain works opportunity
 - Public domain works to be delivered as part of future redevelopments
 - - > Railway line

4.4 Strategy 02: Land Use

Objectives	Strategies & Recommendations
<ul style="list-style-type: none"> To strengthen the character of the business core. 	<ul style="list-style-type: none"> Concentrate development uplift on the Victoria Road corridor and north of Victoria Road where existing local business is located and within the catchment of public transport. Encourage mixed-use development on the RailCorp site on Ryedale Road to help activate the shopping strip.
<ul style="list-style-type: none"> To complement and enhance the character of the Ryedale Road Conservation Area while encouraging urban renewal. 	<ul style="list-style-type: none"> Ensure the design response, including the built form, facade design and materiality, of any future development on Ryedale Road is sensitive to the existing character.
<ul style="list-style-type: none"> To maintain the existing character of the surrounding low-density residential areas. 	<ul style="list-style-type: none"> Restrict sprawling to surrounding areas outside the Town Centre. Identify potential heritage items across the Town Centre and encourage their preservation.
<ul style="list-style-type: none"> To provide a variety of housing to cater for the diverse community. 	<ul style="list-style-type: none"> Identify areas suitable for medium and high-density housing as well as mixed-use development.
<ul style="list-style-type: none"> To retain key recreational, employment and education lands. 	<ul style="list-style-type: none"> Propose no planning control changes to existing school sites, parks and industrial employment areas.



Maintain the existing character of the surrounding low-density residential areas.



Investigate opportunity to expand and upgrade existing well-used civic facilities such as West Ryde Library.



Introduce retail commercial uses to activate the edges of Anzac Park so that the park is perceived as an integral part of the Town Center.



Buildings which are meaningful to the local community should be heritage-listed to preserve historical character of West Ryde Town Centre.



Retain existing industrial uses adjacent to West Ryde Town Centre.



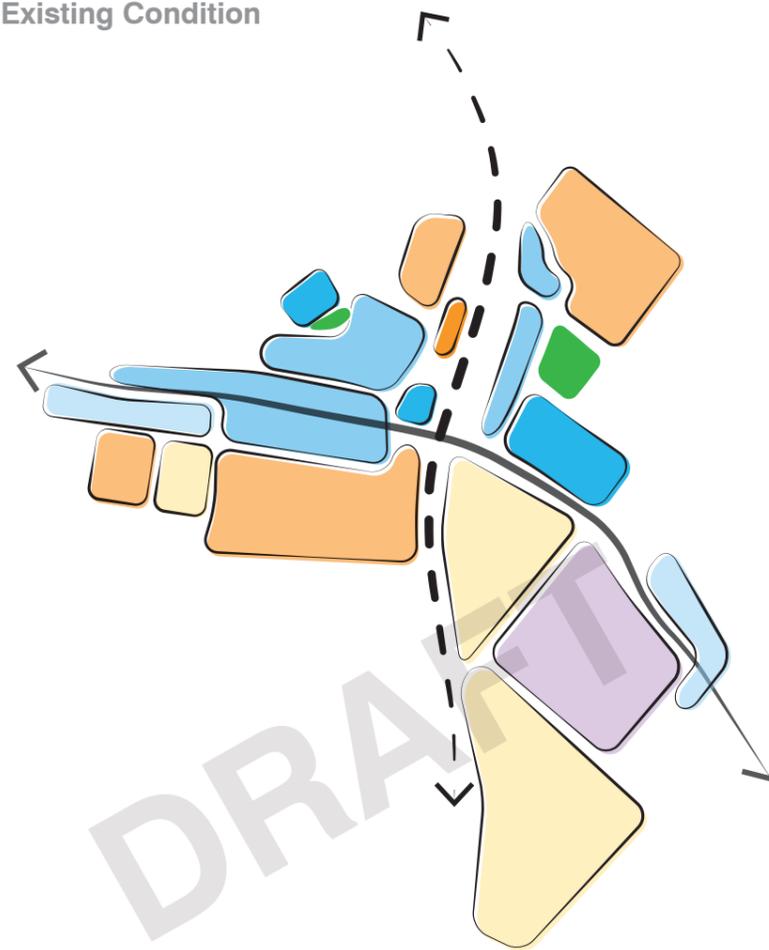
Encourage mix-use development on the RailCorp site on Ryedale Road to help activate the business area and create a buffer from the impact of the infrastructure.

Town Centre Structure

Below are the key strategies for shaping the structure of the future West Ryde Town Centre. The transformation of the Town Centre structure from the existing condition is illustrated in the adjacent diagram:

1. Encourage urban renewal opportunities on sites surrounding the Town Square and on key streets such as Chatham Road and Anthony Road.
2. Reduce B5 Business Development lands and increase B4 Mixed-Use lands on the southern side of Victoria Road to unlock urban renewal opportunities of the existing B5 zones.
3. Create prominent built form on Victoria Road to mark the eastern and western gateways of West Ryde Town Centre.
4. Allow greater building height and FSR on sites with existing walk-up flat buildings to incentivise redevelopment opportunities.
5. Encourage development on the RailCorp land east of the railway line to assist in revitalising the shopping strip and improve the public domain of Ryedale Road.
6. Expand the B4 Mixed-Use zone along Wattle Street and Anzac Avenue eastward to allow retail commercial uses facing Anzac Park; this will assist in activating the edges of the park and improve night-time safety.
7. Extend the B6 Enterprise Corridor westward along Victoria Road - it will form a buffer for the low-density residential area to the north and it is compatible with the IN2 Light Industrial area on the southern side.
8. Allow medium to high-density residential uses and new recreational space in some parts of the Sydney Water Pumping Station site, subject to a future Planning Proposal by Sydney Water.
9. Retain existing light industrial area for local employment.
10. Encourage low-rise medium-density housing on the fringe of the Town Centre - they can serve as a transition zone from the high-density core to the surrounding low-density residential areas.

Existing Condition



Proposed Future

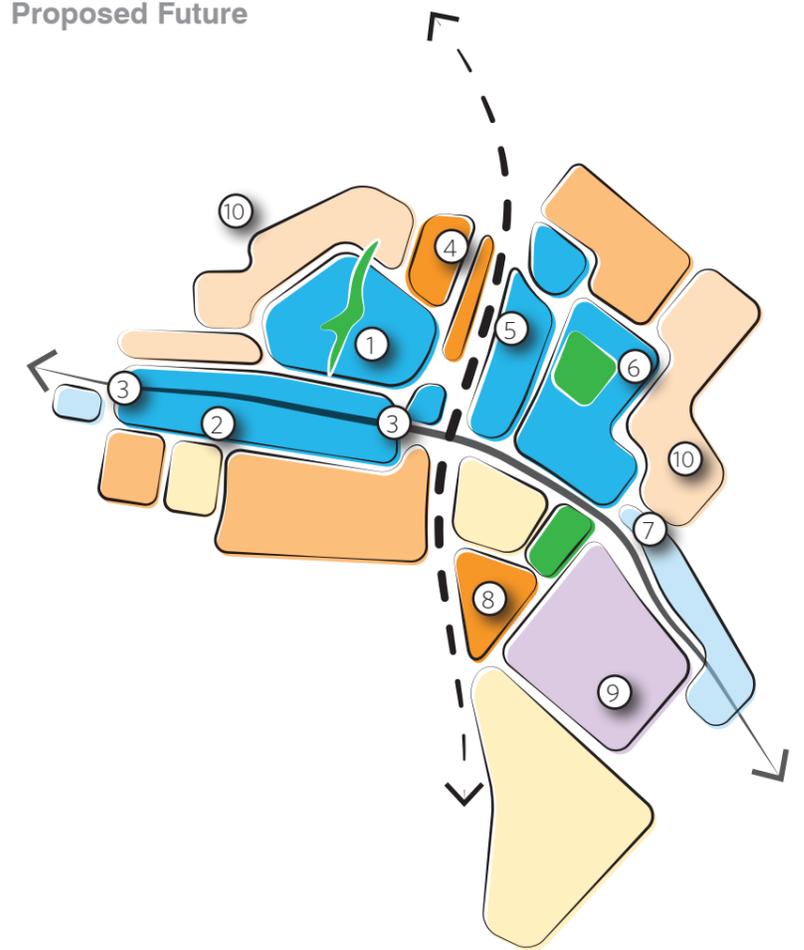


Figure 36. Proposed future land use structure of West Ryde Town Centre

KEY

 Mixed-Use	 High-rise Residential	 Victoria Road
 Retail Business	 Commercial Business	 Railway line
 Public Space	 Industrial	
 Medium-rise Residential	 Special Use / Education	

4.5 Strategy 03: Movement Network

Pedestrian Connections:

Objective:

- To provide convenient and safe crossing points for pedestrians throughout the Town Centre.
- To improve the permeability of the pedestrian network.
- To improve accessibility to social infrastructure, local business and services.

Strategies & Recommendations:

- 1. Pedestrian and cycle bridge across Victoria Road**
It will improve the north-south connectivity across the main road and to the Ryedale Road business area. It may be delivered as part of the future rezoning of the Sydney Water Pumping Station site.
- 2. Shared path to the Meadowbank Education Precinct**
It will link West Ryde Town Centre to TAFE NSW Meadowbank and the two future schools. It may be delivered as part of the future rezoning of the Sydney Water Pumping Station site. Due to the limited passive surveillance, this link is recommended to be closed off during after-hours for safety reasons.
- 3. Improved pedestrian crossing opportunities to railway station**
Pedestrian crossing may be provided from the northern footpath of Anthony Road which currently does not exist. Raised crossing may also be provided on the eastern side of West Parade at the bus interchange so that there will be a safe and continuous pedestrian space.
- 4. Through-site link from Graf Avenue with West Parade**
It follows the desire line from Graf Avenue to the signalised crossing at the corner of Victoria Road and West Parade.

The connection will extend the 'place' character of Graf Avenue through to the West Parade shops and resolve the current problem of ending Graf Avenue at a back-of-house condition where it meets Anthony Lane. It is recommended to achieve this through-site link through land acquisition. Should this new link be delivered, the existing link owned by Council might not be required in the future.
- 5. Through-site link from West Ryde Town Square with Graf Avenue**
It will improve the permeability of the business area and link up important 'places' such as the town square, Graf Avenue and supermarkets as well as Victoria Road shops through existing White Rose Arcade. The link may be in a form of an arcade with active shopfront on both sides and provide weather protection for pedestrians. It is likely to be delivered as part of the Marketplace Shopping Centre redevelopment as a form of public benefit.

- 6. Through-site link from Dickson Lane to Victoria Road**
It follows the desire line from Bellevue Lane to the signalised crossing on Victoria Road. It will improve the permeability of the area as the block is over 280m long and currently does not have any north-south connections.
- 7. Through-site link from Ryedale Road to Anzac Park**
It will improve the permeability of the business area and create an additional direct sightline from Ryedale Road to Anzac Park. It may be delivered as part of future redevelopment.
- 8. Through-site link from Ryedale Road to Anzac Lane**
It will improve the permeability of the business area and increase passive surveillance of Anzac Lane. It may be delivered as part of future redevelopment.
- 9. Through-site link from Anthony Road to Miriam Park**
It will improve the permeability of the residential area, increase the accessibility of the public open space and create an additional direct sightline from Anthony Road to Miriam Park. It may be in a form of a pedestrian footpath and delivered as part of future redevelopment.

Vehicle Connections:

Objective:

- To minimise conflicts between pedestrians and cars.
- To prioritise pedestrians over cars within the Town Centre.
- To alleviate traffic congestion and reduce through traffic within the Town Centre.
- To create new laneways to enable rear lane access to lands fronting Victoria Road.

Strategies & Recommendations:

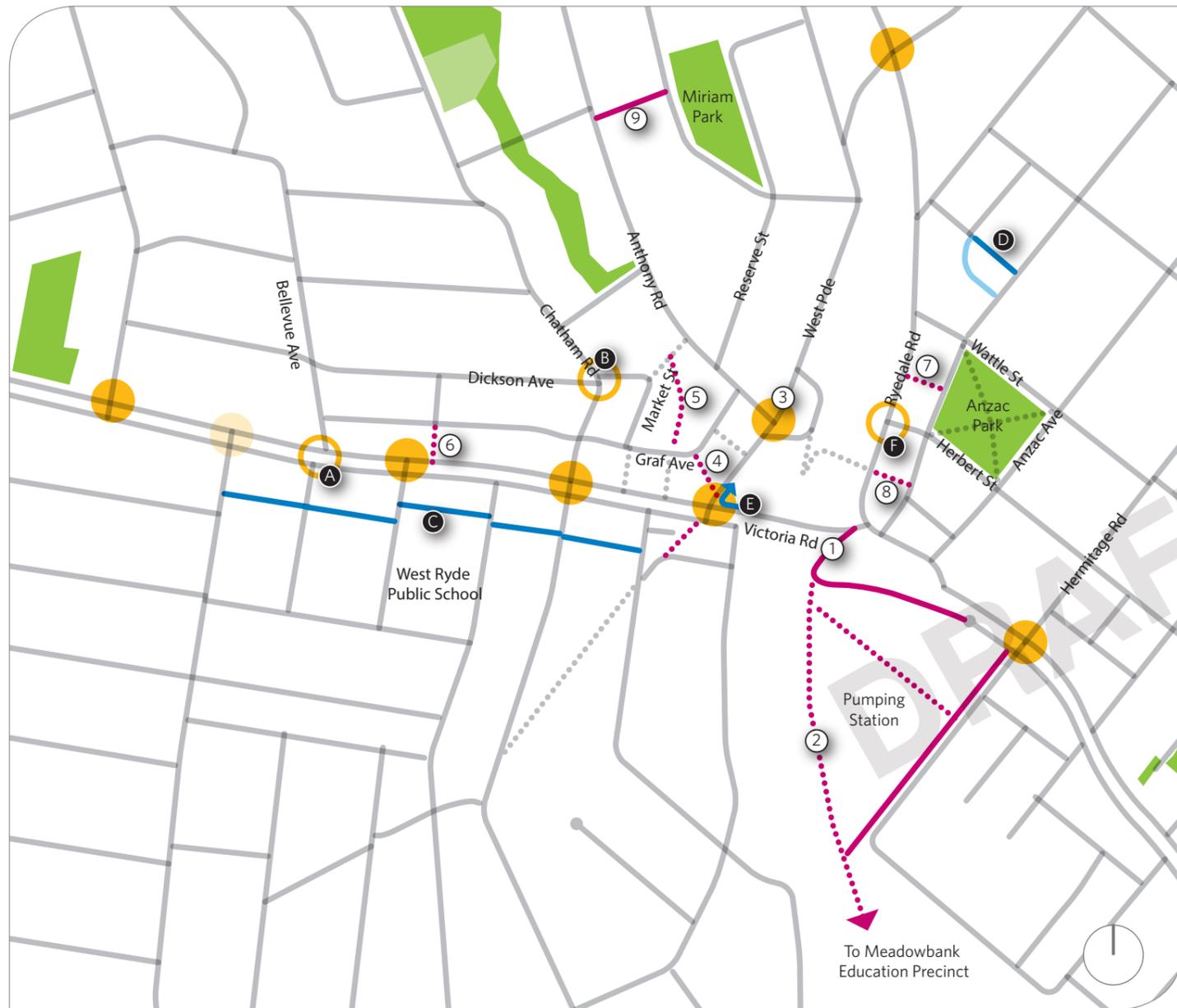
- A. Investigating relocation of traffic lights to the Victoria Road and Bellevue Avenue / Riverview Street intersection**
By relocating the adjacent traffic lights from Adelaide Street to Bellevue Avenue / Riverview Street intersection, it enables a north-south vehicle connection across Victoria Road, which will alleviate the pressure at the Station Street / Chatham Road intersection. This will potentially improve the pedestrian environment of the Town Centre by reducing through traffic on Chatham Road.
The existing signalised intersection at Adelaide Street may become left in/left out only.
- B. Investigating signalling the Chatham Road / Dickson Avenue intersection**
As new developments occur and the population increases within the Town Centre, a higher level of pedestrian movement is anticipated in the area. Pedestrians need to be given a higher priority over cars to create a safe environment. Replacing the existing roundabout with a

signalised crossing will reduce the traffic speed and provide easier and safer crossing points for pedestrians.

- C. New service lanes behind Victoria Road**
New laneways running parallel to Victoria Road are proposed between Adelaide Street and Gaza Road. They will service development sites fronting the main road where vehicle entries/exits are restricted. The laneways will also improve the permeability of the area and provide separation and transition to the residential areas further to the south. The new laneways may be delivered as a public benefit in stages as each site redevelops.
- D. Realignment of Forster Lane**
Properties at No.39-43 Forster Street are in the ownership of the adjacent Ryde-Eastwood Leagues Club. In the event that these properties are redeveloped with the Club, there is an opportunity to realign Forster Lane. By straightening the laneway, it will increase visibility from one end of the laneway to the other so as to improve safety for pedestrians. It will also assist the Club in consolidating the site and redevelop the land more efficiently.
- E. Investigating signalling the Herbert Street / Ryedale Road intersection**
It is to encourage traffic to use Herbert Street using signals.

This has been identified as one of the improvements for the Town Centre in the long term in City of Ryde's Integrated Transport Strategy 2016-2031.
- F. Investigating and preserving a new bus-only right turn from Victoria Road into West Parade**
Buses accessing West Ryde Station from Victoria Road east of the Station do so via a circuitous route of Ryedale Road, Marlow Avenue and West Parade. The upgrade of Victoria Road / West Parade Intersection will introduce a bus-only right turn from Victoria Road directly into West Parade to significantly reduce bus travel times in this high-frequency bus corridor.

This has been identified as one of the improvements for the Town Centre in the long term City of Ryde's Integrated Transport Strategy 2016-2031.



- KEY**
- Public open space
 - Existing street network
 - Proposed new through-site link
 - Proposed new public footpath
 - Proposed new laneway
 - Proposed removed laneway
 - Existing signalised crossing
 - Potential removed signalised crossing
 - Potential new signalised crossing

Figure 37. Proposed improvements to the existing street network in West Ryde Town Centre

West Ryde needs a clear role for each street/road to balance different uses of West Ryde's future street network.

4.6 Strategy 04: Movement and Place Strategy

The Movement and Place Framework by Transport for NSW aims to allocate road space in a way that improves the liveability of places (see Figure 38). West Ryde historically has a vibrant eating and shopping area grew alongside busy road corridors and local streets that today suffer acute congestion during peak hours.

This section intends to set out a clear vision and role for each street/road based on the 'Movement and Place' definitions (refer to Figure 39) to balance different uses of West Ryde's future street network. The proposed movement corridors, vibrant streets, local streets and places for people are present in Figure 40.



Figure 38. Movement and Place matrix (source: Transport for NSW)

It is envisaged that Victoria Road, Bellevue Avenue, Riverview Street, Chatham Road and Hermitage Road will serve as 'Movement Corridors' to optimise vehicular traffic to move through the Town Centre efficiently in both an east-west and north-south directions.

Sections of Chatham Road and Anthony Road are expected to experience a high demand of both pedestrian and car movements. These locations are indicated as 'Vibrant Street' in the figure.

The 'Places for People' are generally located on or connected to existing retail strips. West of the railway line, the proposed 'Places for People' include the existing West Ryde Plaza, Market Street and Graf Avenue. East of the railway line it includes Ryedale Road, Ryedale Lane and sections of Herbert Street, Anzac Avenue and Wattle Street where the streets have a direct interface with Anzac Park.

The remaining streets generally have a low level of pedestrian and car movement demand and are defined as 'Local Streets' in the Town Centre.

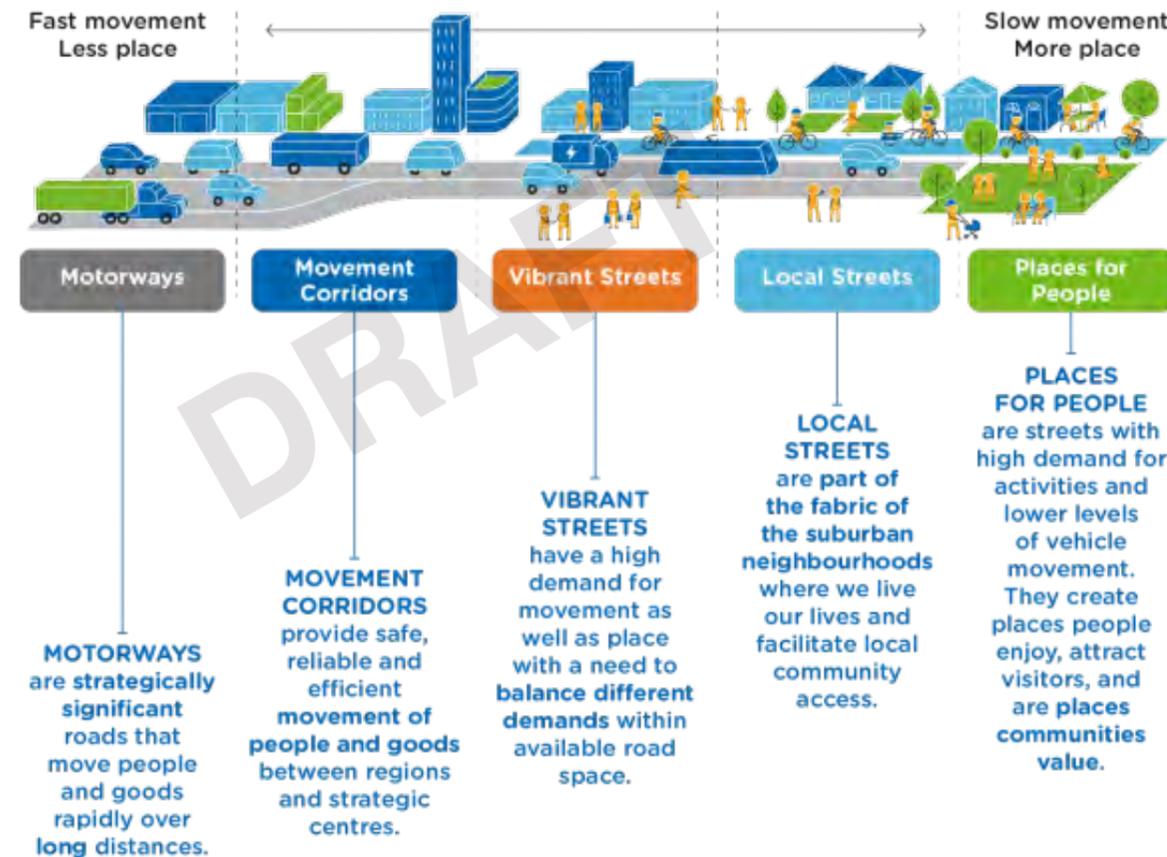


Figure 39. Movement and Place definitions (source: Transport for NSW)

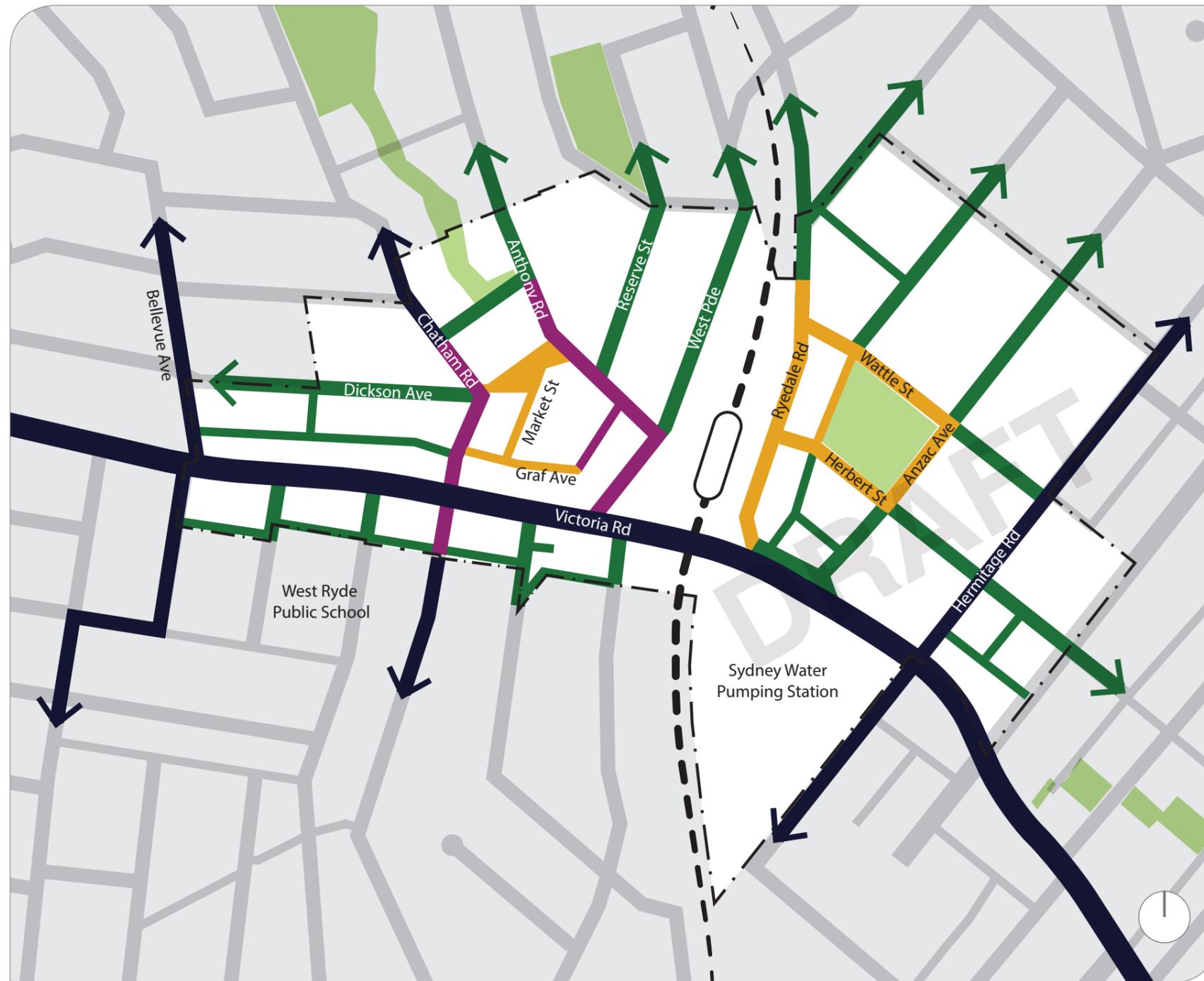


Figure 40. Proposed 'Movement and Place' in West Ryde Town Centre

4.7 Strategy 05: Landscape

Objectives	Strategies & Recommendations
<ul style="list-style-type: none"> To protect and enhance existing significant landscape elements. 	<ul style="list-style-type: none"> Maintain all significant existing street trees. Prioritise tree planting in streets which connect to existing network of vegetation, e.g. open space and leafy streets.
<ul style="list-style-type: none"> To provide additional urban landscape where possible. 	<ul style="list-style-type: none"> Widen public domain of key streets to accommodate landscaping and street tree planting. Provide additional street trees in all streets where practical. Ensure deep soil is adequately provided in appropriate locations on development sites.
<ul style="list-style-type: none"> To utilise landscape elements to improve the quality of public domain. 	<ul style="list-style-type: none"> Select tree species which are able to moderate micro-climate of the public domain. Provide significant tree planting in deep soil to increase urban canopy and to provide urban ecological habitats.
<ul style="list-style-type: none"> To design visually attractive and memorable streetscape. 	<ul style="list-style-type: none"> Select appropriate tree species which complement and enhance the local character and provide seasonal changes. Provide landscape feature elements at gateway locations.
<ul style="list-style-type: none"> To optimise design for environmental sustainability 	<ul style="list-style-type: none"> Select appropriate tree species to moderate micro-climate. Street tree location and design should optimise passive watering of all vegetation. Where appropriate integrate water sensitive urban design (WSUD) initiatives with the provision of street trees.



Street tree planting in local streets will significantly improve the amenity of the urban space and create a sense of intimacy. (source: Inner West Council)



Where verge planting is not possible, tree planting in median strips can also improve the quality of the streets and reduce the perceived scale of the street. (source: OCULUS)



Appropriate street tree planting and landscape elements can turn busy thoroughfares into vibrant streets. (source: worldlandscapearchitect.com)



Prominent landscape elements such as feature trees or artwork can be placed at gateway locations to enhance the character of the Town Centre and create memorable places. (source: aaschool.ac.uk)



Figure 41. Proposed landscape works in West Ryde Town Centre

KEY

- Street tree planting
- Potential new or upgraded open space
- Existing open space to be enhanced
- ✱ Landscape feature (e.g.artwork / feature trees)
- Existing tree coverage (source: Google Map 2018)
- Recently completed street tree planting
- Study Area



Successful street character (e.g. Graf Avenue) should be created in other streets to enhance of overall amenity of the Town Centre.

4.8 Strategy 06: Urban Form

Objectives	Strategies & Recommendations
<ul style="list-style-type: none"> To strengthen the identity of West Ryde Town Centre. 	<ul style="list-style-type: none"> Concentrate heights and density around the railway station and gateway locations.
<ul style="list-style-type: none"> To minimise potential environmental and visual impacts on neighbouring private properties, open space and public domain. 	<ul style="list-style-type: none"> Provide appropriate built form response to minimise overshadowing on open space and public domain and maintain residential amenity such as daylight access, privacy and outlook.
<ul style="list-style-type: none"> To respond sensitively to heritage buildings. 	<ul style="list-style-type: none"> Provide adequate curtilage and maintain a sensitive built form scale to heritage buildings.
<ul style="list-style-type: none"> To minimise the visual impact of future developments. 	<ul style="list-style-type: none"> Create a bell curve form with transition down towards the fringe. Encourage slender tower forms and height variations for high-rise developments to create an interesting urban form.
<ul style="list-style-type: none"> To provide a transition in the development scale to surrounding low-density residential areas. 	<ul style="list-style-type: none"> Encourage low-rise medium-density housing on the fringe of the Town Centre.



Potential low-rise medium-density housing in the transition areas outside the Town Centre (source: Pinterest)



Potential medium-rise residential flat buildings surrounding Anzac Park (source: Pinterest)



Potential 5 to 6-storey mixed-use development on busy main roads e.g. Victoria Road (source: the Urban Developer)



Potential 7 to 8-storey mixed-use development within the Town Centre (source: Pinterest)



Potential 7 to 8-storey mixed-use development within the Town Centre (source: Golf House Residences, Surry Hills)



Potential high-rise development over 12 storeys near railway station (source: Smart Design Studio)

4.9 Catalyst Sites



KEY

 Short to Medium Term

 Medium to Long Term

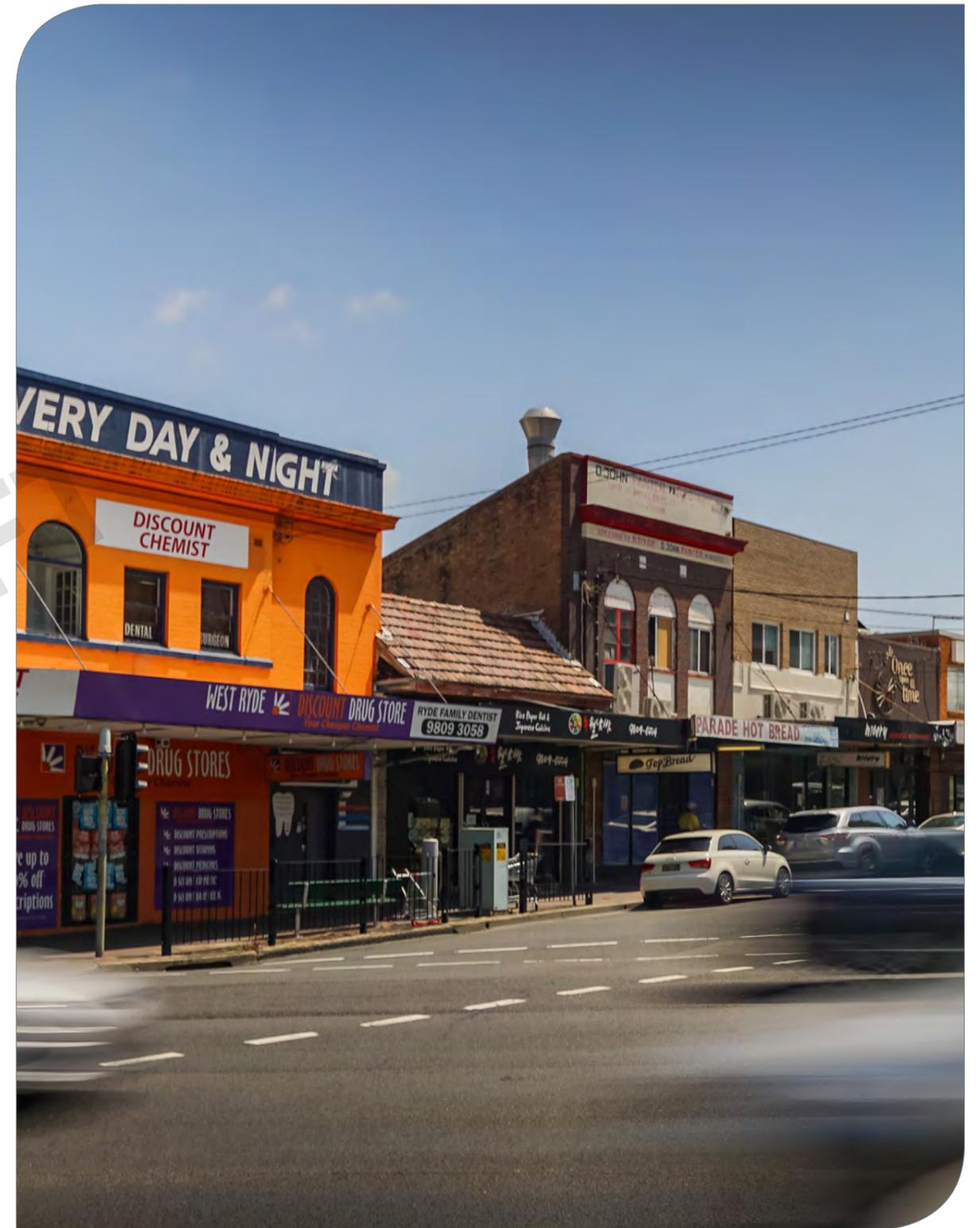
 Study Area

The vision of the Town Centre Revitalisation Strategy may require some catalyst to trigger the regeneration process. A number of sites may become the catalyst needed in the short to medium term. In general, these selected sites have the following characteristics:

1. Has a minimum site area of 1,000m² and generous dimensions.
2. Does not contain any recently constructed buildings or heritage items.
3. Has multiple street frontages or a single but generous frontage.
4. In a single land ownership and does not require amalgamation.
5. Located within a 800m walking distance to the railway station.

Furthermore, the Marketplace Shopping Centre and the Leagues Club are two large key sites which will also shape the future of West Ryde Town Centre. They are more likely to be redeveloped in the medium to long term due to their current land uses and building conditions.

In order to realise the desired future character of different precinct, this Strategy has set out a role for each local street and road corridor based on the Transport for NSW's 'Movement and Place' framework in the next section.



END OF DOCUMENT

DRAFT



LOW CLEARANCE
4.5m

APN



DRAFT



West Ryde Town Centre Revitalisation Strategy

DRAFT 2019