



SMALL CENTRES

03

Small Centres

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3.1 INTRODUCTION

3.1.1 STUDY PURPOSE

The purpose of the Small Centres Study is:

- To review and respond to the centres classification in the Metropolitan Strategy and Draft Inner North Subregional Strategy;
- To determine whether the places studied fit within the hierarchy of centres within the City of Ryde;
- To investigate the role of small centres play in the economy of the City of Ryde;
- To undertake a broad analysis of small centres within the City of Ryde in order to make recommendations about the desired future character, zoning and uses of each centre;
- To report the outcomes of an urban form master plan of selected small centres and to make recommendations about the desired future character, zoning and uses of these centres.

The Small Centres Study is a component of the Local Study which will inform the comprehensive LEP.

3.1.2 BACKGROUND

The study area is the whole of the City of Ryde Local Government Area. The complete list of places investigated is set out in section 3.2.1.

The Small Centres Study was initially reported to Council on 13 October 2009 with the recommendation that further detailed investigation be undertaken of a number of centres through an urban form master plan.

Accordingly, a small centres master plan study was undertaken by a consultant to consider the long term planning of five small centres:

- Cox's Road, North Ryde
- Blenheim Road, North Ryde
- Putney village, Putney
- Boronia Park (Pittwater Road North), Gladesville
- Denistone Station, Denistone

A preliminary analysis of these centres was presented to a Councillor workshop on 26 June 2010. As an outcome of the Councillor workshop it was recommended that no changes be made to the existing planning controls for Putney village and Denistone Station. This was supported at the Committee of the Whole meeting 3 August 2010 when the preliminary draft master plan study was presented to Council. At this meeting Council resolved the following:

- (a) That the Small Centres Master Plan Study be endorsed to proceed to targeted consultation with the nominated stakeholders for the following areas:
 - i) Blenheim Road, North Ryde
 - ii) Boronia Park, Gladesville
- (b) That the Small Centres Master Plan Study be endorsed in principle and to prepare a traffic analysis report prior to undertaking targeted community consultation for the Cox's Road, North Ryde centre.
- (c) That the Group Manager Environment and Planning be authorised to undertake negotiation with the key land owners in the Cox's Road Centre regarding joint funding of a traffic analysis.
- (d) That following targeted consultation a further report be submitted to Council, prior to the Small Centres Master Plan Study being publicly exhibited together with the Draft Local Environmental Plan 2011.

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The Cox's Road master plan study has commenced and will be finalised following a traffic study for the centre.

The preliminary draft master plans for Blenheim Road, North Ryde, and Pittwater Road North (*Boronia Park*), Gladesville, were taken to the community for targeted consultation during August and September 2010.

The preliminary draft master plan for Blenheim Road was, in general, supported by the community. A summary of the community consultation is detailed in Section 3.4 - Blenheim Road Small Centre Master Plan.

The preliminary draft master plan for Pittwater Road North was, in general, not supported by the community. The main issues were:

- The proposed height and bulk is out of character with the area particularly when viewed from the west.
- Concerns about loss of privacy particularly to the north/west where the land slopes down from Pittwater Road.
- Traffic is a problem in the area and more development may increase traffic.
- Parking - concerned more development will create additional demand.

Based on targeted community consultation recommendations for the Blenheim Road and Pittwater Road North centres were reported to Council on 2 November 2010 as part of the Local Study report.

Council resolved that Pittwater Road North (*Boronia Park*) be removed from the small centres master plan study. As a result the master plan was not finalised.

Council resolved to adopt the revised recommendations for Blenheim Road. The draft Blenheim Road master plan is shown below in Section 3.4.

3.1.3 HISTORICAL CONTEXT

Many of the places studied were originally planned as local shops within walking distance of the housewives living in the adjacent suburban area. With the advent of shopping centres and the growth in the number of motor cars, the centres could no longer function as they were originally intended and as a consequence their character has changed as new uses have replaced the shops which serviced the daily needs of residents.

Cox's Road is an exception as it was established early in the history of Ryde as a village to service the agricultural area of North Ryde prior to the suburbanisation of the area. It then grew in parallel with suburbanisation and population growth.

Many other places grew as a result of being conveniently located at transport stops or on busy through roads.

Most of the places studied are strip shopping areas with many relatively small allotments in individual ownership. The buildings are low in scale, either 1 or 2 storeys high, and often have a dwelling above the business premises.

3.1.4 PLANNING CONTEXT

METROPOLITAN STRATEGY AND DRAFT INNER NORTH SUBREGIONAL STRATEGY

The Metropolitan Strategy and Draft Inner North Subregional Strategy (Draft INSS) aim to clarify the future role of centres by establishing a hierarchy of centres.

Most of the places studied as part of this report have been identified as either small villages or neighbourhood centres in the Draft INSS.

The Draft INSS defines a small village as:

A small strip of shops and adjacent residential area within a 5 to 10 minute walk and a radius of 400 metres. It would contain between 2,100 and 5,500 dwellings.

The centres identified in the Draft INSS as being small villages are:

- Boronia Park
- Cox's Road
- Midway
- Putney
- Meadowbank

The Draft INSS defines a neighbourhood centre as:

One or a small cluster of shops and services which has a radius of 150 metres and contains between 800 and 2,700 dwellings.

The centres identified in the Draft INSS as being a neighbourhood centre are:

- Agincourt Road
- Allars Street
- Avon Road

- Badajoz Road (This centre does not exist)
- Balaclava Road
- Blenheim Road
- Callaghan Road
- Cobham Avenue
- David Avenue
- Denistone Station
- Doig Avenue
- East Ridge (Sager Place)
- Fiveways
- Flinders Road
- Khartoum Road
- Pittwater Road
- Quarry Road
- Tennyson Road
- Trafalgar place
- Watts Road

The INSS also set housing and employment targets for the City of Ryde. Part of the scope of this study is to determine if any of the places studied have the potential to provide additional dwellings to help meet the dwelling numbers target set by the Draft INSS of 12,000 additional dwellings.

Structure Plan from Draft Inner North Subregional Strategy

The Metropolitan Strategy and Draft Inner North Subregional Strategy also set out a series of Directions and Actions, including:

A3.3	Encourage emerging businesses
IN A3.3.1	Local government to investigate strategies to ensure sufficient zoned land to enable the provision of comparatively low cost premises for start-up businesses.
B1	Provide places and locations for all types of economic activity and employment across the Sydney region.
B1.1	Establish a typology of centres
IN B1.11	State agencies and councils to incorporate the established centre typology into their land use and infrastructure planning and Council's principle LEPs.
B2	Increase densities in centres whilst improving liveability.
B2.1	Plan for housing in centres consistent with their employment role
B4	Concentrate activities near public transport
IN B4.1.2	Councils to investigate appropriate locations for business uses in centres, Business Development Zones (supporting identified Strategic Centres) and Enterprise Corridors.
C2	Plan for a housing mix near jobs, transport and services.
C2.1	Focus residential development around centres, town centres, villages and neighbourhood centres.
C2.3	provide a mix of housing
C3	renew local centres to improve economic viability and amenity
C4	Improve housing affordability

RYDE LOCAL ENVIRONMENTAL PLAN 2010

Most of the small centres are zoned B1 Neighbourhood Centre in Draft Ryde LEP 2008.

The exceptions are:

- Parts of Cox's Road which has zones B1, R2 (low density residential) and SP2 Church and School;
- Meadowbank West which has zones B4 (mixed use) and SP2 Electrical substation;
- Denistone Station which has zones R2, RE1 and E2;
- 365 – 397 Blaxland Road which is zoned R2;
- Bowden Street and Epping Road which are zoned R2;
- Meadowbank East which is zoned B4; and,
- Monash Road which is zoned B4.

A discussion about the appropriate zoning of each small centre and recommendations for the comprehensive LEP is contained within section 4.2 of this report.

RECENT CITY OF RYDE CENTRES PLANNING

Centres play a key role in the City of Ryde. They are important destinations providing employment, shops, and cultural and community facilities.

In recent years the City of Ryde has reviewed its planning controls for most of the town centres and this review has resulted in increased densities and encouraged retail, commercial and residential uses. The increased densities also aim to improve the vibrancy and vitality of a centre, encourage activities such as outdoor dining and increase retail demand. The recent planning has resulted in the following centres hierarchy:

Specialised centre	Macquarie Park
The main town centre	Ryde (Top Ryde)
Town centre	West Ryde
Town centre	Gladesville
Town centre	Eastwood
Larger small centre	Meadowbank Station East
Small centre	Monash Road

The places which are within the scope of this study were investigated to determine where they fit within this centres hierarchy.

3.1.5 BACKGROUND COMMUNITY BRIEF

From April 2008 to August 2008 community consultation was undertaken for the Housing Strategy, using community engagement specialists, Elton Consulting. The findings were collated in a report, *Talking Future Housing*. Some of the key issues relevant to the Small Centres Study which were raised in the first round of consultation are:

Transport

Transport was the most frequently raised issue. Participants felt that the provision of adequate, effective and reliable public transport and roads was crucial to planning for future housing growth in Ryde. Participants said they liked Ryde’s convenient location and variety of transport options but were concerned about traffic congestion. Participants wanted to see Council support initiatives that reduce people’s dependence on cars and increase the use of public transport, walking and cycling.

Housing choice: diversity and design

Most participants felt that Ryde has a good diversity of housing choice in a range of locations, from apartment blocks in town centres to free-standing houses in leafy suburbs. They liked the diversity on offer and wanted to see this maintained in planning for future population growth. They supported Council’s precinct-wide approach to planning for future housing need.

Housing affordability

Housing is becoming increasingly more difficult to afford in Ryde, particularly for young families and culturally and linguistically diverse (CALD) groups.

Housing density

Participants had a range of opinions on housing densities in Ryde. The vast majority agreed with Council’s approach of concentrating higher densities in the town centres. Retaining the low-density character of Ryde’s suburbs was regarded as important by the majority of participants. Participants also called for improved transition between higher and lower density areas of Ryde.

Ryde's identity and quality of life

Overall, the majority of participants valued Ryde's unique identity – comprised of its open space, functional town centres, large blocks, the heritage character of its historic suburbs and streetscapes, its distinctive natural features and strong sense of community. They appreciated the contribution that these elements make to the overall quality of life of its residents, workers and students.

Specific directions identified regarding small centres in Round 2 of the consultation are:

small centres

- Potential for increased residential densities around smaller centres such as Cox's Road, Midway, Blenheim Road, Putney etc. as these centres have services, shops and access to public transport.
- Strengthening small centres could be a catalyst to support local businesses.
- Small centres could be a focal point for bringing communities together, with residents shopping and using local services, and these businesses adding vibrancy to residential areas.

low density suburban areas

- Advantages of infill development: it uses existing land uses; has quick construction times; uses existing infrastructure; provides affordable options for older people or extended families to live adjacent to one another; and, can be undertaken by non-developers.
- Infill development could be grouped in defined areas rather than spread throughout low density areas.
- Adequate parking is a key requirement.

Urban planning measures for integration of increased densities into existing areas, such as.

- Stepping down from higher densities in the middle of centres to lower densities at edges where the centres meet the low density residential areas.
- Ensuring appropriate scale and attractive streetscapes
- Providing public spaces in centres, includes spaces such as parks with grass and trees.
- Providing sustainability measures.

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3.2 METHODOLOGY

3.2.1 SELECTION OF PLACES FOR INVESTIGATION

The places studied as part of this report were selected on the following basis:

- areas zoned B1 Neighbourhood Centre in Draft Ryde LEP 2008;
- groups of small businesses and/or services not zoned B1 but having similar characteristics to places currently zoned B1 (Blaxland Road);
- areas which have the potential to be a centre for renewal or growth because they are near a railway station (Denistone Station and Meadowbank West); and
- small villages and neighbourhood centres listed in the Draft INSS

The table below lists those places analysed in detail which meet the selection criteria described above.

	B1 ZONE	CHARACTER	INSS
The places analysed in detail			
Cox's Road village	✓	✓	✓
Putney village	✓	✓	✓
Blenheim Road	✓	✓	✓
Midway shops	✓	✓	✓
Fiveways shops	✓	✓	✓
Balaclava Road, Woolworths and service station at the corner of Balaclava and Epping Roads	✓	✓	✓
1 – 1a Trafalgar Place Marsfield	✓	✓	✓
the area around Denistone Station,			✓
1 – 8 Sager Place East Ryde	✓	✓	✓
Boronia Park shops on Pittwater Road	✓	✓	✓
31-39A Cobham Ave Melrose Park	✓	✓	✓
819- 823 Victoria Road Ryde	✓	✓	
15 – 21 Allars St. Denistone West	✓	✓	✓
80 Tennyson Rd. Tennyson Point	✓		✓
20 – 32 Pittwater Rd Gladesville	✓	✓	✓
76 – 78 Agincourt Rd Ryde	✓	✓	✓

	B1 ZONE	CHARACTER	INSS
17 – 23 David Ave. North Ryde	✓	✓	✓
1 – 15 Avon Rd North Ryde	✓	✓	✓
128 – 130A Quarry Rd. Ryde	✓	✓	✓
1 –6 Doig Ave Denistone East	✓	✓	✓
9 – 13 Watts Road Ryde	✓	✓	✓
2 –6 Callaghan Rd Ryde	✓	✓	✓
2 – 8 Flinders Rd North Ryde	✓	✓	✓
Meadowbank West: Shops on western side of Meadowbank Station (27 Bank Street, 60 Meadow Cres, 71 - 86 Constitution Road West)	✓	✓	✓
365 – 397 Blaxland Road		✓	
79 – 81A Bowden Street, West Ryde		✓	
124A Epping Road, North Ryde (medical centre)		✓	

The table below lists those places which were not analysed in detail even though they met the selection criteria. The reasons for the exclusion are discussed after the table.

	B1 ZONE	CHARACTER	INSS
The places were not analysed in detail			
Khartoum Road, Macquarie Park			✓
Buffalo Road, Ryde	✓		
Monash Road, Gladesville		✓	
Meadowbank Station East	✓	✓	✓

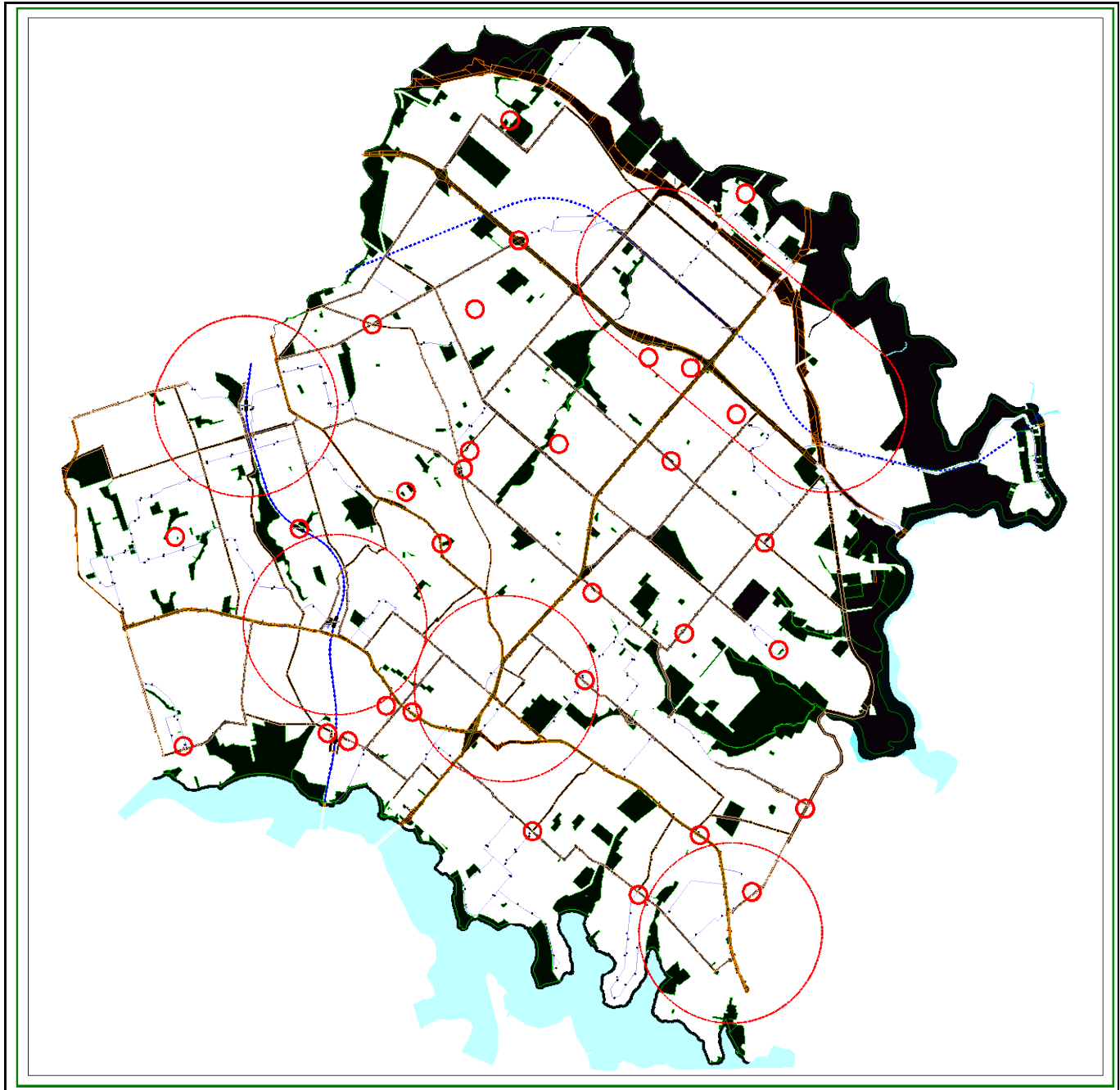
Khartoum Road is a small mixed business located on the ground floor of a multi-storey apartment building. It is not anticipated that the use or zoning for this “centre” would change as a result of this Study and so analysis was not necessary. The subject land is zoned R4 High Density Residential in LEP2008.

Buffalo Road was a group of shops but is now an electrical substation. Investigation into its role as a centre is therefore not required.

Monash Road is a group of businesses at the intersection of Monash Road and Victoria Road. This centre was not analysed as it was included in the Gladesville planning study, and planning provisions for the area are included in Draft Gladesville LEP and DCP. The subject land is zoned B4 Mixed Use in LEP2008. It is not anticipated that the zoning would change as a result of this Study.

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Meadowbank Station East and Meadowbank Station West are shown as a single centre in the Draft INSS. However, these places are divided by the railway line such that they function as separate centres. Meadowbank Station East (part of the Meadowbank Employment Area) was not investigated as this area was investigated as part of the Meadowbank Employment Area planning study and has been zoned B4 Mixed Business. It is not anticipated that the zoning would change as a result of this Study.



Map of the City of Ryde showing the places within the scope of the Small Centres Study as well as Macquarie Park and the town centres (Ryde, West Ryde, Gladesville and Eastwood).

3.2.2 STUDY AREA FOR EACH PLACE

The area analysed was the existing centre as well as the areas immediately adjacent to the centre.

3.2.3 INTERNAL STAKEHOLDER CONSULTATION

The analysis of the small centres was undertaken with input from the following internal stakeholders:

- Senior Strategic Planner
- City Urban Designer
- Manager Urban Planning
- Manager Environment
- Manager Catchments
- Manager Community Services
- Senior Traffic Engineer
- Economic Development Manager

The stakeholder input was obtained through individual consultation with each internal stakeholder and 2 group workshops. The selection of the relevant analysis criteria, the rationale for each relevant criteria and the method of scoring was discussed and agreed with each stakeholder.

The recommendations regarding the comprehensive LEP provisions and other matters were prepared by Urban Planning.

3.3 ANALYSIS SHEETS

3.3.1 EXPLANATION OF ANALYSIS SHEET CRITERIA

The criteria used to investigate the selected places are described in detail in the table below. These criteria include a range of attributes which contribute to a well functioning, attractive place and which indicate the potential of a centre to continue in its current role or to expand successfully. The criteria, and how they were scored, are explained in the following table. The scoring is not intended as a number value to be added up, but rather as an indication of the ranking of a place with regard to the other places investigated. The scoring indicates the potential of a centre for retention, renewal and/or growth; higher scores indicating greater potential.

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RATIONALE	POTENTIAL (SCORING)	SOURCE OF INFORMATION
Built context		
Buildings in centre need renewal		
Unrenovated and/or badly maintained older building stock indicates that the centre would benefit from a renewal process.	Higher scores were given for a centre with unrenovated buildings. Centres with buildings in good condition or which had recently been built or renovated received lower scores.	Site visit
Surrounding buildings need renewal		
Unrenovated and/or badly maintained older building stock indicates that the centre would benefit from a renewal process.	Higher scores were given for surrounding areas which had unrenovated buildings. Surrounding areas with buildings in good condition or which had recently been built or renovated received lower scores.	Site visit
Larger redevelopment sites		
Larger redevelopment sites increase the potential for development and renewal of a centre and surrounding area. Areas which have small allotments all in individual ownership are generally restrictive to development due to the difficulty in amalgamating sites to make redevelopment worthwhile.	A centre and its immediately surrounding area which have larger sites or the possibility of amalgamated sites was scored highly. Centres with many small allotments in individual ownership scored lower as the opportunity for redevelopment is lower in these centres.	Desktop analysis of aerial photos and land ownership patterns from Council's Land Information System maps.
Absence of strata buildings		
The presence of strata buildings makes redevelopment extremely difficult due to the need to get agreement from all of the individual strata owners.	Higher scores were given for centres and their immediately surrounding areas which did not have strata buildings or had a small percentage of strata buildings.	Desktop analysis of aerial photos and land ownership patterns from Council's Land Information System maps.
Surrounding area has higher buildings		
If the area surrounding a centre has higher buildings then there is the potential to have higher buildings in the centre as they would be compatible with the surrounding built form.	Higher scores were given to centres which had higher buildings either within the centre, or immediately adjacent.	Site visit
Absence of heritage buildings or conservation areas		
There are potentially greater limitations for	Higher scores were given to areas without	Desktop analysis of heritage

RATIONALE	POTENTIAL (SCORING)	SOURCE OF INFORMATION
redevelopment of sites which have heritage items or which are within heritage conservation areas	any heritage limitations.	items and conservation areas shown on Council's Land Information System maps.
Public domain quality		
The quality of the existing public domain or the potential of the existing public domain to be improved are beneficial to the attractiveness and amenity of a centre. A good quality public domain enhances the enjoyment as well as the economic vitality of a centre.	Higher scores were given to centres with existing good quality public domain or good potential to improve the public domain.	Site visit
Street activity		
The activity of the streets of a centre gives an indication that the centre is functioning well.	Centres with little street activity were given low scores.	Site visits
Landform		
Topography		
The topography can influence the potential of a centre as land which is too steep can be prohibitive to development	Higher scores were given to areas which were not so steep as to make development difficult.	Site visit Desktop analysis of contours mapped on Council's Land Information System.
Absence of slope instability		
Development is not permitted on land which is unstable.	Higher scores were given to areas without land slip.	Desktop analysis of landslip areas mapped on Council's Land Information System.
Views available		
Views and attractive outlooks provide amenity and are therefore attractive to potential purchasers and developers.	Higher scores were given to areas with better views and outlooks.	Site visit.
Economy		
Economic vitality		
The economic vitality of a centre is an indication of its success and the attractiveness of a centre for further development.	Centres which are busy were given high scores. Centres which are quiet were given low scores.	Site visit

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RATIONALE	POTENTIAL (SCORING)	SOURCE OF INFORMATION
Economic potential		
Centres with a 'critical mass' and lack of vacancies were considered to have greater economic potential.	Higher score were given to centres with a range of businesses and services and with no or low number of vacancies.	Site visit
Access and parking		
Road suitability		
<p>This is the suitability of the roads in a centre to provide a combination of a good pedestrian environment, as well as a good level of passing traffic in order to bring users to the centre.</p> <p>Collector roads have a moderate level of traffic. They provide access for the local community and trade for businesses from passing traffic.</p> <p>Local roads provide access for the immediate neighbourhood and little passing traffic.</p> <p>Arterial and sub arterial roads have high levels of traffic and high speeds. This discourages convenient stopping and pedestrian activity.</p>	<p>Collector roads have the highest score as they have a max speed of 60kmh (generally 50kmh), provide good linkages to the wider road network, and have sufficient traffic volumes to bring users/encourage convenient stopping.</p> <p>Quiet local roads which bring little passing traffic and potentially speeding traffic score lower.</p> <p>Arterial and sub arterial roads also score lower as they have traffic volumes which are too high.</p>	Road classification as mapped on Council's Land Information System and advice of Council's traffic engineer.
Public transport accessibility		
Convenient access to public transport provides amenity for the local community and provides a real alternative to car use. The level of access to public transport is dependent on the type, frequency and availability of services.	<p>Centres with the greatest access to public transport were rated higher. The highest scoring centres are those with access to trains and frequent bus services with regional links.</p> <p>Centres with no direct access to public transport and infrequent services were scored lower.</p>	Site visit and desktop review of bus, ferry and train routes and timetables.
Parking opportunities		
The convenience and availability of parking. Parking opportunities includes consideration of the existing availability and, in broad terms, the potential to supply additional parking.	High scores for centres with public car parks and timed parking. Low scores for on-street parking.	Site visit

RATIONALE	POTENTIAL (SCORING)	SOURCE OF INFORMATION
Pedestrian connections		
Pedestrian connections are the walking links within a centre and to key places in the area adjacent to the centre.	High scores were given to places where there were good pedestrian connections.	Site visit and desktop review of aerial photo.
Environment		
Biodiversity		
There are potentially greater limitations for redevelopment of sites which have biodiversity values.	Higher scores were given to areas without any biodiversity values.	Biodiversity values were determined from a desktop analysis of urban bushland and protected flora and fauna as mapped on Council's Land Information System.
Absence of a riparian corridor		
Land within a riparian corridor has potential limitations for redevelopment. The riparian corridor includes both the riparian land and a buffer.	Centres and their immediately adjacent areas not located in riparian corridors (typically 20m from a creek or watercourse) were given higher scores.	Desktop analysis of creeks and watercourses as mapped on Council's Land Information System.
Absence of bushfire prone land		
Bushfire prone land has potential limitations for redevelopment.	Centres and their immediately adjacent areas which were not located on bushfire prone land were given higher scores.	Desktop analysis of bushfire prone land as mapped on Council's Land Information System.
Absence of flooding or overland flow		
Flooding or overland flow (flooding during storm events) have the potential to limit redevelopment, although, the current approach to floodplain development is to facilitate development in all areas, but with appropriate flood planning controls.	Centres and their immediately adjacent areas which were not located within the 100 year ARI flood extent were given higher scores.	Desktop analysis of land subject to flooding as mapped on Council's Land Information System.
Community facilities		
Provision of community facilities		
The number and different types of community facilities within a centre or immediately adjacent to a centre contributes to the vitality and critical mass of a centre. Centres with a large range of well used facilities have greater potential to build	Centres with a number of community facilities which provided a diverse range of services were given higher scores.	Review of Community Facilities Plan

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RATIONALE	POTENTIAL (SCORING)	SOURCE OF INFORMATION
strong communities.		
Recreation/leisure		
Access to parks and open space		
Access to parks and open space enhances the amenity of a centre and the health and well being of a community.	Higher scores were given to places with good access to quality parks and open space.	Desktop analysis of parks and open space as mapped on Council's Land Information System.
Access to recreation walking and cycling tracks		
Access to recreation walking and cycling tracks enhances the amenity of a centre and the health and well being of a community.	Higher scores were given to places with good access to quality walking and cycling tracks.	Desktop analysis of walking and cycling tracks as mapped on Council's Land Information System.
Area Linkages		
The linkages of a centre with key destinations enhances the vitality of a centre and its potential for growth. Key destinations include such places as schools, larger shopping areas, parks, employment areas, larger community facilities and the like.	Higher scores were given to places with good linkages to key destinations.	Site visit. Desktop analysis of the area of maps on Council's Land Information System.

3.3.2 LIMITATIONS

The analysis is a broad analysis based on information readily available from existing Council documents, site visits and existing land mapping.

It was beyond the scope of the analysis to determine the ability of the existing road network to absorb additional capacity. It is anticipated that this work would be part of the more detailed analysis of centres selected by Council for further investigation.

3.3.3 ANALYSIS SHEETS

The analysis sheets for each centre are contained within Appendix A.

3.3.4 ISSUES

CENTRES HIERARCHY

Small centres

The analysis highlights the key role small centres play in the City of Ryde. They offer a smaller scale, convenient and relaxed alternative to the larger town centres. It is clear from the analysis that within the group of small centres there is a distinct hierarchy of 'larger' small centres and 'smaller' small centres. The 'larger' small centres have some key characteristics in common:

- located on busy through roads or near a train station
- have convenient parking
- have a critical mass of businesses and services
- have a local primary school or TAFE

These centres are Cox's Road, Putney, Meadowbank Station East and Boronia Park.

Other centres, such as Midway, Blenheim Road and Fiveways also function well as small centres but are considered not as busy. They are convenient for passing motorists as well as for local residents.

Small centres are different from town centre in their smaller extent, quieter levels of activity, lower built scale, smaller range of uses, less good level of access to public transport, and greater convenience for access by private vehicle and parking.

Neighbourhood centres

The places on quiet residential streets such as Allars Street, Flinders Road and Doig Avenue, have little vitality and generally appear to provide affordable rental and a convenient location for small businesses. The existing uses appear to be well-established. These centres could be classified as 'neighbourhood centres'.

Neighbourhood centres are places which differ from small centres in that they are smaller in extent, quieter, and have not as good access to public transport.

Hierarchy

The small and neighbourhood centres clearly fit below town centres in the hierarchy of centres within the City of Ryde.

Specialised centre	Macquarie Park
The main town centre	Ryde (Top Ryde)
Town centre	▪ West Ryde
	▪ Gladesville
	▪ Eastwood
Small centre	
Neighbourhood centre	

Small Centres

The classification for each of the centres into either a small or neighbourhood centre is included in section 4.1. The centres hierarchy proposed differs from that stated in the Draft INSS.

In addition, the analysis has highlighted that the description of centre types in the draft INSS does not reflect the existing nature of small and neighbourhood centres in the City of Ryde. The draft INSS defines a small village as a place with between 800 and 2,700 dwellings, and a neighbourhood centre as having between 150 and 900 dwellings. This is clearly not the case for any of the places studied.

ECONOMY AND EMPLOYMENT

The small and neighbourhood centres support local economies by providing employment opportunities, and suitable places for doing business. The employment opportunities vary for the different centres as does their economic vitality. It is clearly apparent that the larger busier small centres such as Cox's Road and Boronia Park provide a convenient place for residents to shop and visit. The diversity of business types and small scale of businesses reflects the likelihood of most of the businesses being locally owned and therefore the ability of the centre to capture profits for local benefit.

The quieter neighbourhood centres also meet a need for small business as they provide a practical alternative location to town centres and light industrial areas because:

- there are few vacancies in the industrial areas;
- it is not proposed to expand zone IN2 with the comprehensive LEP;
- few premises in the light industrial areas have the small floor spaces preferred for these small businesses;
- rents may not be as affordable in the B4 and IN2 areas;
- access to the town centres and light industrial areas is less convenient as these areas are generally located along the congested thoroughfare of Victoria Road. It seems that the businesses gain better access to their regional markets by using the freeway and motorways in the northern part of the City of Ryde.

The economic vitality of small and neighbourhood centres needs to be supported by ensuring each centre that remains has a high quality public domain, particularly the busier centres.

HOUSING CHOICE

Recent centres planning has provided for increased dwelling numbers in centres, and the dwelling types created for by this planning have generally been multi-storey residential flat buildings. However, during community consultation for the City of Ryde Housing Strategy some members of the community expressed a desire for housing types which were smaller, as these were more affordable, but which also had a small private yard.

Many of the centres investigated had shop top housing which appeared to be occupied even if the associated premises was vacant. It appears that this alternative housing choice meets a need for some residents.

Some ways of providing housing diversity at or near centres are:

- small apartment buildings
- shop top housing
- individual houses on small allotments
- row housing on small allotments
- semi-detached duplex buildings on small allotments
- attached housing on small allotments

Small apartment buildings provide dwellings which are generally contained within one level and have lift access. These properties are usually strata titled. They can be attractive to older residents who wish to remain living on the area, are satisfied with a smaller dwelling and need level access. The development of small apartment buildings often requires the amalgamation of 2 or more allotments.

Small allotments would provide for housing types which are smaller in size than the traditional free standing house and specific development controls would need to be prepared for these dwelling types. The individual housing for small allotments would be similar to attached duplex buildings, except the dwellings would be able to be structurally separate. This is achieved by having a zero setback on one side boundary.

Row housing would have zero setbacks on both side boundaries and would generally only be permitted where there was existing rear lane access.

ACCESSIBILITY AND PARKING

A key characteristic of all the centres analysed is the convenience of the centres for access and parking. It is important that this ease of access and parking is retained in order to protect and enhance the economies of the centres.

The centres above however also serve a wider community due to their location on busy through roads which provide ease of access (including access to public transport) and because they have convenient parking.

3.4 BLENHEIM ROAD SMALL CENTRE MASTER PLAN

3.4.1 INTRODUCTION

A preliminary draft master plan was prepared for Blenheim Road, North Ryde, following targeted community consultation. A detailed account of the consultation follows.

3.4.2 CONSULTATION PROCESS

Targeted community consultation for the Preliminary Draft Small Centres Master Plan Study was undertaken during August/September 2010. This Study included the master plan for Blenheim Road.

Targeted consultation for the Blenheim Road master plan included commercial and residential landowners within and adjacent to the study area as well as local businesses. Landowners were invited by mail. Local businesses within the study area were invited through a handout distributed by City of Ryde staff.

The consultation session was held on 28 August 2010 for those targeted. At the consultation session a brief presentation of the preliminary draft master plan was made followed by questions and comments from the floor.

Feedback forms were made available for comment at each session. The preliminary draft small centres master plan and electronic feedback forms were also made available on Council's website.

3.4.3 CONSULTATION OUTCOMES

There was a good level of response to the targeted consultation from the Blenheim Road master plan. Overall there were 129 individual responses received either by mail, online or email. The consultation outcomes are summarised below for each area.

Blenheim Road, North Ryde

12 people attended the consultation session and 21 responses were received.

A summary of the feedback is as follows:

- There is strong support for maintaining the long term viability of the shops and the revitalization of the centre.
- There is support for the master plan in terms of the built form controls
 - Overall there was majority support for the master plan as it stands but a significant minority questioned the need for new planning controls that would allow additional height.

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- There is little support for the public domain changes proposed.
 - The main concerns relate to the proposed centre row of street trees and parking. Cycling facilities were not supported by number respondents.
- There is strong support for upgrading the rear lane way which is currently privately owned.
- A land owner requested their property at 120 Cox's Road be included in the study area.
- Other existing issues raised as a concern are:
 - Traffic and congestion,
 - Availability of customer parking in Blenheim Road,
 - The disrepair of the privately owned rear lane,
 - The gradual decline in amenity and retail choice at the centre,
 - Concerns about the appearance of the centre,

- Concerns about the long term viability of the centre particularly with competition from Cox's Road.

3.4.4 BLENHEIM ROAD MASTER PLAN

Desired Future Character

The opportunity exists to upgrade the existing shops and to provide new shop-top housing. This will add to the range of housing choices in the area. The existing shops rely upon service access on private land at the rear of the shops. The potential re-development of sites creates the opportunity for this rear service lane to be levelled and paved to enhance its function and appearance. The shop-top housing is to address the street with major facades that area well articulated and proportioned.



Blenheim Road Master Plan

3.5 STRATEGY

3.5.1 STRATEGY

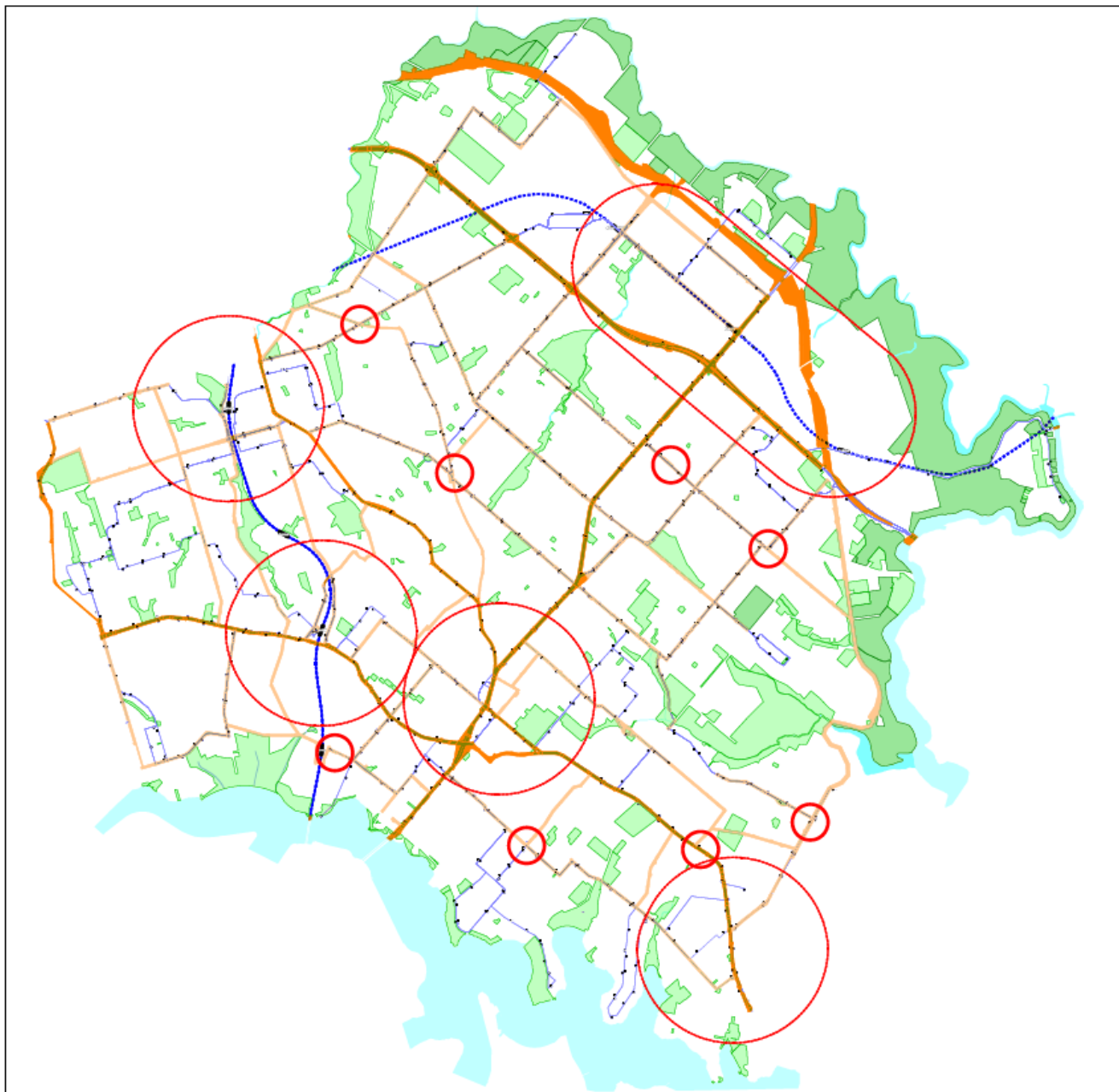
The strategy to guide the future of small centres in the City of Ryde is described in a series of principles, directions and actions.

	CENTRES HIERARCHY PRINCIPLES
P1	Small centres and neighbourhood centres are to sit below town centres in a hierarchy of City of Ryde centres.

	DIRECTION
D1	Small centres are a group of shops, businesses, services, community facilities, schools, small supermarkets and the like, and up to 200 dwellings. The radius of small centres is up to 200 metres.
	ACTION
A1.1	<p>The following centres are small centres:</p> <ul style="list-style-type: none"> ▪ Cox's Road ▪ Putney village ▪ Boronia Park ▪ Meadowbank Station East ▪ Blenheim Road ▪ Fiveways ▪ Meadowbank Station West ▪ Midway ▪ Monash Road, Gladesville ▪ Trafalgar Place ▪ Balaclava Road

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	DIRECTION
D2	Neighbourhood centres are a cluster of small businesses and up to 20 dwellings. The radius of the centre is up to 50 metres.
	ACTION
A2.1	<p>The following centres are neighbourhood centres:</p> <ul style="list-style-type: none"> ▪ Agincourt Road ▪ Allars Street ▪ Avon Road ▪ Callaghan Street ▪ Cobham Avenue ▪ David Street ▪ Doig Avenue ▪ Epping Road ▪ Flinders Road ▪ Pittwater Road ▪ Quarry Road ▪ Sager Place ▪ Tennyson Road ▪ Victoria Road ▪ Watts Road ▪ Blaxland Road ▪ Bowden Street



Map showing the places categorised as small centres. The larger circles are the town centres and Macquarie Park.

Small Centres

	SMALL CENTRES PRINCIPLES
P2	Small centres offer an alternative destination to the larger town centres.
P3	Small centres are places which have a distinctive character and which allow strong and diverse communities to grow.
P4	Small centres provide convenient access to local shopping and services.
P5	Small centres provide an opportunity for a mix of housing types.
P6	Small centres enhance the health and wellbeing of the local communities through active living.
P7	Small centres support a strong local economy and provide employment opportunities.

	DIRECTION
D3	Support the distinctive role small centres play within a hierarchy of City of Ryde centres.
	ACTION
A3.1	<p>Enhance the role of small centres as places:</p> <ul style="list-style-type: none"> ▪ which serve the local community ▪ are convenient to access ▪ which have local distinctiveness ▪ which provide opportunities for community building ▪ which provide housing and employment opportunities

	DIRECTION
D4	<p>Small centres which have the potential to be intensified:</p> <ul style="list-style-type: none"> ▪ are already successful busy centres with a number and range of businesses, services and community facilities ▪ have good access to public transport. ▪ have good vehicular access and convenient parking. ▪ if they contain or have good linkages to places which help build communities. ▪ if they are adjacent to areas with a higher population catchments due to higher residential densities. <p>Note: Intensification of centres is broad ranging and includes economic, community and housing matters.</p> <p>Places which build communities include such places as schools, hospitals, public meeting spaces, parks, libraries, churches</p>
	ACTION
A4.1	<p>Investigate the possibility of expanding and intensifying busy local centres which have good access to bus services, community facilities, and a diversity of businesses.</p> <ul style="list-style-type: none"> ▪ Cox's Road
A4.2	<p>Investigate the potential of creating or expanding centres located at railway stations.</p> <ul style="list-style-type: none"> ▪ Meadowbank Station West
A4.3	<p>Investigate the potential for renewal of the Blenheim Road centre located on a busy through road.</p>
A4.4	<p>Prepare development controls for Blenheim Road</p>

Small Centres

	DIRECTION
D5	Determine the form of enlargement or intensification for each of the selected small centres through an urban design based master plan study based on a detailed investigation.
	ACTION
A5.1	<p>The master planning of small centres should be guided by the following principles:</p> <ul style="list-style-type: none"> ▪ Preserve and enhance the distinctive and individual character of each centre. ▪ Enhance the health and wellbeing of communities through active living – walking cycling, use of public transport, access to community facilities ▪ Interconnected network of pedestrian and bike paths provides easy and convenient access to key destinations ▪ Provide for a mixture of uses ▪ Plan for local employment opportunities and to support the local economy. ▪ Provide a range of housing types ▪ Maximise the use of existing infrastructure ▪ Provide for community facilities within centres, especially the larger small centres. ▪ Limit extent of centres so they are walkable ▪ Have public places which allow opportunities for people to meet informally and so create a sense of community <p>Note: Key destinations are places which people want to go to. They include parks, schools, supermarkets and the like.</p>
A5.2	In planning for centres take into consideration <i>Healthy Spaces and Places. A national guide to designing places for healthy living.</i> (Design principles in Appendix A)

	DIRECTION
D6	Undertake public domain improvements to enhance the attractiveness and amenity of small centres.
	ACTION
A6.1	<p>The future planning of small centres should be guided by the following principles:</p> <ul style="list-style-type: none"> ▪ Have public places which allow opportunities for people to meet informally and so create a sense of community ▪ High connectivity within centres through an interconnected network of pedestrian and bike paths and good links to key destinations. ▪ Design public places to improve both actual safety and the perception of safety ▪ Ensure public spaces are easily accessible, such as for people with disabilities or older people.

	DIRECTION
D7	Support and strengthen a strong local economy at small centres.
	ACTION
A7.1	Ensure that the zoning allows a mix of permitted uses, sufficient floor space is planned for to meet existing and future demand, access is convenient and parking readily available.

	NEIGHBOURHOOD CENTRES PRINCIPLES
P8	Neighbourhood centres offer an alternative destination to the larger town centres and small centres.
P9	Neighbourhood centres provide convenient access for residents.
P10	Neighbourhood centres provide an alternative housing choice to that in low density residential areas.
P11	Neighbourhood centres support the local economy by providing opportunities for small businesses.

Small Centres

	DIRECTION
D8	Retain neighbourhood centres
	ACTION
A8.1	Ensure the extent, zoning and permitted uses of neighbourhood centres provides for their ongoing use as places of work, live and visit.

	DIRECTION
D9	Consider enlarging or intensifying neighbourhood centres which are adjacent to by residential uses which have a higher density than the traditional suburban low density residential areas.
	ACTION
A9.1	<p>Investigate the potential for renewal of centres which are situated near residential areas with densities which are higher than that of the low density residential areas.</p> <p>These centres are:</p> <ul style="list-style-type: none"> ▪ Pittwater Road ▪ Trafalgar Place ▪ Meadowbank Station West

	DIRECTION
D10	Support and strengthen a strong local economy at neighbourhood centres.
	ACTION

3.5.2 SUMMARY TABLE

	INSS CENTRE TYPE	PROPOSED CENTRE TYPE	LEP2008 ZONE	PROPOSED ZONE COMP. LEP
Cox's Road village	Small village	Small centre	B1, R2, SP2	See note 1
Putney village	Small village	Small centre	B1	B1
Blenheim Road	Neighbourhood centre	Small centre	B1	B1
Pittwater Road North (Boronia Park) shops	Small village	Small centre	B1	B1
Midway shops	Small village	Small centre	B1	B1
Fiveways shops	Neighbourhood centre	Small centre	B1	B1
Balaclava Road, Woolworths and service station at the corner of Balaclava and Epping Roads	Neighbourhood centre	Small centre	B1	B1
Trafalgar Place shops, 1 – 1a Trafalgar Place Marsfield	Neighbourhood centre	Small centre	B1	B1
Monash Road	Not shown as a centre.	Small centre	B4	B4
Meadowbank Station East	Part of a small village together with Meadowbank Station West	Small centre	B4	B4
Meadowbank West: Shops on western side of Meadowbank Station (27 Bank Street, 60 Meadow Cres, 71 Constitution Road West)	Part of a small village together with Meadowbank Station East	Small centre	B4, SP2	B4, SP2
1 – 8 Sager Place East Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
31-39A Cobham Ave Melrose Park	Neighbourhood centre	Neighbourhood centre	B1	B1
15 – 21 Allars St. Denistone West	Neighbourhood centre	Neighbourhood centre	B1	B1
80 Tennyson Rd. Tennyson Point	Neighbourhood centre	Neighbourhood centre	B1	B1
20 – 32 Pittwater Rd Gladesville	Neighbourhood centre	Neighbourhood centre	B1	B1
76 – 78 Agincourt Rd Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1

Small Centres

	INSS CENTRE TYPE	PROPOSED CENTRE TYPE	LEP2008 ZONE	PROPOSED ZONE COMP. LEP
17 – 23 David Ave. North Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
1 – 15 Avon Rd North Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
128 – 130A Quarry Rd. Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
1 –6 Doig Ave Denistone East	Neighbourhood centre	Neighbourhood centre	B1	B1
9 – 13 Watts Road Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
2 –6 Callaghan Rd Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
2 – 8 Flinders Rd North Ryde	Neighbourhood centre	Neighbourhood centre	B1	B1
819- 823 Victoria Road Ryde	Not shown as a centre.	Neighbourhood centre	B1	B1
Khartoum Road	Neighbourhood centre	Residential	R4	R4
365 – 397 Blaxland Road	Not shown as a centre.	Neighbourhood centre	R2	R2
Buffalo Road	Not shown as a centre.	Residential	B1	R2
79 – 81 A Bowden Street	Not included	Neighbourhood centre	R2	B1
124A Epping Road	Not shown as a centre.	No change	R2	R2
the area around Denistone Station,	Not shown as a centre	No change (residential)	R2	R2

Note 1 One of the outcomes of the recommended master plan study for this centre will be zoning provisions.

Note 2 One of the outcomes of the recommended master plan study for this area will be zoning provisions.

Note 3 Monash Road was zoned 4(c1) Industrial Special in RPSO. The equivalent zone in LEP200 would be IN2 Light Industrial, however this has become B4 in LEP2008 as a result of recent planning for Gladesville and the Victoria Road corridor. It is not proposed to change this zone.

3.6 RECOMMENDATIONS

3.6.1 RECOMMENDATIONS

The recommendations follow from the strategy and their purpose is to provide guidance on how the strategy can be implemented. The recommendations have a focus on appropriate actions with regard to the preparation of the comprehensive LEP.

RECOMMENDATIONS FOR THE COMPREHENSIVE LEP (LEP 2011)

A series of recommendations are made with regard to implementation of the strategy described in section 4.1.

NO.	RECOMMENDATION
R1	<p>Centre zoning</p> <p>The centres listed below should remain Zone B1 Neighbourhood Business:</p> <ul style="list-style-type: none"> ▪ Agincourt Road ▪ Allars Street ▪ Avon Road ▪ Balaclava Road ▪ Callaghan Street ▪ Cobham Avenue ▪ David Street ▪ Doig Avenue ▪ Fiveways ▪ Flinders Road ▪ Midway ▪ Pittwater Road ▪ Quarry Road ▪ Sager Place ▪ Tennyson Road ▪ Trafalgar Place ▪ Victoria Road ▪ Watts Road ▪ Pittwater Road North (Boronia Park) ▪ Blenheim Road ▪ Cox's Road

Small Centres

NO.	RECOMMENDATION
	<p>The reasons for this are:</p> <ul style="list-style-type: none">▪ The zone and land uses permitted in this zone are appropriate to both the existing and desired future character of these areas. The centres meet a need for small business to have conveniently located, affordable and appropriately sized premises. <p>The extent of the B1 area should generally remain as existing because:</p> <ul style="list-style-type: none">▪ there is no market demand to increase the amount of business space in these places;▪ most centres have existing unused capacity reflected by the several vacant shops;▪ to expand the centre would mean expanding into the adjacent R2 Low Density Residential area which could affect property values.▪ The exception is Cox’s Road which ahs been identified as having some potential for growth. The extent of the centre would be determined through a master plan study.
R2	<p>Proposed new neighbourhood centres</p> <p>The following places should be changed from Zone R2 Low Density Residential to Zone B1 Neighbourhood Business:</p> <ul style="list-style-type: none">▪ Blaxland Road shops (see map 3.A)▪ Bowden Street shops (see map 3.B) <div data-bbox="172 1256 700 2000"></div> <p>Map 3.A</p> <div data-bbox="751 1256 1279 2000"></div> <p>Map 3.B</p>

NO.	RECOMMENDATION
R3	<p>Meadowbank West</p> <p>Constitution Road (west) - the B4 zone is retained.</p>
R4	<p>Zone B1 Neighbourhood Business objectives</p> <p>It is recommended that the objectives and land uses for zone B1 Neighbourhood Business be augmented to ensure that they better reflect the existing and future role of centres with this zoning.</p> <p>The purpose of the additional objectives is to address the role many of the centres have in servicing a broader community rather than just the immediate residents, and in providing job opportunities, and an alternative housing type (shop top housing) to the surrounding low density residential areas.</p> <p><u>Zone objectives</u></p> <p>The standard instrument for LEPs has the following objective for Zone B1:</p> <ul style="list-style-type: none"> ▪ To provide a range of small scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood. <p>The following additional objective is recommended:</p> <ul style="list-style-type: none"> ▪ To encourage employment opportunities in accessible locations
R5	<p>FSR and height controls for areas zoned B1 Neighbourhood Business</p> <ul style="list-style-type: none"> ▪ The height controls for all buildings within zone B1 should be 9.5m, except for Pittwater Road and Blenheim Road neighbourhood centres. ▪ The FSR for all neighbourhood centres except for Pittwater Road and Blenheim Road neighbourhood centres should be 0.8:1. ▪ Pittwater Road neighbourhood centre - building height should be 11.5 metre and the FSR 1.5:1. ▪ Blenheim Road neighbourhood centre - building height should be 4 storeys and an FSR ranging 1.6:1-2:1. These development controls can only be achieved where lot amalgamation occurs.
R6	<p>Buffalo Road</p> <p>This land contains electrical substation – the SP2 zone is retained due to the issues relating to contamination arising from its current use</p>
R7	<p>Khartoum Road</p> <p>Khartoum Road is a small shop on the ground floor of an apartment building. It is recommended that:</p> <ul style="list-style-type: none"> ▪ The R4 zoning be retained

Small Centres

DEVELOPMENT CONTROL PLAN RECOMMENDATIONS

NO.	RECOMMENDATION
R8	Detailed development controls are prepared for Blenheim Road

OTHER RECOMMENDATIONS

NO.	RECOMMENDATION
R9	Complete the planning framework for: <ul style="list-style-type: none">▪ Cox's Road▪ Blenheim Road
R10	Public domain <p>The attractiveness and amenity of the larger and busier neighbourhood centres be improved by public domain improvements based on good design principles and community consultation. The public domain of all the small centres should be improved with priority given to the busier centres</p>
R11	Department of Planning <p>It is recommended that the Department of Planning be advised of the centres hierarchy determined by this study for small and neighbourhood centres and any differences with the Draft INSS centre classification. This advice could take the form of a letter and a presentation of the findings of this Study</p>
R12	It is recommended that a master plan to be prepared for the following sites in case the owners wish to redevelop the whole or a major portion of their sites: <ul style="list-style-type: none">▪ Balaclava Road▪ Trafalgar Place▪ Midway▪ Tennyson Road
R13	Individual shops and businesses in residential areas <p>Individual businesses/ retail premises such as a corner shop located within the low density residential area on land that is similar to a residential sized lot will retain the R2 zone and will rely on the provisions of existing use rights.</p>