



A summary of the
**CITY OF RYDE
LOCAL PLANNING STUDY**

A Message from the General Manager



The City of Ryde is an important area in the Inner North region of Sydney and contains a rich mix of natural and built resources. It is home to approximately 105,000 people and 47,000 jobs. It continues to attract new residents enticed by its various opportunities and the lifestyle that it offers.

This Local Planning Study Overview is a summary of the various studies which have been prepared in response to the actions and directions within the State Government's Metropolitan Strategy and the Inner North Subregional Strategy. The Local Planning Study comprises 7 themes being Centres and Corridors, Small Centres, Housing, Environment and Open Space, Cultural Heritage, Employment and Transport.

The Local Planning Study informs the City of Ryde Local Environmental Plan 2011 (LEP 2011) – the City's main planning instrument as well as supports our Strategic Plan Ryde 2021.

The Ryde LEP 2011 responds to the state government's targets for growth in housing supply and employment as outlined in the Sydney Metropolitan Strategy. Residents have told us that they want the opportunities that well managed growth will bring but they also wish to maintain the lifestyle that Ryde has to offer.

Ryde LEP 2011 guides the evolution of Ryde's natural and built environment into the future. The LEP has been prepared on the basis that the opportunities of well managed growth will strengthen and enhance Ryde whilst balancing the lifestyle that our residents value.

This Overview document will inform you of the many challenges which City of Ryde is addressing, in corporation with the community and our partners, to achieve a well planned sustainable future for Ryde.

John Neish

A handwritten signature in black ink, appearing to read 'John Neish'.

General Manager
City of Ryde





Purpose

This Overview has been prepared by the City of Ryde as a support document for the Draft City of Ryde Local Environmental Plan (DLEP 2011) during its exhibition period. The Overview summarises the issues and recommendations of the City Of Ryde Local Planning Study.

The planning study has the following themes:

- 1. Centres and Corridors
- 2. Small Centres
- 3. Housing
- 4. Environment and Open Space
- 5. Cultural Heritage
- 6. Employment
- 7. Transport

Planning Ryde's future

The City of Ryde is the local planning authority responsible for shaping the evolution of Ryde's natural and built environment into the future. It works closely with the State Government, including agencies responsible for major roads, environment protection, public housing, strategic planning and public transport.

State and local planning authorities use a range of planning tools to regulate development (eg new houses, offices and roads) to ensure that the natural qualities, built form and quality of life in an area are maintained and enhanced during and after the development process. The City of Ryde Comprehensive LEP (LEP 2011) will guide future development and ensure sustainable development outcomes are achieved in the Ryde Local Government Area (LGA) into the future.

The LEP is the “backbone” of the development control process. It sets out fundamental principals and rules to guide new buildings and development activity.

This includes zoning to allow for particular uses (eg shops, houses), height and bulk of buildings, and minimum standards for the protection of Ryde's existing natural and built environment.

In late 2010 the City of Ryde undertook targeted community and stakeholder consultation to help develop the Local Planning Strategy and shape their recommendations. This included consultation with a number of City of Ryde Advisory Committees and a series of public information and community consultation meetings.



The City of Ryde in Sydney's Inner North

The City of Ryde local government area has an area of 40 square kilometres and is located in Sydney's Inner North, approximately 12kms from the centre of Sydney. The City occupies most of the land area between the Parramatta and Lane Cove Rivers.

The City of Ryde has a population of 104,955 (in 2009) with 48.3% being males and 51.7% being females. In 2009, 16.7% of the population were children aged between 0-14 years and 24.4% were persons aged 55 years and over.



DID YOU KNOW

Residents born overseas comprise 37.7% of the total population, 6% more than the Sydney average.

The City is aging, with 16.5% at retirement age and another 12% of the population due to join them in the next 5-10 years.

By 2031, the predominate household type in Ryde will be lone person households (29.1% of all households).

Family households (which includes couples and single parent families) are expected to remain the dominant household type.

Key City of Ryde strategies

The Local Planning Study outlined in this Overview document complements and supports the three over-arching strategies which represent the “blueprint” for Ryde over the next 20 years. The strategies are:-

- (i) Ryde 2021 Community Strategic Plan, prepared by the City of Ryde
- (ii) Sydney Metropolitan Strategy, prepared by the State Government’s Department of Planning
- (iii) Inner North Draft Subregional Strategy, also prepared by the Department of Planning.

Ryde 2021 Community Strategic Plan

This Plan, once finalised, will provide the vision for Ryde from a local government perspective. It will inform the community’s response to the challenges and opportunities that face the City of Ryde to the year 2021. It has 7 key outcome areas which are to be the focus for all the strategies and plans developed by the City of Ryde.



The Seven Outcome Areas for the City of Ryde are:

A city of environmental sensitivity

A city of progressive leadership

A city of liveable neighbourhoods

A city of harmony and culture

A city of well being

A city of prosperity

A city of connections

Metropolitan Strategy

The Metropolitan Strategy is the broad planning framework and “blueprint” prepared by the NSW Department of Planning to facilitate and manage growth and development throughout the Sydney Metropolitan Area over the next 25 years. The Metropolitan Strategy divides Sydney into ten subregions, including the Inner North Region in which the City of Ryde is located.

The State Government prepared Subregional Plans for each of the 10 subregional areas to translate the Metropolitan Strategy to a local level. The Subregional Plans provide the detail required for comprehensive LEPs.

The City of Ryde is required to prepare its comprehensive LEP in accordance with the directions and actions of the Metropolitan Strategy and Draft Inner North Subregional Strategy.

Importantly, the Draft Inner North Subregional Strategy sets a dwelling target of 12,000 additional dwellings and 21,000 additional jobs to be provided within the City of Ryde by the year 2031.

Metropolitan Strategy (December 2005)

Draft Inner North Subregional Strategy (July 2007)

City of Ryde Local Planning Study
(September 2010)

City of Ryde Comprehensive LEP (LEP2011)

Timetable for planning review process

The way forward

In the following sections of this Overview document the seven themes of the Local Planning Study are summarised. Key issues are listed for each theme and recommendations proposed for incorporation in the Draft City of Ryde LEP, to be exhibited in early 2011.

This Overview document will help inform the community of the many and varied challenges which City of Ryde and State Government planners are addressing, in partnership with the community and affected stakeholders, to achieve a sustainable future for Ryde.

Centres and Corridors

Introduction

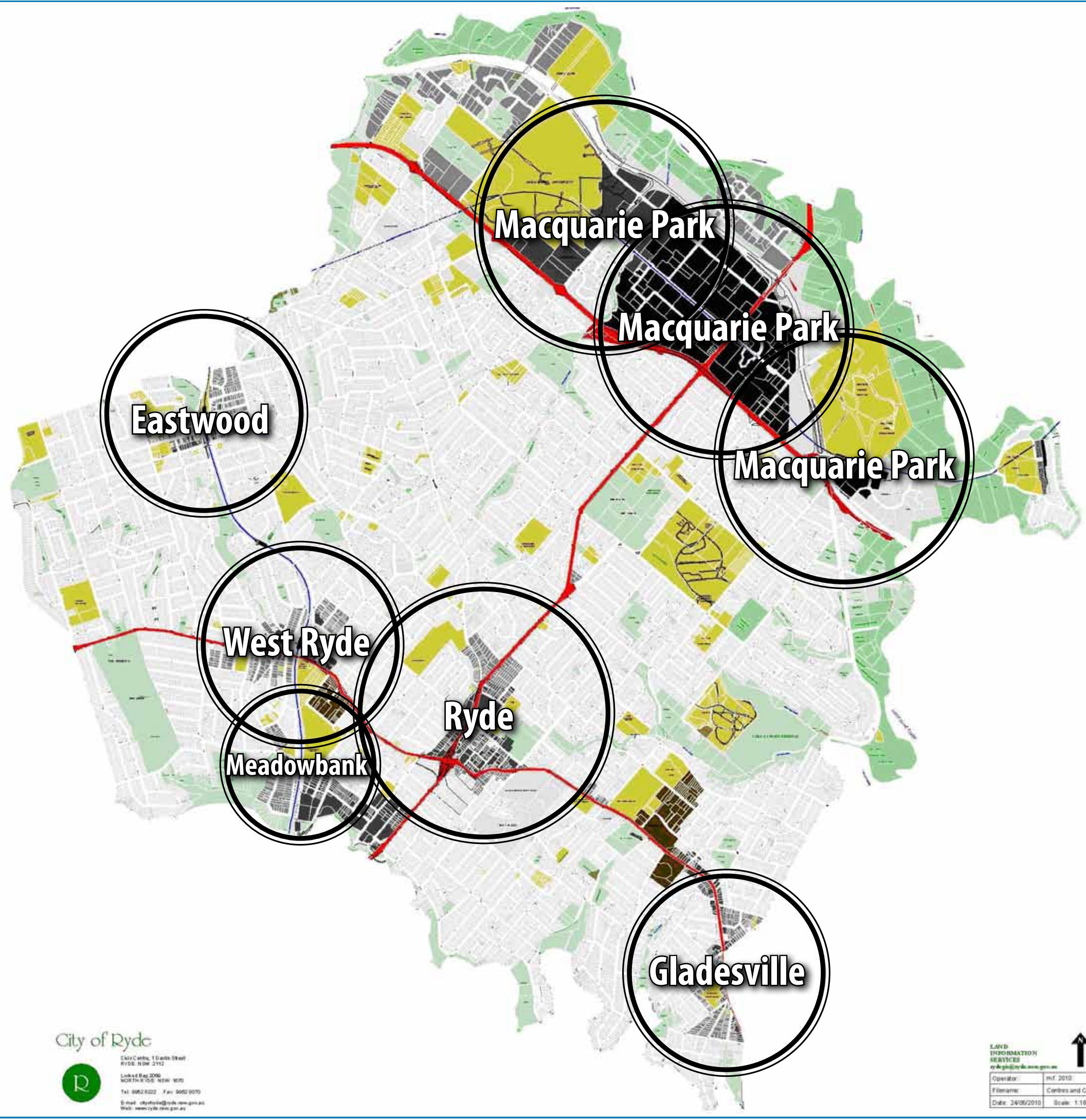
There are six Centres in the City of Ryde which qualify as villages, town centres or specialised centres according to the State Government's Inner North Subregional Strategy. They are:

Macquarie Park	<i>specialised centre</i>
Ryde	<i>town centre</i>
Eastwood	<i>village</i>
West Ryde	<i>village</i>
Meadowbank	<i>village</i>
Gladesville	<i>village</i>

The City of Ryde proposes to manage the required growth in our centres in a way that is sustainable (from an economic, social and environmental perspective) and responsive to the local community. The growth will be managed through changes to development standards such as floor space ratios (FSR), building height controls and permissible land uses. The planning framework will ensure that the existing and proposed development controls are working together to deliver a sustainable “desired future character” for each of the 6 centres.

THE THREE MAIN ROAD TRANSPORT CORRIDORS OF VICTORIA ROAD, LANE COVE ROAD AND EPPING ROAD LINK RYDE'S 6 CENTRES WITH THE BROADER METROPOLITAN REGION.

The role and character of these corridors requires further consideration, challenges include improving urban design of corridor edges and minimizing the amenity and environmental impacts arising from major arterial roads used by more than 40,000 vehicles per day.





ALL CENTRES

Key issues

- **Each centre needs to develop its own distinctive identity, while also incorporating an appropriate mix of land uses and local job opportunities.**
- Each centre needs to work towards achieving good urban design such as safe, convenient access, good public transport, attractive, well-used public spaces, ecologically sustainable development, community facilities and diverse housing types.
- A common challenge is the need to improve urban design and promote quality buildings in Ryde, particularly interfaces with neighbours and public areas.
- Best practice approaches for environmentally sensitive development are evolving rapidly. It is important that the planning framework is reviewed regularly to keep up with changes in legislation and state government guidelines.
- There is a need to monitor growth and progress toward sustainable outcomes.

Key recommendations

- Clearly define potential maximum floorspace.
- Prepare planning controls which require best practice in environmentally sustainable development such as minimum 4 green star (Green Building Council of Australia) building design/standards.
- Prepare a policy (or guideline) containing detailed advice about how planning incentives and development funding can best be used to fund public infrastructure and community facilities in Ryde's centres.
- Identify public domain upgrades in centres and corridors which need to be achieved as a matter of priority over the short to medium term.
- Council to make representations to state and federal government to ensure that Ryde is well serviced by public transport (potentially including light rail).

Macquarie Park

Key issues

- The planning framework needs to continue to support the development of the Centre as a premium business location of national significance.
- New public infrastructure such as local roads, parks, community facilities and services are required to meet the current needs of the Centre and support its transition into a sustainable, vibrant and activated place.
- Serious traffic congestion is hampering current and future business viability of the Centre.

Key recommendations

Macquarie Park will be Australia's leading Technology Park and a location for globally competitive business. Existing and new residential and business areas will be better integrated. Three vibrant station precincts will provide focal points for the community.

- Develop and implement new planning controls for Macquarie Park to stimulate redevelopment and fund essential new public infrastructure, community facilities and services.
- Refine existing plans and guidelines to promote vibrancy, pedestrian activation and sustainable growth.



Ryde Town Centre

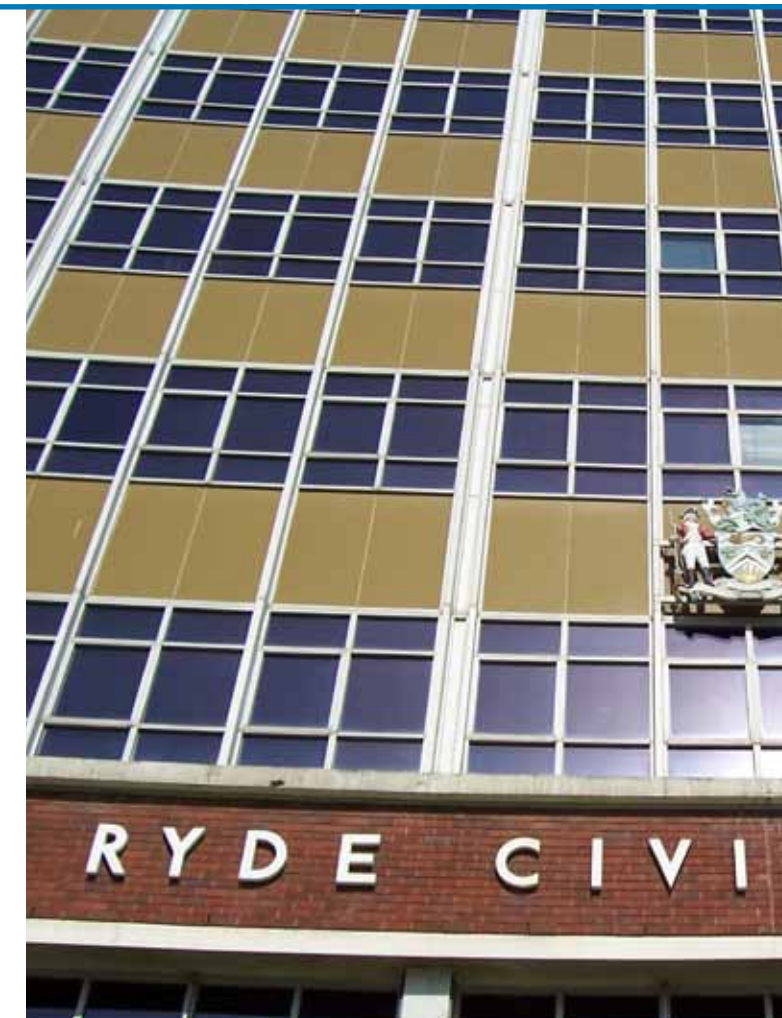
Key issues

- Development activity is occurring slowly in the centre.
- To become a major centre, areas in and around Ryde Town Centre need to be rezoned to encourage redevelopment and provision of employment floor space.

Key recommendations

Ryde Town Centre will evolve into a vibrant business and residential centre. New development will reinforce its historic role and position as the premier centre and home of local government in the City of Ryde.

- Areas containing existing employment floor space to be rezoned to Mixed Use or Enterprise Corridor.
- Revise planning incentives to permit an additional storey in order to achieve workable development through lot amalgamation and a laneway system.



Eastwood

Key issues

- Existing flood controls and mainly small lots inhibit development.
- Eastwood Town Centre is bisected by the railway line.
- Pedestrian access is poor, with inadequate pedestrian routes and through-site links.
- Parking and traffic congestion issues are significant.
- Eastwood Town Centre is predominantly a two storey shopping precinct with many heritage shop facades. It is a challenge to maintain a balance between this traditional character, while also providing for growth.

Key recommendations

Eastwood will be a vibrant local centre well serviced by public transport, providing diverse job opportunities and retail services. It will set a standard for town centre water management.

- A draft Master Plan is to be prepared.



Gladesville Town Centre & Victoria Road Corridor

Key issues

- Recently completed planning controls will need to be monitored.
- Redevelopment of key sites is required to deliver much needed community facilities such as urban parks.

Key recommendations

Gladesville will service a local community, with increased community services and facilities such as urban parks, plazas and safe, convenient pedestrian routes connecting local destinations.

- Prepare planning controls such as zoning, height and floor space ratio (FSR) controls for several sites.
- Amend the planning provisions to include design guidelines for the sites adjoining the Centre.
- Monitor and review outcomes of the recently implemented planning controls.



West Ryde

Key issues

- Pedestrian access is poor, with inadequate pedestrian routes and through-site links.
- Predominantly small lot sizes inhibit development.
- The Town Centre is bisected by the rail line and Victoria Road.
- An inadequate road network and congestion threaten to undermine the Centre's future development.
- Historically development has occurred away from Victoria Road.
- The Heritage Precinct on Ryedale Road will restrict future development options.

Key recommendations

West Ryde will be an important place on Victoria Road. It will provide opportunities for new buildings, public domain improvements and the creation of a series of 'green links' through the Town Centre.

- The preliminary draft master plan is to be finalized and development controls prepared.

Meadowbank

Key issues

- Demand for commercial floor space within the precinct is low due to its proximity to competing business centres such as Macquarie Park, Rhodes and Parramatta.
- The area is well located to become a major residential area because of its good rail and road connections.
- There is a need to review planning controls to stimulate development along the rail and road corridors.

Key recommendations

Meadowbank will continue to provide opportunities for higher density residential development in a desirable riverfront location which is well serviced by public transport and foreshore parklands.

- The development controls exhibited in early 2008 are to form the basis of amended LEP Controls.

Corridors

Analysis of annual average daily traffic volumes by the RTA reveals that the three busiest main roads in the City of Ryde are:

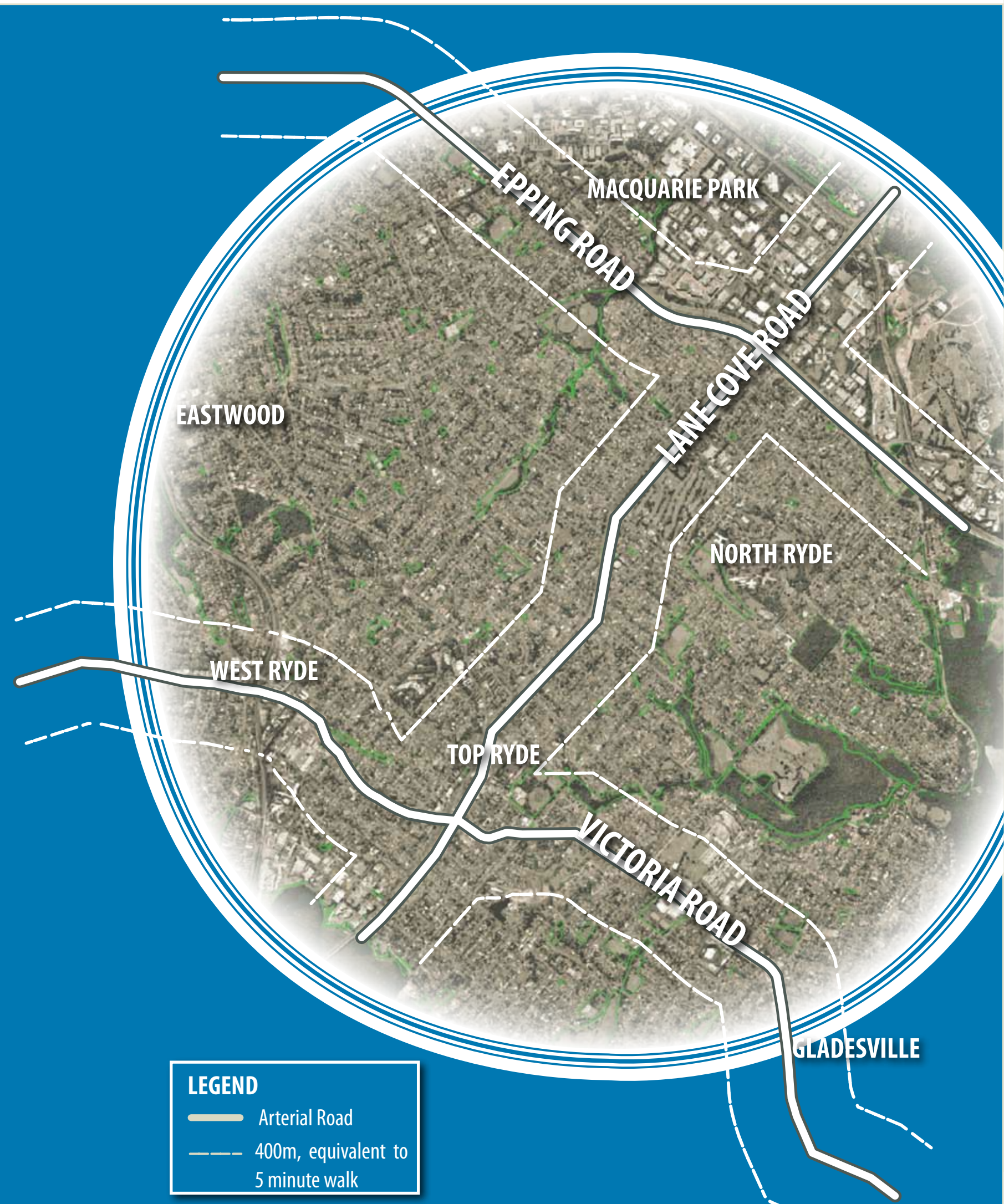
- Epping Road
- Lane Cove Road
- Victoria Road

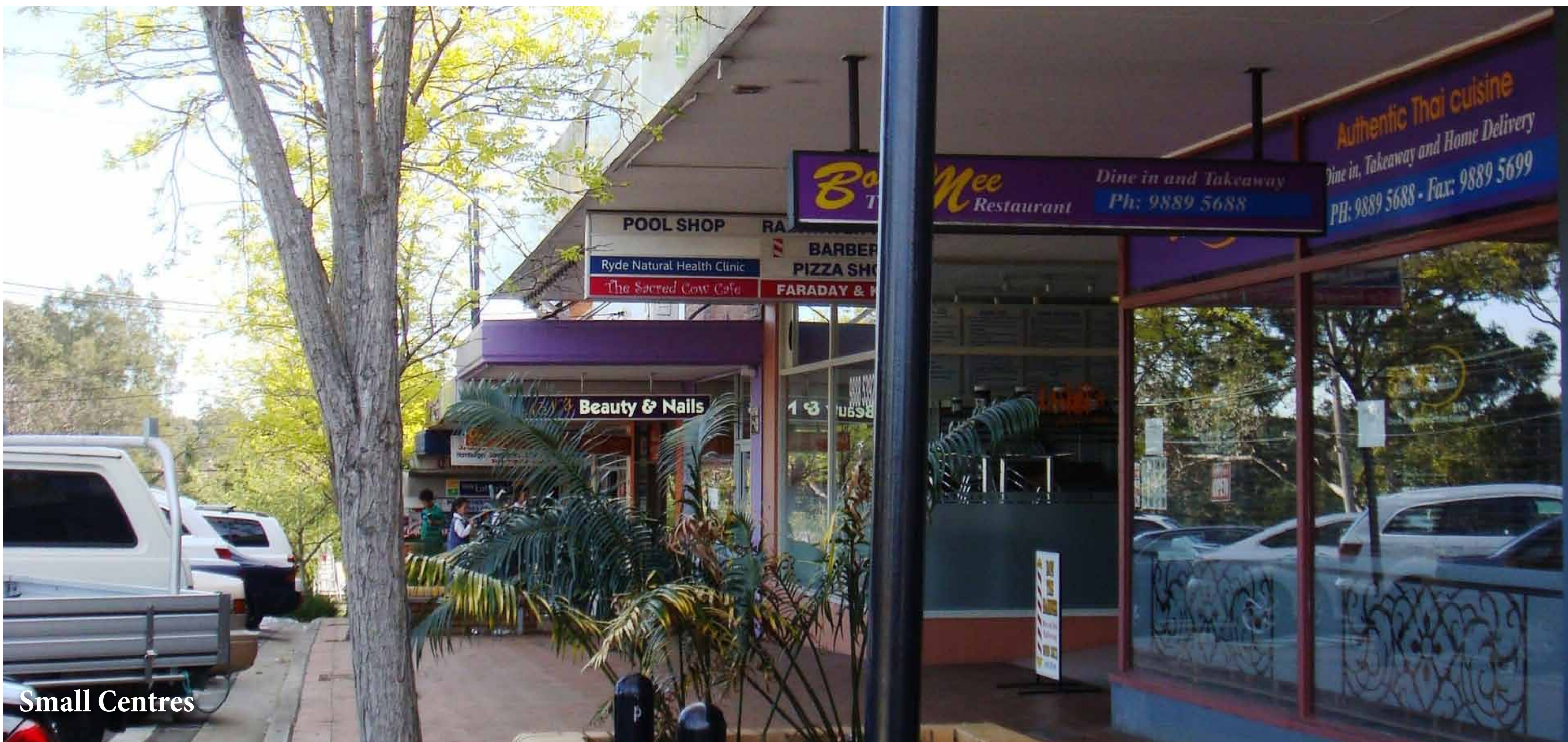
Key issues

- Busy main roads often benefit from streetscape enhancements such as landscaping, with signs and banners to help mark town centres.
- Lane Cove Road is a major arterial corridor servicing metropolitan Sydney. It also connects significant employment centres such as Macquarie Park and Olympic Park and emerging ones, such as Ryde Town Centre.
- Macquarie Park is bounded by Epping Road to the South and the M2 to the North. These major arterial routes “block” pedestrian access to this nationally significant research and employment centre. Pedestrian access to Macquarie Park needs to be significantly improved as it evolves from being car dependent to a more public transport and pedestrian orientated place. Creation of safe, convenient pedestrian crossing points across Epping Road is a priority.
- Growth and change need to be managed better around the intersections of Epping Road, Lane Cove Road, Balaclava Road, Herring Road and Wicks Road. Business growth needs to be better integrated and a mix of residential development is required in close proximity to the 6 town centres to accommodate students and workers.
- The county road reservation connecting Epping Road to Marsden Road may provide opportunities for growth into the future.
- Victoria Road also provides a critical function as a major arterial road, while also connecting significant local employment areas in Ryde, such as Ryde Town Centre and West Ryde.

Key recommendations

- Within major road corridors enhance:
 - the streetscape qualities of areas identified as green areas, and
 - the setting for identified significant heritage items.
- Explore an ‘Enterprise Corridor’ land use zone for sites along the Meadowbank side of Church Street, from the Victoria Road intersection South to Parramatta River.
- Explore ways of enhancing resident access to the rail stations, jobs and services in Macquarie Park.
- Investigate potential areas on the South side of Epping Road for mixed uses and more intensive residential development, to act as transition areas between the Macquarie Park business precinct and low density residential areas.
- Explore an ‘Enterprise Corridor’ land use zone for sites along Victoria Road, between Ryde and West Ryde.





Small Centres

There are a number of smaller retail centres scattered throughout the City of Ryde which provide an alternative to the larger town centres. Generally they serve local communities by offering more convenience and better access than the town centres. These centres vary in size and character and can be divided into two groups:-

- (i) Neighbourhood Centres, comprising a “handful” of shops and/or businesses eg Watts Avenue, Avon Road; and
- (ii) Small Centres providing a wider variety of services and shops eg Putney, Boronia Park.

Key issues

- Ensuring that neighbourhood and small centres provide adequate, alternative retail and housing choices.
- Retaining and supporting the employment and business opportunities provided by small centres, especially for small and start-up businesses.
- Enhancing the local distinctiveness of neighbourhood and small centres.

Key recommendations

- Maintain and support the role neighbourhood and small centres play within a hierarchy of centres within the City of Ryde.
- Increase the potential of small centres, ie they already successfully support a number of businesses, have places which help build a sense of community (eg schools) and have good access to public transport.
- Promote a mix of land uses and street activity in the small centres to ensure vibrancy.
- 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.
- Finalise planning studies for Cox’s Road and Blenheim Road.
- Enhance the role of small centres as places which
 - serve the local community,
 - are convenient to access,
 - have local distinctiveness,
 - provide opportunities for community building, and
 - provide housing and employment opportunities.
- Undertake public domain improvements to enhance the attractiveness and amenity of small centres.
- Support and strengthen a strong local economy at small and neighbourhood centres.
- Retain neighbourhood centres in their current extent through appropriate planning controls such as land use, height and floor space ratios.

Housing

The City of Ryde is an established residential area. Its suburbs are largely made up of a single house per lot, with interspersed villas (townhouses) and duplex buildings. Higher density residential development in the form of apartment buildings and 3 storey walk-up flat buildings occur within and at the edges of town centres. Recent planning controls will deliver more housing to town centres in the form of multi-level apartment buildings above street level retail and commercial premises.

Household types in the City of Ryde are changing. While the dominant household type is still couples with children, lone person households are increasing, as are the percentage of families living in town houses or villas.



Key issues

- Ensure that the dwelling target of 12,000 extra dwellings set by the Department of Planning can be met.
- **Continue to ensure that most housing growth is concentrated in centres where there is good access to public transport.**
- Ensure that a range of dwelling types can be provided to meet the needs of different household types.
- **Ensure apartment dwellings function well for families.**
- Ensure that a mix of housing types is provided in order to allow residents to remain within their own neighbourhood as they age.
- **Ensure that dwellings have high levels of residential amenity.**
- Ensure the protection of the streetscape character of the low density residential areas.

Key recommendations

- Advise the Department of Planning that the additional 12,000 dwellings target can be met without change to the City of Ryde strategic planning direction.
- Allow villa developments and duplex buildings throughout the low density residential areas. This will deliver a range of smaller dwellings which are attractive to families, lone person households and ageing households. These dwellings will also be more affordable.
- Allow duplex buildings to be Strata subdivided in order to encourage this form of smaller, more affordable housing.
- Require sites for duplex developments to have a minimum frontage of 20 metres in order to deliver good streetscape outcomes.
- Review development controls for duplex and villa developments in order to deliver good streetscape outcomes and good residential amenity.
- Review development controls for apartment buildings to ensure the needs of families can be met.
- Undertake neighbourhood studies of the low density residential areas of the City of Ryde.



Environment and Open Space

The City of Ryde is defined by its natural features, particularly the Parramatta River and Lane Cove National Park which form the southern, eastern and northern boundaries. A striking feature is the high ridgeline extending from Top Ryde to Eastwood and Brush Farm House. The two main rivers and the National Park support a considerable variety of flora and fauna with significant biodiversity value, in particular remnant bushland.

None of the natural areas in Ryde are free from disturbance and some vegetation communities have disappeared completely following European settlement. Ryde residents are, however, mostly appreciative and protective of their remnant bushland areas, parks and water ways.

Ryde has 355ha of parkland divided into 207 parks. This open space is important for the physical and psychological well-being of residents. It provides meeting places and spaces for active recreation as well as relief from the hard-edged city environment.

All councils in the Inner North area of Sydney are struggling to accommodate the demand for open space, especially for active recreation such as soccer and cricket. All are looking to acquire more land for open space wherever possible, and increase the quality of existing spaces by making them increasingly multi-purpose, installing more equipment and amenities, increasing planting and accommodating extended hours of use.

The City Of Ryde has been improving the quality of local open space extensively over the last few years with new planting and the installation of paths, play equipment and park furniture.

Environment

Key Issues

- The environment is being degraded to such an extent that the needs of the planet and the people who depend on it cannot be supported indefinitely into the future.
- There is significant environmental damage in Ryde such as weed infestation, feral animals, air/noise/water pollution and declining biodiversity.
- Ryde has some locally and regionally significant remnant natural areas that should be protected.
- The challenge at Ryde is to achieve a more sustainable way of life. We need to reduce our ecological footprint and minimise the impact on people and the environment resulting from our unsustainable way of life. This includes climate change, pollution, traffic congestion and noise impacts.

Key Recommendations

- Incorporate in the Local Environmental Plan (LEP) a new clause which addresses the need for ecologically sustainable development.
- Incorporate in the LEP a local provision requiring 4 green stars (Green Building Council of Australia) as a minimum standard for all large commercial buildings and schools.
- Support the National Parks and Nature Reserves zoning and the Environmental Conservation zoning. Protect significant vegetation in areas outside these zones which are recognised as being important in scientific studies.
- Undertake further investigation and analysis of land adjacent to creeks and rivers.
- Incorporate in the LEP a local provision relating to water quality and water sensitive urban design (WSUD) to apply to development above a certain size, ie more than 2,000 m2 of floor space. The objective of the provision is to ensure that stormwater is managed in a way which (a) minimises stormwater impacts on riverside areas, receiving water quality and areas of high biodiversity value and (b) contributes to the maintenance and restoration of environmental qualities and water ways health.
- Incorporate a flood planning clause as a local provision in the LEP.
- Require development within the Foreshore Building Line to address the impacts of sea level rise projected by the NSW State Government.

Open Space

Key Issues

- The population is ageing.
- There will be increased demand for cycling and walking trails.
- There will be continued demand for playgrounds and formal sporting opportunities in Ryde, West Ryde and Eastwood.
- There will be an increased demand for formal sporting facilities in Meadowbank.
- There will be an increase in residential development, mostly higher density dwellings with limited private open space. This will result in a greater demand on public open space, particularly in the town centres.
- Currently over half Ryde's parks are less than 0.5 of a hectare, so there is a strong reliance on small parks. Open space is under pressure due to the demands of an increasingly active and growing population.
- Existing open space must be used more effectively to meet the needs of the current and incoming population.

The City of Ryde is defined by its natural features, particularly the Parramatta River and Lane Cove National Park which form the southern, eastern and northern boundaries

Key Recommendations

- The areas of existing open space zoned Public Recreation within the City of Ryde are not to be reduced in size.
- Ancillary uses such as cafes and parking must not reduce the area for active and passive recreation.
- Establish links between open space, centres and other destinations such as schools and community centres.
- Maximise access via walking and cycling.
- Master plans and public domain upgrades for centres are to have an urban park as part of the overall design.
- The objectives and land uses of the Public Recreation zoning and the Environmental Conservation zoning are to be reviewed.



Heritage

The Ryde area was settled early in the history of the colony of Sydney. Established first as a farming area with land grants to free settlers and convicts, the area later developed largely as a suburban residential area with town centres at Gladesville, Ryde, Eastwood and West Ryde. Later, the northern area was developed as an industrial and business park following the establishment of Macquarie University and the CSIRO in the early 1960's.

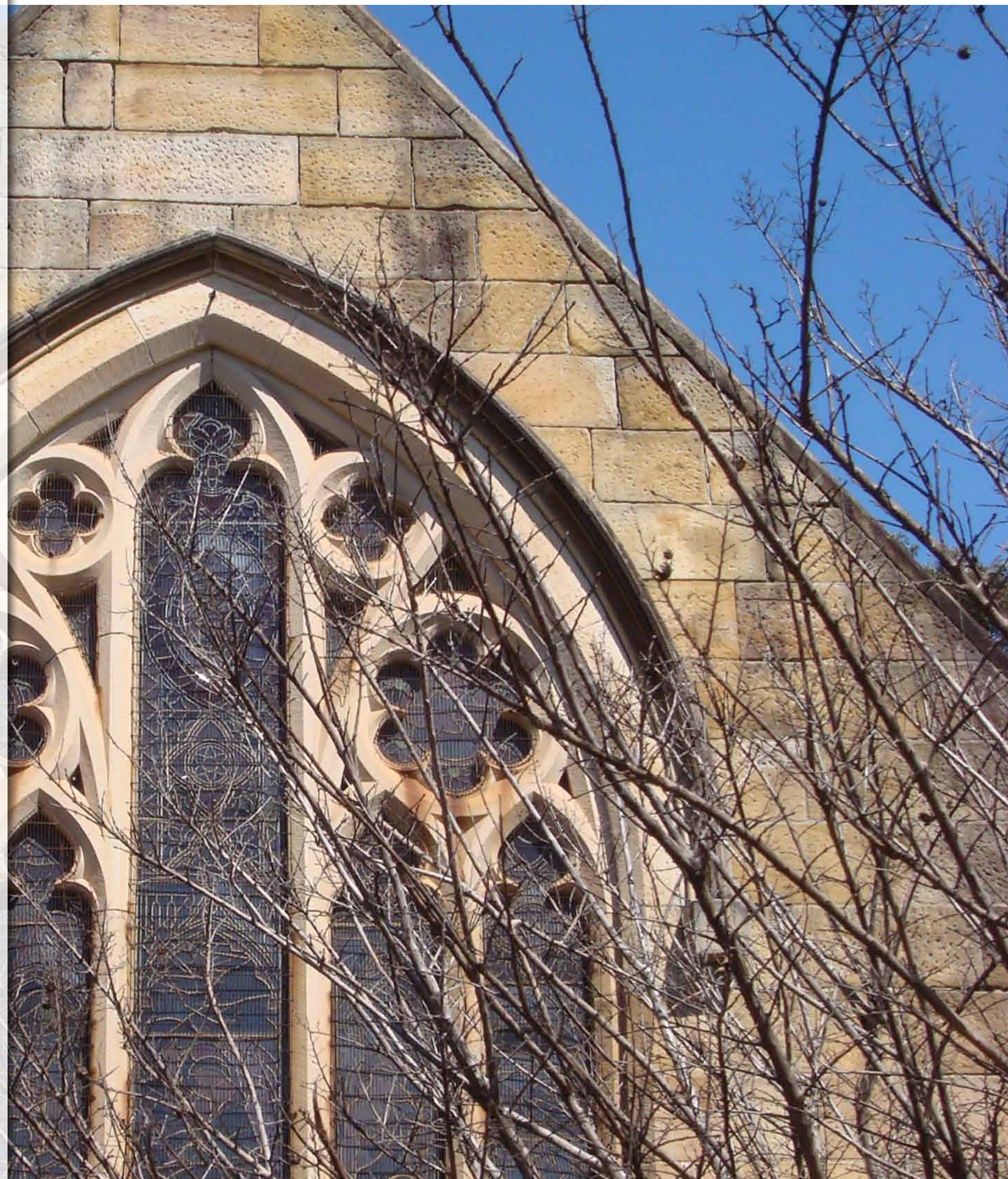
Heritage is valued by the community because it provides links to the past and contributes to our local identity and sense of place. The City of Ryde has over 150 heritage items and 4 heritage conservation areas.

Key issues

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

Key recommendations

- The following places should be added to Council's list of heritage items:
 - 30 Clanalpine Street, Eastwood
 - 11 Coronation Avenue, Eastwood
 - 14 Miriam Road, West Ryde
 - 16 Miriam Road, West Ryde
 - 22 Miriam Road, West Ryde
 - 38 Miriam Road, West Ryde
 - 24 Hillview Road, Eastwood
 - 36 Hillview Road, Eastwood
 - 13 stone markers in footpaths
- The size of the Maxim Street Heritage Conservation Area to be reduced.
- Property description and name information for 15 heritage items to be updated.
- Four heritage items to be deleted from the Heritage Schedule:
 - Top Ryde shopping centre (115-121 Blaxland Rd, Ryde)
 - Masonic Hall (186 Rowe St, Eastwood)
 - CSIRO experimental building (2 & 4 Richardson Place, North Ryde)
 - 'Rus in Urbe' (dwelling) (2 Richardson Place, North Ryde)
- The following measures should be put in place to assist owners of heritage items:
 - Heritage development controls to be prepared to guide appropriate alterations and additions to heritage items;
 - A heritage assistance fund to be established to assist owners undertaking conservation work.
- Further studies are to be undertaken to continue to protect the City's heritage.
 - Comprehensive heritage inventory sheets to be prepared for those places Council resolves to include in the comprehensive LEP as heritage items.
 - Heritage data forms to be used as the basis for these more comprehensive documents.
 - An Aboriginal heritage study to be undertaken by the recently appointed specialist consultant to the Aboriginal Heritage Office.
 - A heritage study of convict structures to be undertaken.



Employment

The Inner North Subregional Strategy identifies a capacity target for the region of 60,100 jobs by 2031, of which 21,000 need to be created within the Ryde Local Government Area.

The Inner North subregion is identified as having a higher percentage of employees in property and business services compared to the Sydney area. Other important employment sectors include health and community services and wholesale trades.

Ryde is a major destination for work and learning. Each week day over 80,000 people commute to Ryde, with the majority making their way to Macquarie Park and Macquarie University. Ryde also has a high incidence of home-based workers (over 22%), compared to the Sydney average.

The potential employment growth in the Ryde Local Government Area is likely to far exceed State Government targets, with the Macquarie Park workforce alone anticipated to grow by some 60,000 people in the next 20 years. There is also considerable potential for higher than expected growth in creative industries and home based employment.

Major public and private sector investment is required in public infrastructure and community facilities to support this projected growth in employment.

The “employment profile” for the City of Ryde can be summarised as follows:

- **Macquarie Park Business Precinct** – This major business and employment precinct has been identified by the State Government as a ‘specialised centre’ because of its national significance. It is located at the North Western end of Sydney’s “global economic arc” and is already the 3rd largest business district in NSW. If growth projections are met it is expected to become the 4th largest business district in Australia by 2031. Macquarie Park is the head office location for many of Australia’s “top 100” companies in the areas of medical research, pharmaceuticals, media and IT&T. Macquarie University (the 8th largest in Australia) and the Macquarie Centre, a major regional shopping centre, are also located in Macquarie Park.
- **Local Town Centres** – Gladesville, Ryde, Meadowbank, West Ryde and Eastwood provide for local and regional commercial and retail needs.
- **Local industrial areas** – Gladesville and West Ryde industrial areas provide a mix of light industrial activities that service the local area.
- **Small and neighbourhood centres** – These meet local retail and services needs.
- **Educational and special uses** – being the Ryde and Meadowbank Colleges of TAFE, the CSIRO, Ryde and Macquarie Hospitals and the New South Wales Corrective Services Academy.



Key Issues

- Ensure that the employment target of 21,000 additional jobs can be met.
- Ensure that Macquarie Park continues to grow in response to the directions of the Metropolitan Strategy.
- There will be a continuation of growth in white collar occupations.
- Ensure the protection of industrial areas.
- Ensure that town and neighbourhood centres and industrial areas continue to provide a range of employment opportunities.

Ryde is a major destination for work and learning. Each week day over 80,000 people commute to Ryde, with the majority making their way to Macquarie Park and Macquarie University. Ryde also has a high incidence of home-based workers (over 22%), compared to the Sydney average.

Key Recommendations

- Review the planning controls within the small and neighbourhood centres to provide greater employment opportunities.
- Explore with the key land owners (particularly the State Government) the potential for redeveloping the Delhi Road/M2 precinct into a mixed use precinct, through a master planning process.
- Develop planning controls and guidelines to support flexible work/home arrangements.
- Investigate the potential for Top Ryde to evolve into a major centre.
- Undertake a study of the industrial areas within the City to develop strategies and recommendations to maintain these areas as viable employment lands.
- Promote the continuation of economic and employment activity along the Victoria Road Corridor.

Transport

The City of Ryde is centrally located in the Northern Sydney region with direct links to the Sydney CBD, North Sydney CBD and Parramatta CBD. Several major transport corridors bound and traverse the City of Ryde. These include major road corridors, the M2 Motorway, strategic bus corridors, and two heavy rail lines, being the Northern Rail line and the new Epping to Chatswood Rail Line (opened in February 2009). These major transport corridors provide the links between the region and Metropolitan Sydney, and beyond.

The major road and rail corridors traversing Ryde have for many years performed a major commuter and freight transport “service” for the region and beyond. They provide vital links with regional and national transport networks.

Traffic congestion and associated issues are long-standing challenges in the City of Ryde. This is due to Ryde’s central location and the significant growth and redevelopment which has taken place in and around the Local Government Area.

Increasingly, all levels of government have recognised the need to develop policies and travel options which address the issue of excessive car dependency. The promotion of low energy transport and a reduction in the need to travel are important objectives.

The City of Ryde has been integrating land use and transport planning, with a focus on major centres and corridors. It is committed to working in partnership with other tiers of government to deliver a sustainable future. Council supports reductions in car use and increased public transport, walking and cycling.

Key issues

GENERAL ISSUES

- Managing growth and change in the context of ongoing impacts associated with increasing car ownership and preference for car use. Impacts include traffic congestion, parking problems, pollution and amenity impacts.
- Accommodating future population growth and associated growth in travel and freight movements.
- Managing growth and change in Ryde while having limited control of transport provision. Public transport is primarily a State government responsibility.
- Addressing impacts of major infrastructure developments on local transport, for example the M2 widening.

ISSUES IN TOWN CENTRES

- Traffic congestion on local roads (within and around centres).
- “Rat-running” in local streets.
- Parking congestion in centres, and parking spill-over effects in local streets, especially from commuter/long stay parking.
- Increased traffic due to growing higher density and mix of land uses in centres.
- Overloaded transport infrastructure/public transport.

ISSUES IN MAJOR CORRIDORS

- Rivers are barriers to cross-city access and constrain provision of additional transport.
- Increased traffic along transport corridors generates increased air pollution, amenity impacts and road safety problems.
- Amenity impacts from traffic are exacerbated because the dominant land use along many road corridors is residential.
- There are issues of safety and congestion associated with access to development sites on corridors.
- Development opportunities on road corridors are limited due to amenity and access issues.
- Current uses and buildings often do not adequately address noise and air quality impacts generated by transport.
- Arterial roads create a barrier to walking, cycling, and access between local destinations.

ISSUES IN RAIL CORRIDORS

- Noise and vibration from rail operations/rail freight operations.
- There is a major freight/commuter line through Ryde and use of the line will increase over time, resulting in greater amenity impacts on adjoining areas.
- Rail lines limit development because they create barriers and amenity issues (eg noise, vibration impacts).
- Many sensitive uses such as residential, child care and schools are located along rail lines and are not designed to deal with noise and vibration.

Key Recommendations

- Encourage integration of transport and land use, maximise accessibility, and encourage sustainable travel citywide through the preparation of the comprehensive planning controls.
- Encourage development and land use patterns which:
 - Increase access by public transport, walking and cycling to destinations such as employment, services, residences, open spaces, and schools.
 - Encourage people to travel shorter distances and make fewer trips.
- Continue to encourage new growth (housing and jobs), increased land use densities and a better mix of land uses at and around major transport hubs.
- Protect the role and function of the major transport corridors in the City of Ryde through planning controls.
- Prioritise planning for linkages between land uses to encourage and support local trips using walking, cycling and public transport.
- Develop planning provisions which improve management of travel, traffic and parking issues in commercial and industrial areas.
- Improve parking management in centres by reviewing parking provisions.



Strategic Directions

This concluding section distils the key recommendations in the earlier sections of this Overview document into a core set of Strategic Directions.

The Strategic Directions support the objectives of the State Government's Metropolitan Strategy, the Inner North Draft Sub-regional Strategy and the seven core Outcome Areas identified in the Ryde 2021 Community Strategic Plan.

The Structure Plan illustrates the future urban form of Ryde and the hierarchy of main road corridors, town centres and small centres which provide the foundation for the implementation of the Local Planning Study.

Strategic Directions

Promote and support sustainability in all its forms - economic, social and environmental – so that Ryde's unique cultural, economic and environmental qualities are protected and enhanced for existing and future generations.

Focus and support growth in Centres through a mix of land uses which provide housing, jobs and services close to public transport.

Strengthen the unique identity of individual centres and their attractiveness through improvements to the public and private domain.

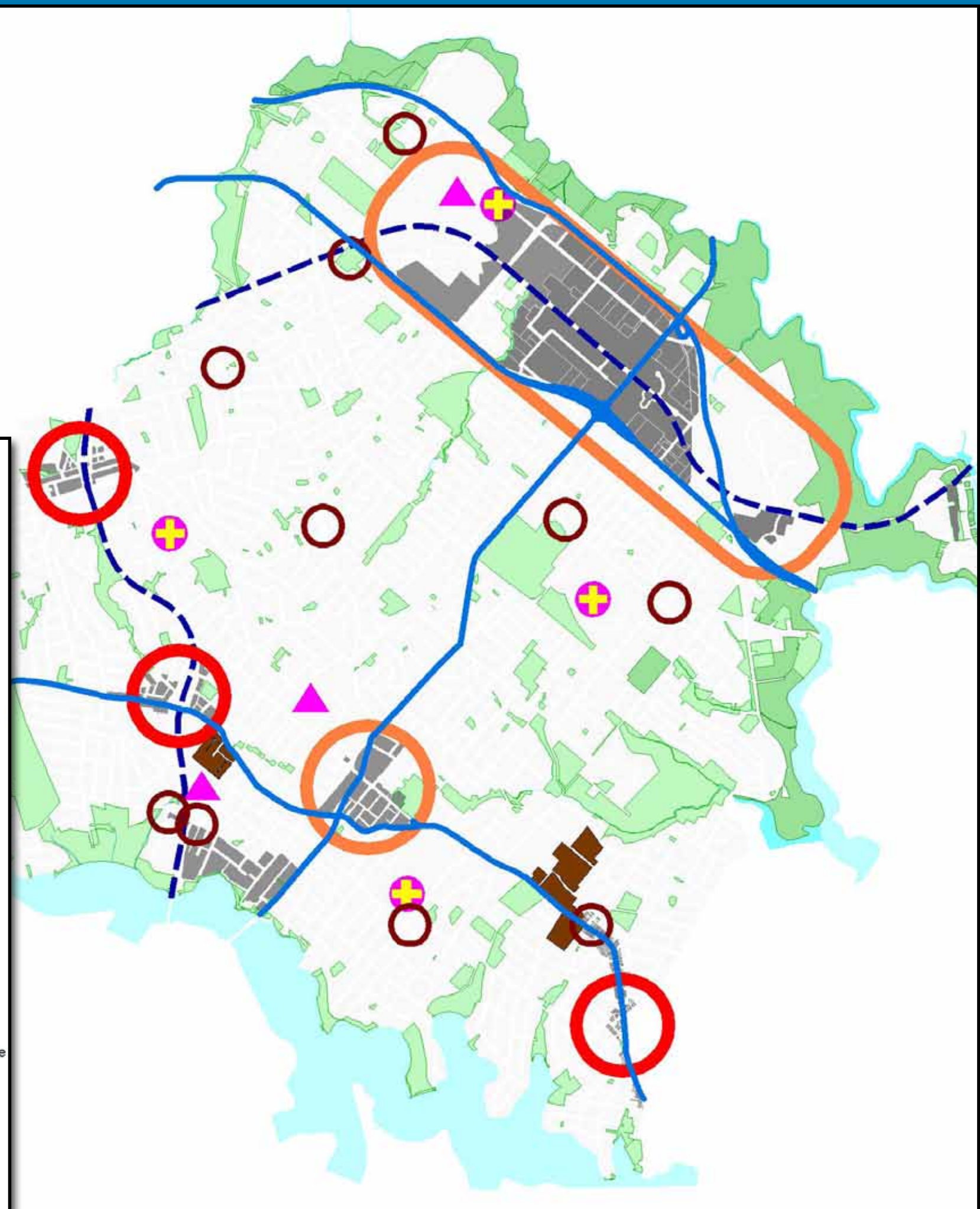
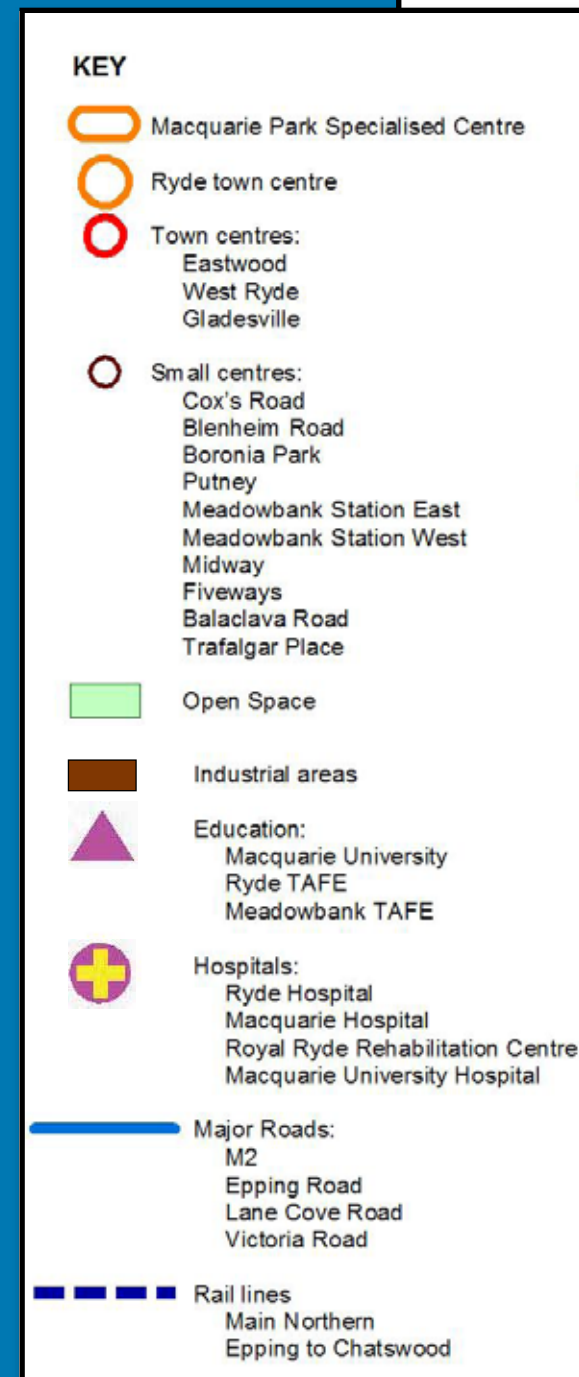
Improve access to a range of housing types which meet the needs of present and future residents and contribute to attractive neighbourhoods.

Continue to protect and enhance the City of Ryde's open space and the natural environment.

Conserve those places which the community values.

Stimulate economic growth and local jobs by providing opportunities for a range of businesses and by protecting employment lands.

Encourage walking, cycling and public transport use by focusing growth in centres, by improving public domain and by enhancing community safety and connectivity in Centres and by improving links between Centres, open space, residential areas and precincts such as schools and Macquarie University.





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