

RYDE INFRASTRUCTURE STRATEGY

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Lifestyle and opportunity @ your doorstep

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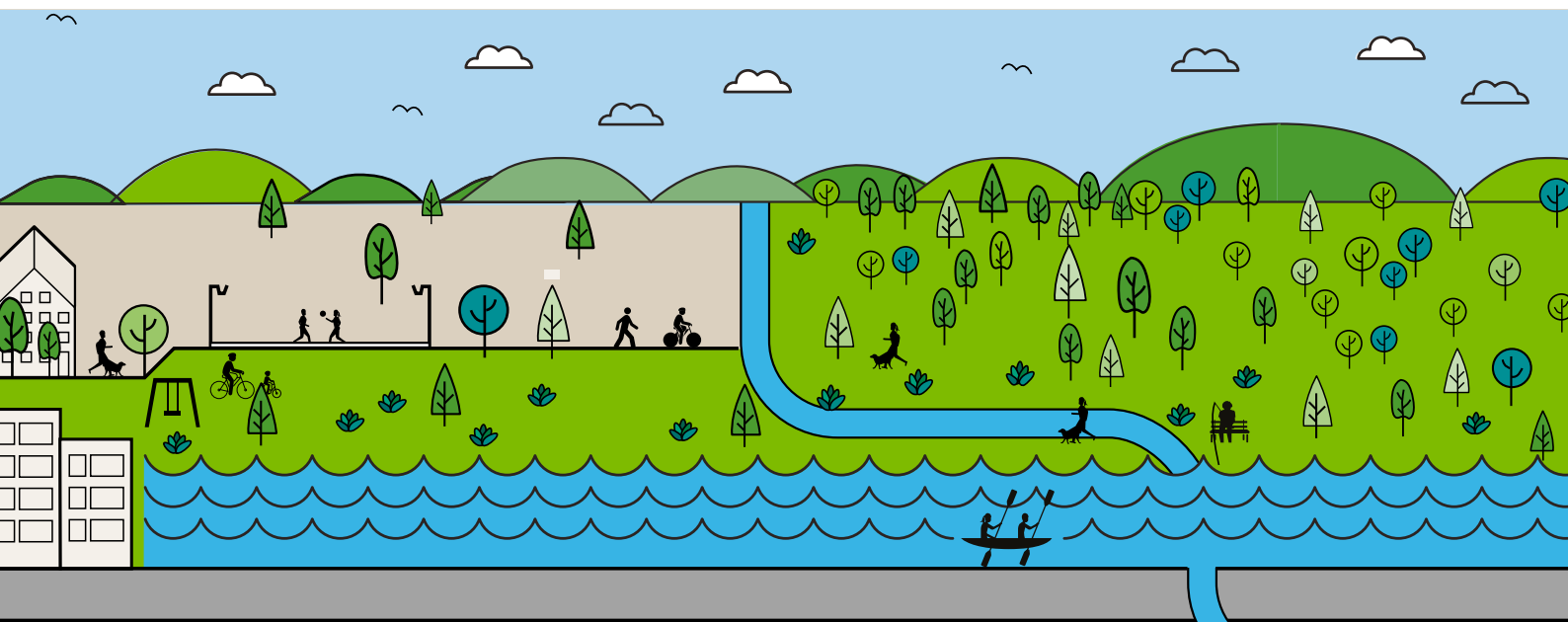
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Executive summary

The City of Ryde's resident and worker populations will continue to grow. Macquarie Park will be the focus, but growth will also occur in and around all centres. With growth comes the pressure to provide the infrastructure needed to support it. Infrastructure includes public and private services and facilities that are fundamental to the quality of life, and functioning and growth of places and communities.¹

The City's Local Strategic Planning Statement is a 20-year plan setting out the vision and planning priorities for the City of Ryde, and the actions Council will take to achieve these. Several planning priorities in the Local Strategic Planning Statement (LSPS) relate to infrastructure, including the preparation of this Ryde Infrastructure Strategy.

Council has recently completed infrastructure studies that identify planning benchmarks and targets for different types of facilities. These studies also set out existing and future infrastructure needs, including current and future backlogs. Infrastructure stresses, backlogs and pinch points are addressed in Part A of this Strategy.

Council has also adopted new local infrastructure contributions plans (section 7.11 contributions and section 7.12 levies). Contributions plans set out the City's 15-year local infrastructure program required to meet the growth anticipated in the LSPS. These plans determine how developers of land in the City will fund the local infrastructure upgrades needed due to growth.

These documents have uncovered significant challenges in meeting community expectations and infrastructure needs, including:

- Material improvements in the number of households meeting the '30-minute city' access criterion included in the Greater Sydney Region Plan will only be achieved by committed and proposed metro rail projects.
- Deficiencies in open space provision can be somewhat addressed by acquiring a further 24 hectares of land for new parks, but no funding source has yet been identified. 'Green Grid' projects similarly have no funding source.
- While \$612 million worth of open space, recreation and community facilities are included in contributions plans, only \$371 million – or 60% of this cost to be met by developers. The remaining \$241 million will need to be funded from other revenue sources.

Part B of the Strategy sets out Council's responses to the City's infrastructure challenges. Key responses include:

- While many people are unsure, sceptical or against further development in the City, growth is still going to occur. The community faces a fundamental choice of supporting growth that improves quality of life and creates great places, or pretending growth can be prevented and continuing to experience unchecked growth's worst aspects (such as congestion).
- Infrastructure decisions are made to achieve one goal – to create great places. Great places are well connected to other places, comfortable, and attract people to participate or gather. They are places people return to repeatedly – not because they have to, but because they want to.
- Strategic building blocks for achieving great places include collaborating with City partners, developing 'Place Plans' and/or master plans, preparing an infrastructure schedule and delivery plan to achieve each Place Plan, and establishing minimum liveability criteria for planning proposals.
- Converting the facilities targets contained in the Local Strategic Planning Statement into place infrastructure criteria that will be applied by Council when considering out-of-sequence planning proposals.

¹ Ryde City Council (2020), *Planning Ryde: Local Strategic Planning Statement 2020*, p34

Planning proposals seeking extra development potential or a change in land use, or both, can be lodged at any time, regardless of whether a Place Plan and/or master plan has been prepared. Council therefore needs to describe its expectations for these proposals.

This Strategy's core direction is that Council will only support additional development proposed in planning proposals if the proposal achieves all of the following:

1. It supports the Place Plan and/or master plan (if one has been adopted)
2. It leads to the creation of better places
3. It improves capacity and utility of existing facilities and networks
4. It effectively deals with both current and future infrastructure demands
5. It meets minimum place infrastructure criteria included in Appendix A.



Path through WSUD Bowden Street and Nancarrow Avenue, Meadowbank

Need for this Strategy

In 2020, the City of Ryde Council (Council) adopted Planning Ryde, which is the City's Local Strategic Planning Statement (LSPS). An LSPS is a strategic planning document recognised under the Environmental Planning and Assessment Act 1979.

The LSPS's vision for infrastructure is:

The infrastructure needs of the City of Ryde community will continue to be met as the area grows and develops. The provision of new infrastructure will match the pace of development and growth, and deliver the same or a better experience for the community. Infrastructure provided by the State Government will be planned and provided in a timely and constructive way in collaboration with Council and the community.²

Priorities and actions in the LSPS that are addressed in some way by this Strategy, or which will inform future collaboration and discussion with State agencies, are listed below.

Align growth with infrastructure: provide sufficient infrastructure to support current and future population growth (IN1)

- Identify current gaps in infrastructure and future infrastructure needs to appropriately service population growth (IN1.3)
- Review developer agreements, policies and contribution plans (IN1.4)
- Investigate options for funding infrastructure (IN1.5)
- Advocate for public transport, schools and hospitals to be accessible to residential development (IN1.6)
- Require planning proposals to indicate existing and required infrastructure (IN1.7)

- Provide new parks, and social and community infrastructure in accordance with infrastructure strategies and contribution plans (IN1.8)
- Provide new and enhanced social and cultural infrastructure (IN1.9)

Prepare a local Infrastructure Strategy (IN5)

- Collaborate with relevant NSW Government agencies and housing providers to identify infrastructure needs on a place-based format (IN5.1)
- Collaborate with relevant NSW Government agencies to develop consistent growth forecasts, to ensure that the capacity and standard of existing and new infrastructure is appropriate and timely (IN5.2)
- Coordinate existing Council and NSW Government agency plans to ensure existing infrastructure is used to its maximum potential, and to ensure appropriate integration with relevant plans (such as Council's open space plans, Social and Cultural Infrastructure Framework, NSW Office of Sport plans, and District and Regional Green Grid plans) (IN5.3)

Develop guidelines for site-specific planning proposals (IN6)

- Complete Housing, Infrastructure, and Centres and Places Strategies so these can provide key inputs to the guidelines (IN6.1)
- Suspend consideration of site-specific planning proposals until these can be assessed against the Housing, Infrastructure, and Centres and Places Strategies, and identified growth parameters (IN6.2)
- Review planning instruments so that these are based on a centres' hierarchy, with a focus on maximising existing infrastructure capacity and utilisation (IN6.3)

² Ryde City Council (2020), *Planning Ryde: Local Strategic Planning Statement 2020*, p33

Objectives of this Strategy

The objectives of this Strategy are to:

1

Implement the directions, strategies, actions and targets of the North District Plan and the City of Ryde LSPS, particularly those relating to the alignment of land use and infrastructure.

2

Provide an evidence- base and advocacy tool that informs Council's land use and infrastructure planning and collaboration with State agencies, and leads to better infrastructure outcomes for out-of-sequence planning proposals.

3

Outline the City's future infrastructure needs and Council's priorities for infrastructure provision across the City.

4

Describe the current and future infrastructure backlogs that divert Council resources away from growth-related infrastructure, and diminish community support for decisions to increase development density.

5

'Shift the dial' in infrastructure planning, to focus on lasting solutions to congestion and capacity problems. For example, Council will promote the early investigation and feasibility of strategic infrastructure projects, such as Macquarie Park to Epping/Parramatta light rail, or the North/South Transport Spine advocated in the LSPS.

6

Inform the land use and infrastructure planning for the strategic investigation of the Macquarie Park area.

7

Ensure that decisions about intensifying the use of land are only made following proper consideration of both existing and future infrastructure needs, and that adequate infrastructure plans are in place to handle the cumulative impacts created by growth.

8

Provide justification supporting Council's policy that it will only support planning and development proposals that result in great places supported by quality infrastructure.

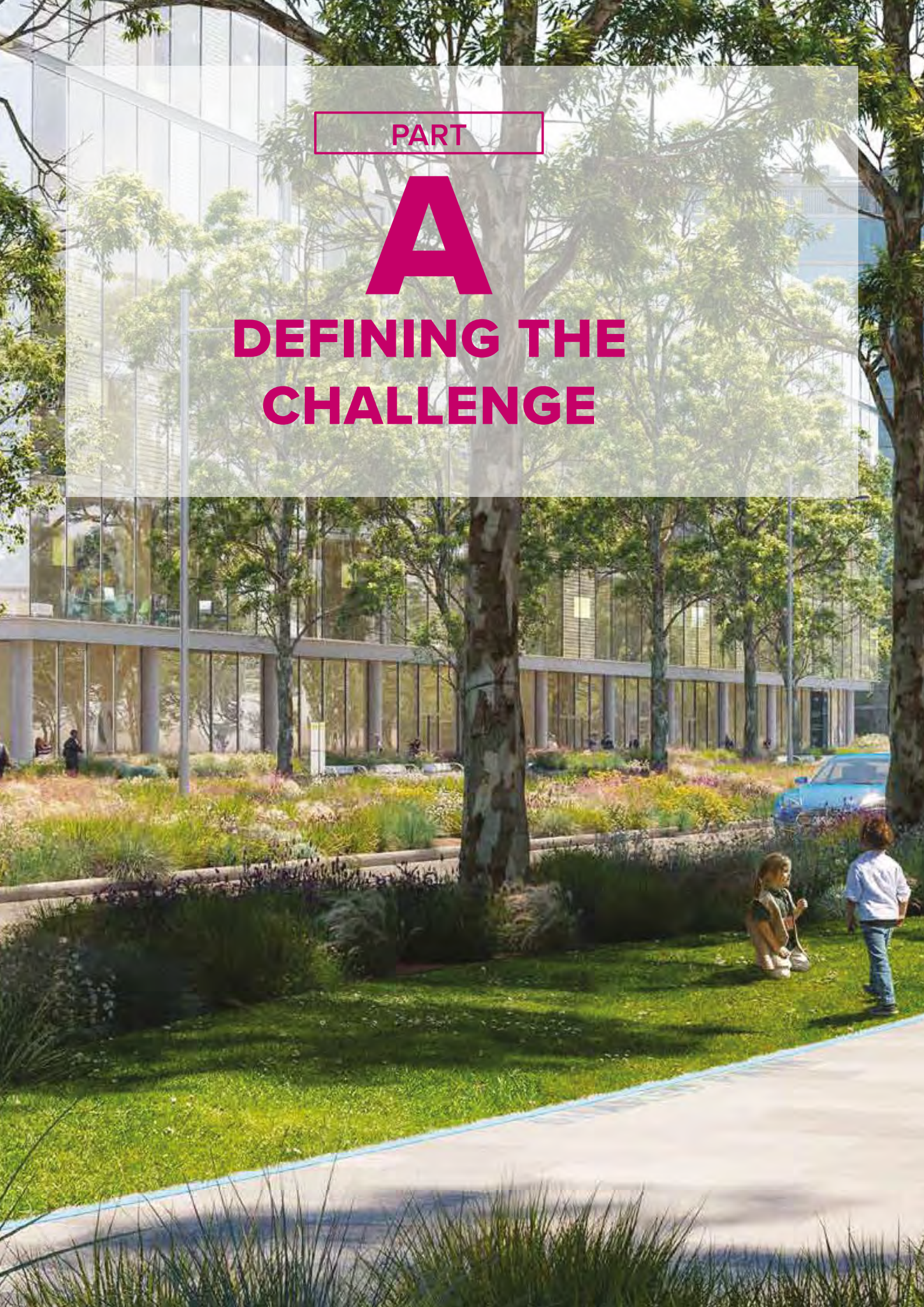
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Provide guidance to proponents about the infrastructure matters and the minimum infrastructure benchmarks that need to be addressed when preparing planning proposals.

PART

A

DEFINING THE CHALLENGE







SECTION

1

RYDE'S INFRASTRUCTURE CHALLENGE



1.1 What do we mean by infrastructure?

Infrastructure means the facilities, networks and services people need to live their everyday lives. This includes both economic infrastructure that makes land able to be used for urban purposes (such as transport, water, energy and telecommunications), and social infrastructure that supports the wellbeing of the people that live in cities (such as schools, hospitals, parks and other community facilities).³

The LSPS categorises infrastructure as:

- ‘City-shaping’ (regional) infrastructure, which includes regional roads, metro rail, light rail, heavy rail, regional recreational facilities and national parks
- Enabling (local) infrastructure, which includes local roads and transport, utilities, community open space and sporting facilities.⁴

This Strategy touches on all infrastructure types, but its focus is on:

- Transport and access infrastructure, to address the major ongoing issue of traffic congestion
- Local open space, recreation, community and cultural facilities that Council is responsible for providing
- Links between the Council’s infrastructure, collaboration and Place Planning activities



Foreshore walk near Ryde Wharf, Meadowbank

3. *Infrastructure Australia (2018), Planning Liveable Cities A place-based approach to sequencing infrastructure and growth*, p25

4. *Ryde City Council (2020), Planning Ryde: Local Strategic Planning Statement 2020*, p34

1.2 Ryde will continue to grow

The City of Ryde had an estimated resident population of 131,271 in 2019, up from 127,340 a year earlier. This represented an annual growth rate of 3.1% for the year 2018/19, which was the fourth highest growth rate of any council area in NSW, after Camden, Strathfield and The Hills.

This growth followed a sustained period of development activity. In the four years to 2018, some 4,500 new dwellings were completed in the City of Ryde, which was twice the average rate of growth in Greater Sydney over the same period.

Around 22,000 new dwellings are expected to be added to Ryde's housing stock over the period 2016 to 2036. Growth is anticipated across most suburbs, with the highest levels of growth anticipated in Macquarie Park.⁵ Approximately 35,000 additional dwellings can be built under current planning controls, meaning anticipated growth can be accommodated without needing to rezone additional land.⁶ Council's infrastructure planning program is geared around catering to the expected demand to 2036 in locations currently zoned for growth, in both centres and infill suburban areas.

The City of Ryde is likely to accommodate somewhere between 170,000 and 190,000 people over the next 20 years.

Much of the extra population is likely to be housed in higher density dwellings. Apartment dwellers are likely to generate greater demand for well-located open space, and recreation and community facilities that allow for events and functions, recreation, meeting friends and family, and other activities outside the home.

The city's jobs are focused in Macquarie Park. Jobs are expected to grow from around 58,500 in 2016, to 79,000 by 2036. Student places are expected to grow from 32,500 to 55,000 by 2030, making it the third largest concentration of jobs and students in NSW.⁷



Shepherds Bay

5. Hill PDA Consulting (2020), *City of Ryde Draft Local Housing Strategy*, p48

6. Hill PDA Consulting (2020), *City of Ryde Draft Local Housing Strategy*, p104

7. Ryde City Council (2020), *Planning Ryde: Local Strategic Planning Statement 2020*, p130

1.3 Ryde's growth and supporting infrastructure is misaligned

Growth is embedded in Ryde's future land use plans and policies, but planning for the infrastructure to meet this growth has not been coordinated or aligned. This was recognised by the Greater Sydney Commission in 2019, when after an assurance review of planning in the City it concluded:

- There is a misalignment between the scale of development and the co-ordination of infrastructure necessary to support it
- There is a pressing need to address co-ordination challenges due to the significant and rapid rate of housing supply and the nature of planning for, and delivery of, infrastructure
- This misalignment has the potential to be exacerbated without improvements to co-ordination and planning governance.⁸

1.4 Existing infrastructure is stretched

Parts of Ryde's infrastructure networks do not meet current needs.

Evidence of this can be seen in the above-average levels of traffic congestion. This is due to many interrelated factors, some of the more obvious being:

- Ryde being at the 'cross roads' of regional commuter and freight trips
 - Limited access into and out of Macquarie Park – Ryde's major jobs hub
 - High dependency on private cars for work journeys, despite the area being served by two railway lines
 - A wide dispersal of trip origins for incoming workers.
- Deficiencies in Ryde's social infrastructure include:
- Many areas are not within convenient walking distance of local open space, but opportunities for acquiring new open space are very limited because of the high cost and lack of available land
 - A current and future shortage of full-size winter sports fields and indoor recreation courts
 - A limited network of recreational corridors, linkages and connections with the areas identified for growth, and a limited network of safe off-road cycling routes
 - Community, library and cultural facilities are mostly outdated, unappealing and not built for purpose, and there are very few buildings that offer flexible and multi-purpose space
 - Little spare capacity in existing facilities for services to grow, change or run new programs and activities, and many facilities are overcrowded.

8. Greater Sydney Commission (31 May 2019), Assurance Review of Planning in the Ryde Local Government Area, Stage 2 Report, p13

1.5 Our infrastructure needs to be improved to create great places

Sydney's metropolitan planning strategy requires planning for housing, to encourage the renewal of centres and to ensure new housing is delivered in locations close to jobs, transport and services.

However, Ryde's existing centres need significant improvement in their design and supporting infrastructure in order for them to be considered great places.

Negative attributes of Ryde's existing centres include:

- Access infrastructure that focuses on cars and car parking, rather than a focus on pedestrians
- Few opportunities for people to sit awhile, gather and talk to each other, or being closed after hours
- Buildings that reflect noise and heat
- Public domain areas that have minimal tree canopy
- Not always well connected to local neighbourhoods
- Not always supported by community, open space and transport infrastructure.

Macquarie Park is identified as a growth hub, yet:

- There are barriers to Macquarie Park becoming an 18-hour city, with a number of large campus-style facilities with internalised services
- There is almost no night-time activation
- The area is not very pedestrian friendly and difficult to walk around; existing large block sizes discourage pedestrian activity, reduce connectivity and ease of movement by all modes of transport
- There is not enough open space to support the recreation needs of workers and residents, which is exacerbated by significant physical barriers (arterial roads) that discourage access to the nearby Lane Cover River National Park, and other parks and recreation facilities.



Putney Hill and surrounds

1.6 The challenge

The world's best cities provide citizens with access to infrastructure services and utilities that support a great quality of life and productivity.

But great places and their supporting infrastructure do not happen by accident. Great places require careful planning of infrastructure, with associated effective partnerships between different tiers of government, public authorities and private providers.

A 'business as usual' approach will only result in incremental, inadequate outcomes. Infrastructure decisions would continue to be made in isolation from the goal of creating great places. Council is aiming to turn this around through this document and the collaborative development of Place Plans.

Ryde's infrastructure challenge is therefore:

- To collaborate with infrastructure providers, so that growth and infrastructure are better aligned.
- To understand and put in place arrangements to address the infrastructure backlogs and funding shortfalls, as part of planning for further growth beyond what is allowed under current planning instruments.
- To establish the minimum infrastructure needs criteria to be addressed by proponents of further growth.





SECTION

2

**INFRASTRUCTURE
STRESSES, LAGS
AND BACKLOGS**



2.1 Access and transport

2.1.1 Current conditions, bottlenecks and pinch points

The City of Ryde is situated at the cross-roads of northern Sydney.

Commuter and freight vehicles are funnelled through north–south and east–west arterial roads, to and from regional and inter-regional destinations (as shown in Figure 1 below).

While Ryde’s central location is a great asset, it also is the main driver of Ryde’s greatest infrastructure challenge: traffic congestion. Congestion affects many parts of Ryde’s road network, but it is the Macquarie Park area that experiences the greatest conflict between local and regional trips.

Other reasons for the city’s above-average congestion include:

- There is a wide dispersal of incoming workers, including from areas from which there are no efficient public transport, walking and cycling links. This means that, despite new metro rail links, it is hard to shift the current dependency on private cars for the journey to work.
- There are limited road access points for cars and on-road public transport to/from Macquarie Park. Poor connectivity between Macquarie Park and adjoining residential areas makes it difficult for the wider City of Ryde community to access services, jobs and public transport in Macquarie Park (for more detail, see Box 1).

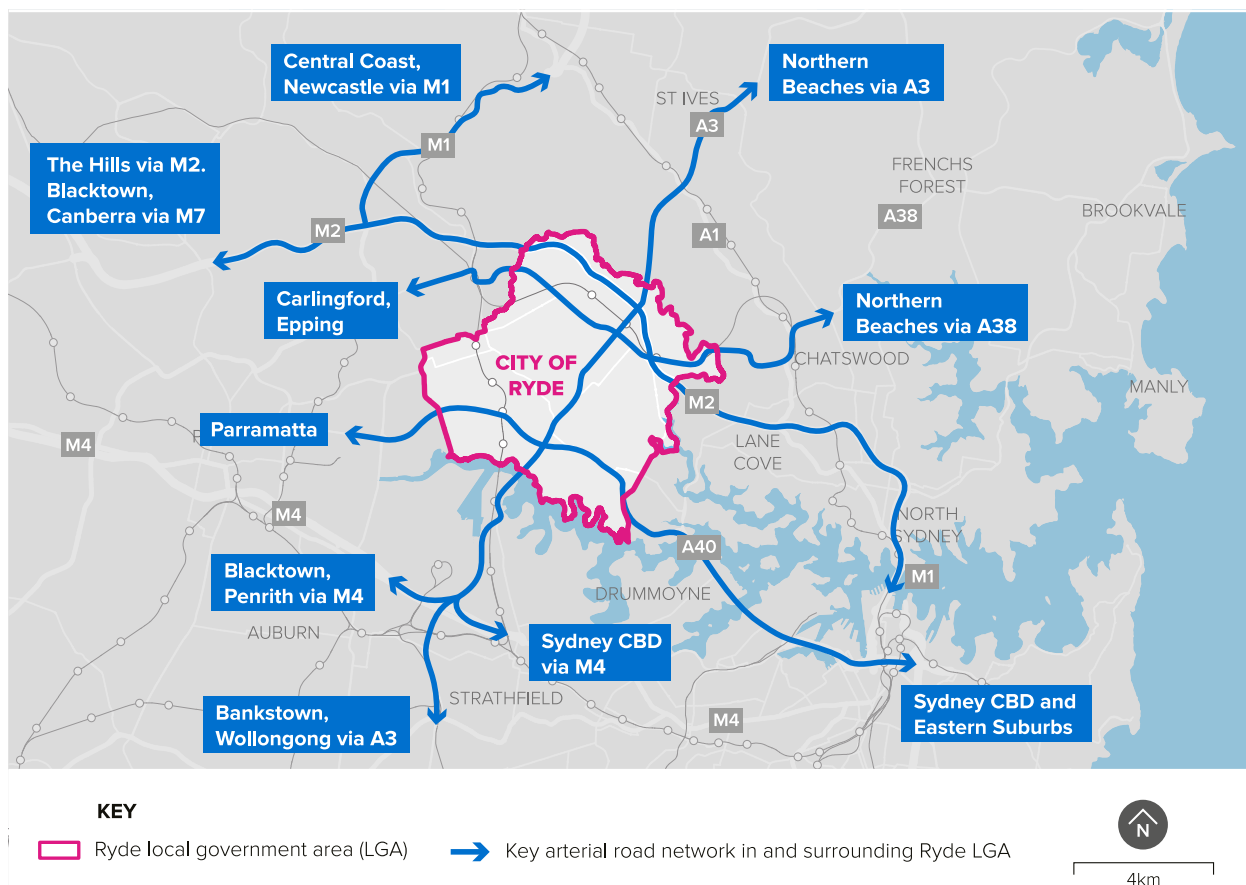


Figure 1 Arterial road network surrounding Ryde Local Government Area

Population and employment growth is outpacing the rate at which people are moving from private cars to other transport options. In 2016, 68% of journeys to work in the city of Ryde were made using private vehicles.

Rates of reliance on the private vehicle for all trips remain stubbornly high due to:

- Established behaviour of driving to Macquarie Park due to the amount of available car parking.
- Effective public transport access that is limited to the rail corridor and its station walk catchments situated along the western and northern parts of the city.

- Inefficient bus routes with many issues, including low service frequency, inconvenient travel times and bus stops etc. – particularly between Ryde's centres, and particularly Macquarie Park.
- Gaps in cycling and footpath networks and supporting infrastructure that constrain the uptake of walking and cycling as a viable alternative to private or mass transit.

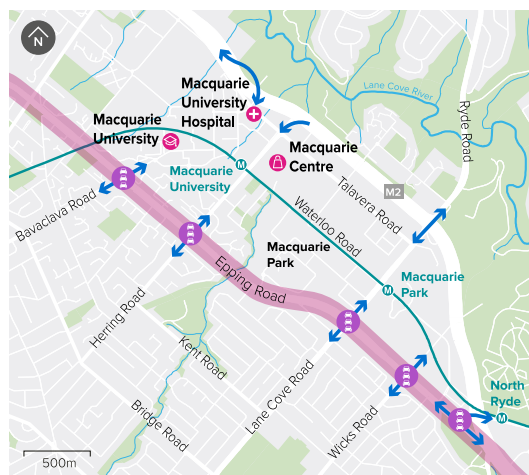
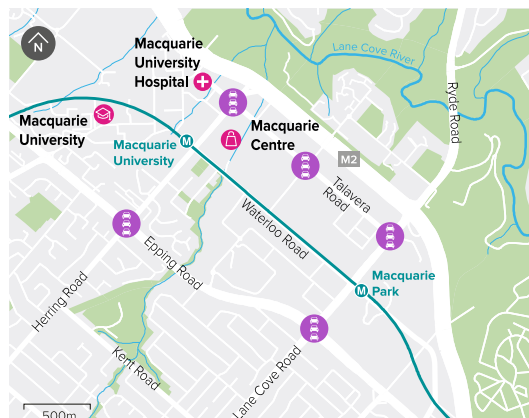
'30-minute city' performance

The Greater Sydney Region Plan: A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The 30-minute-city aspiration will guide

The map at right shows the intersections in Macquarie Park that are performing poorly in the peak hour; that is, Level of Service E or F. Herring Road, Lane Cove Road and their intersections with Talavera Road and Epping Road are major bottlenecks.

The map below shows the major regional traffic flows to and through Macquarie Park. The bi-directional arrows show the limited vehicle access points that traffic must funnel through to get to and from this major employment and education area.

The limited access is compounded by the physical and psychological barrier that is Epping Road. The Epping Road corridor, which in places is 10 lanes wide, is the City's great neighbourhood separator. It limits access between Macquarie Park and adjoining areas, it slows local north-south trips, and its width, traffic volume and noise discourages walking and cycling alternatives – it is a major contributor to ongoing high rates of car dependency



KEY

- Major traffic bottlenecks in Macquarie Park
- Limited vehicle access points
- Sydney Metro Northwest

decision making on locations for new jobs and housing, and the prioritisation of transport, health, schools and social infrastructure investments.⁹

The 30-minute city is embedded as the succinct, signature strategy in the metropolitan plan, addressing land use and transport integration.

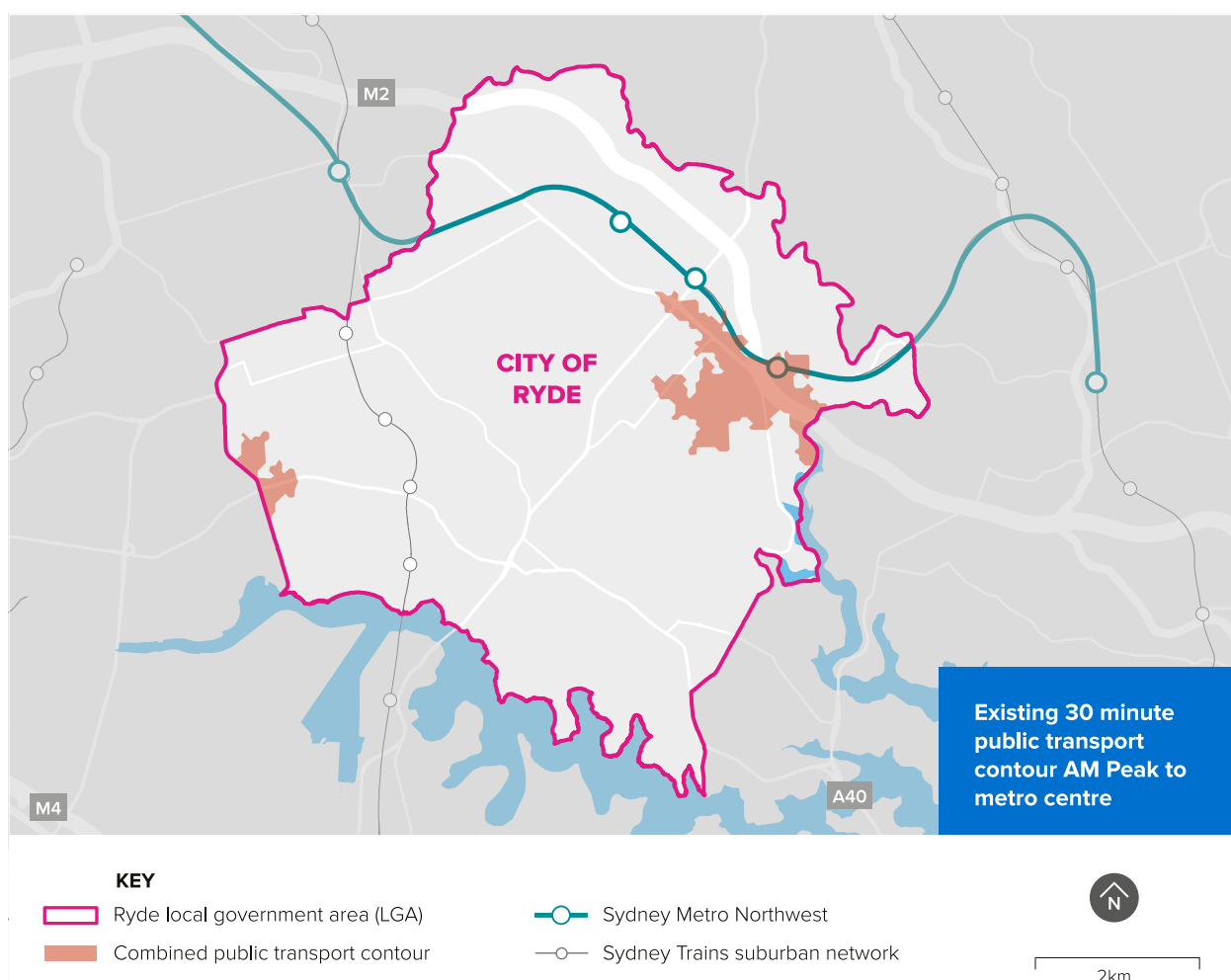
For example, under the 'productive city' direction – 'a well-connected city' – the Region Plan nominates two potential indicators as:

- Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/cluster
- Percentage of dwellings located within 30 minutes by public transport of a strategic centre

So how does the City of Ryde currently perform against these metrics?

The nearest metropolitan centres/clusters are the Eastern Harbour City and the Central River City (that is, the Sydney and Parramatta CBDs). As shown in the map below (Figure 2), only a small number of dwellings in Macquarie Park are currently within 30-minutes, peak-hour, public transport, travel time of a 'metropolitan centre' or 'metropolitan cluster'. Even though the Parramatta CBD is closer to most parts of Ryde, because of the reliance on bus public transport, no part of the city meets the metric.

Macquarie Park is the city of Ryde's only strategic centre, while Rhodes and Chatswood are strategic centres located just outside the City. Practically 100% of dwellings meet the 30-minute access to a 'strategic centre' metric.



Source: Travel Time QGIS Plug-in, <https://app.traveltime.com/>. Map based on station to station travel times on the current public transport network

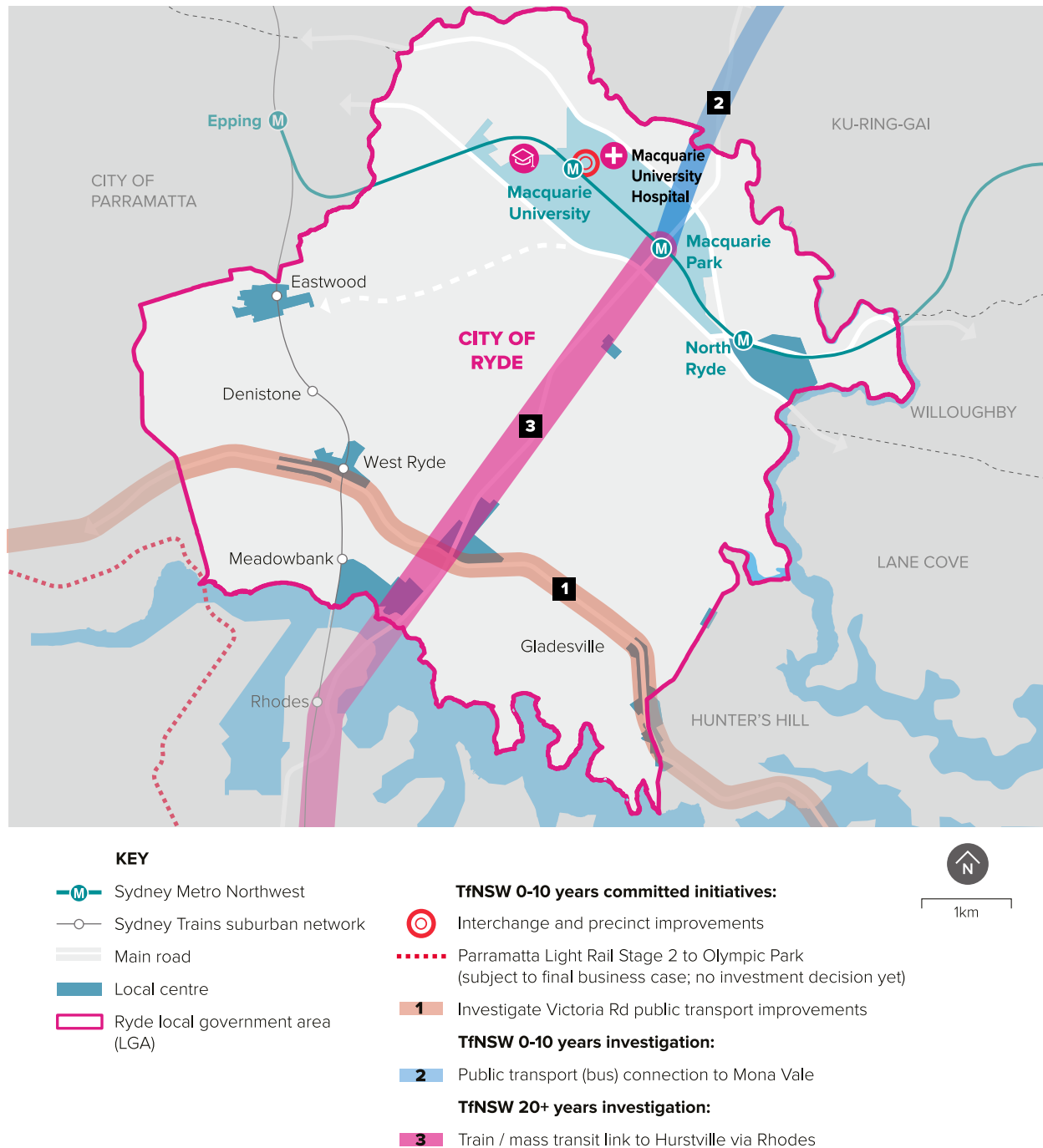
Figure 2 Ryde LGA '30-minute city' performance to surrounding metropolitan clusters

9. Greater Sydney Commission (2018), *Greater Sydney Region Plan: A Metropolis of Three Cities*, p47

2.1.2 Planning initiatives and proposals

The LSPS presents two structure plans for access and transport:

- NSW Government *Future Transport 2056*¹⁰ initiatives, from the State Government's 40-year vision for the NSW transport system. The initiatives shown in the first plan in Figure 3 are included in the Greater Sydney Services and Infrastructure Plan¹¹ of the Strategy.
- Council-led, 10- to 20+-year Investigations of potential additional opportunities to those in Future Transport 2056. Council will initiate investigation of opportunities in the second plan in Figure 3 and seek to consult with Transport for NSW throughout the investigations.



Source: Travel Time QGIS Plug-in, <https://app.traveltime.com/>. Map based on station to station travel times on the current public transport network

Figure 3A Access and transport structure plans for TfNSW and Council's future investigations

10. Transport for NSW (2018), *Future Transport Strategy 2056* | 11. Transport for NSW (2018), *Greater Sydney Services and Infrastructure Plan*

Committed Future Transport 2056 initiatives for the City of Ryde are relatively modest, considering the area's role as a job's hub and it being at the 'crossroads' of regional trips through northern Sydney. Initiatives include a bus interchange at Macquarie University Station, and investigations to improve bus travel between Macquarie Park and Mona Vale, and along Victoria Road. There is also a proposal to investigate a mass transit link from

Macquarie Park to Hurstville; however, its provision would be at least 20 years away.

Council understands the transformative effects of mass transit on improving public transport travel time. Council intends to bring forward and promote earlier investigations on several proposed links, including Carlingford to Macquarie Park, Hurstville to Macquarie Park, and West Ryde to The Bays.

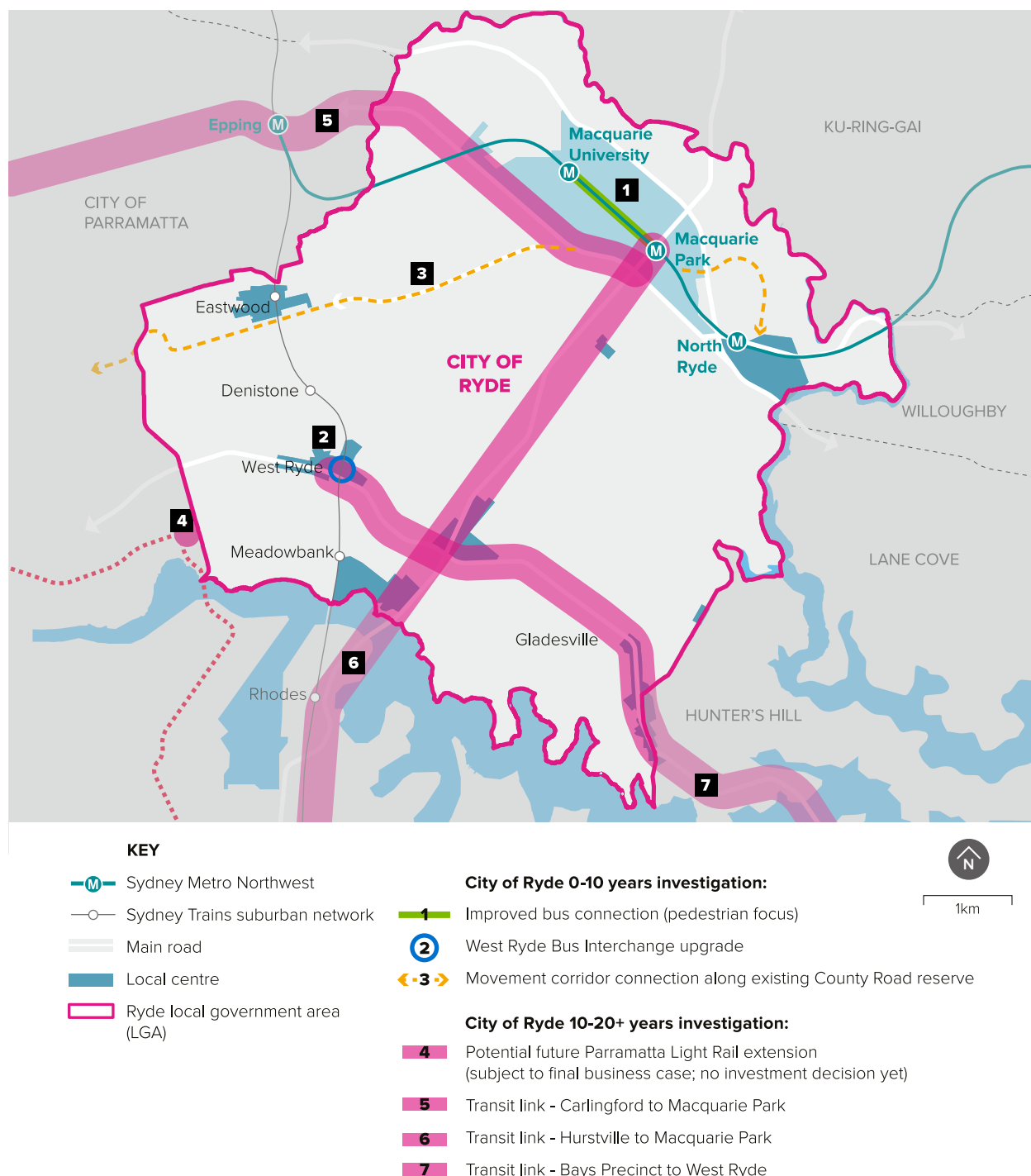


Figure 3B Access and transport structure plans for TfNSW and Council's future investigations

Committed Sydney Metro lines

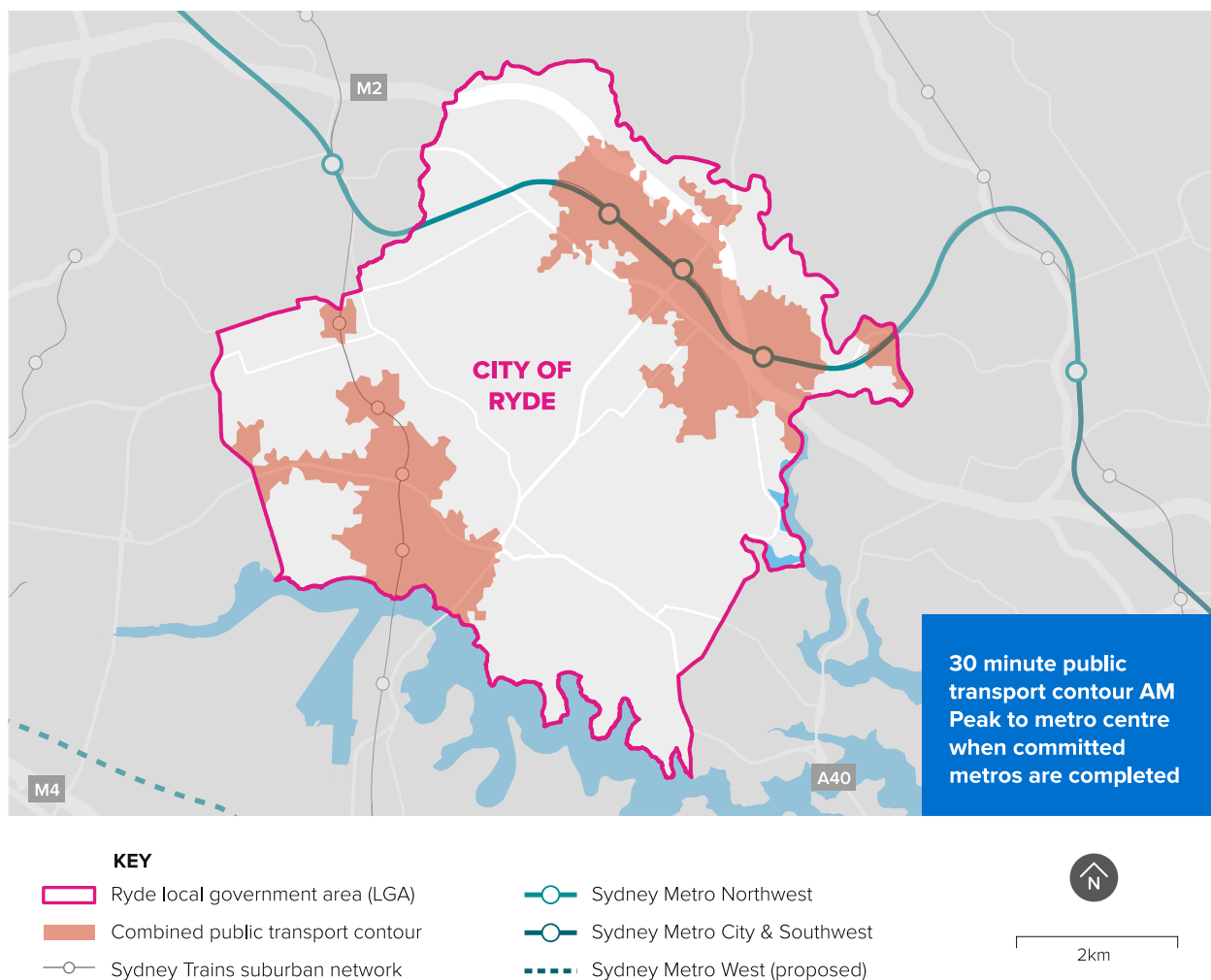
Sydney Metro City & Southwest (due to open in 2024) will significantly increase the proportion of dwellings inside the 30-minute city catchment, mainly across the north and north-east of the City.

Sydney Metro West (due to open in 2030) will further increase the proportion of dwellings inside the 30-minute city catchment. When open, the metro will capture the station walking catchments of Meadowbank, West Ryde, Denistone and Eastwood, as well as bus users from Top Ryde, traveling to and from either Parramatta or Sydney via the North Strathfield metro station interchange.

The expansion of the 30-minute city¹² due to these committed metro projects is shown in Figure 4 below.

When Sydney Metro West opens in 2030, there may be up to 20% of the City's dwellings within the 30-minute city.

Some marginal improvement on the 30-minute target could be achieved through improved bus travel times resulting from bus priority measures, such as freeing up existing, finite road space by restricting or pricing use by general vehicles, and the selected widening of major roads and intersections.



Source: Travel Time QGIS Plug-in, <https://app.traveltime.com/>. Map based on station to station travel times on current heavy rail and metro network and estimated travel times for Sydney Metro City & Southwest and Sydney Metro West

Figure 4 Future expansion of the 30-minute city resulting from metro projects

¹². That is, being able to access to a metropolitan centre or cluster on public transport within 30 minutes

However, and unsurprisingly, the greatest opportunity to substantially enlarge the 30-minute city would likely be through investment in the new, high-frequency transport links identified in the LSPS that are beyond the State Government's committed links.

For example, a new metro connecting Macquarie University or Macquarie Park Station to Top Ryde and then to Hurstville would see a substantial population in the middle of the City included in the 30-minute city. Figure 5 below shows a general indication of the extra area included.

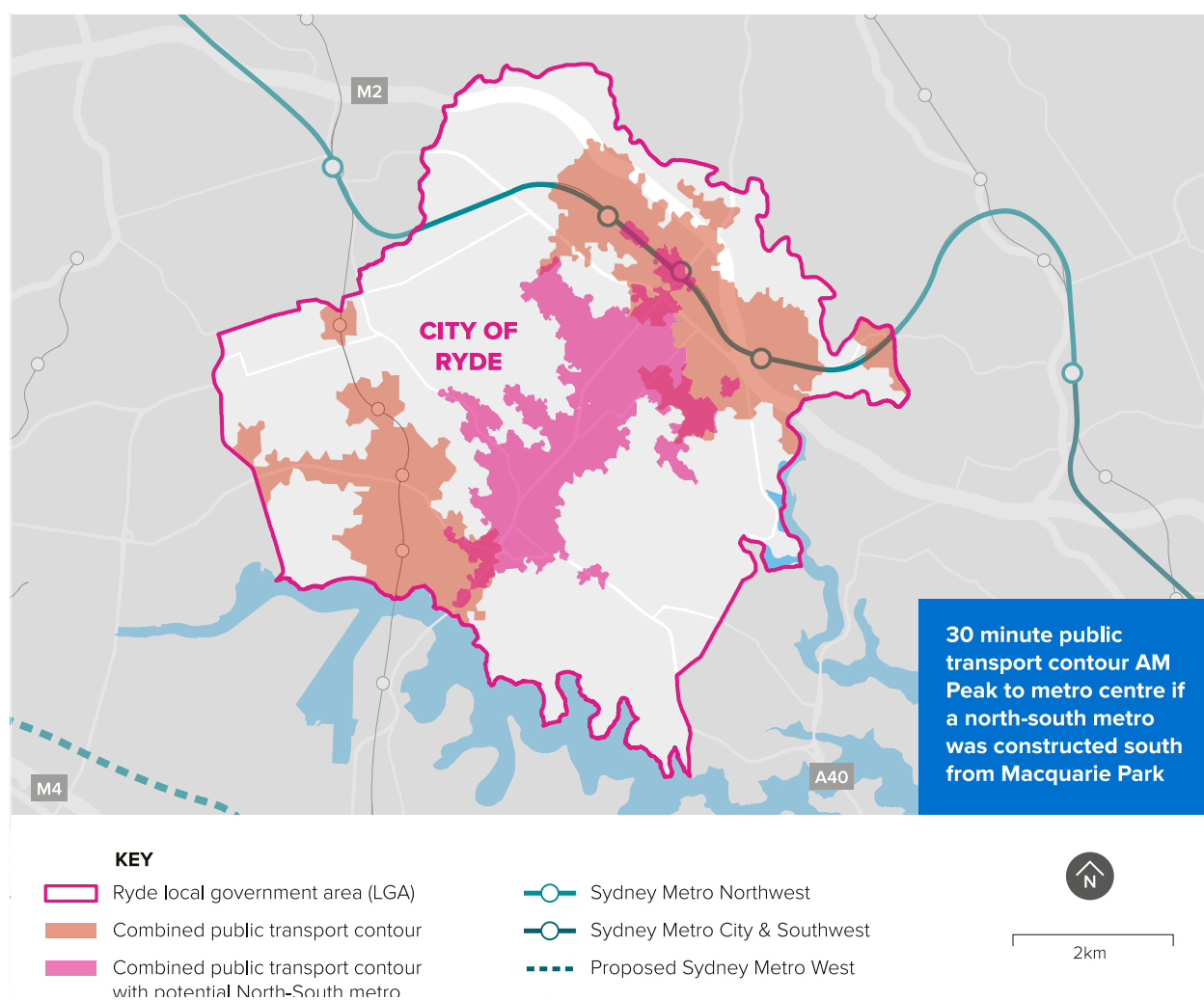


Figure 5 Proposed accessibility improvements from a Top Ryde to Hurstville Sydney Metro expansion

Macquarie Park

The LSPS has set a target that, in the future, at least 40% of all journeys to work in Macquarie Park will be by public transport, walking or cycling. The current level is around 32%.

Achieving the target will require a multi-pronged strategy focused on freeing up and creating new access points, providing a new bus interchange and bus priority measures, implementing more efficient and direct bus services, and implementing a car parking policy that limits all-day parking spaces.

Council is already implementing its fine-grain roads' policy that is creating new, mid-block road connections, and improving permeability and connectivity. Figure 6 shows many of the proposed new roads in the scheme.

When completed, the roads' policy will provide the opportunity for an urban, rather than suburban, environment at Macquarie Park, with more buildings presenting an active street frontage with more direct routes for walking.

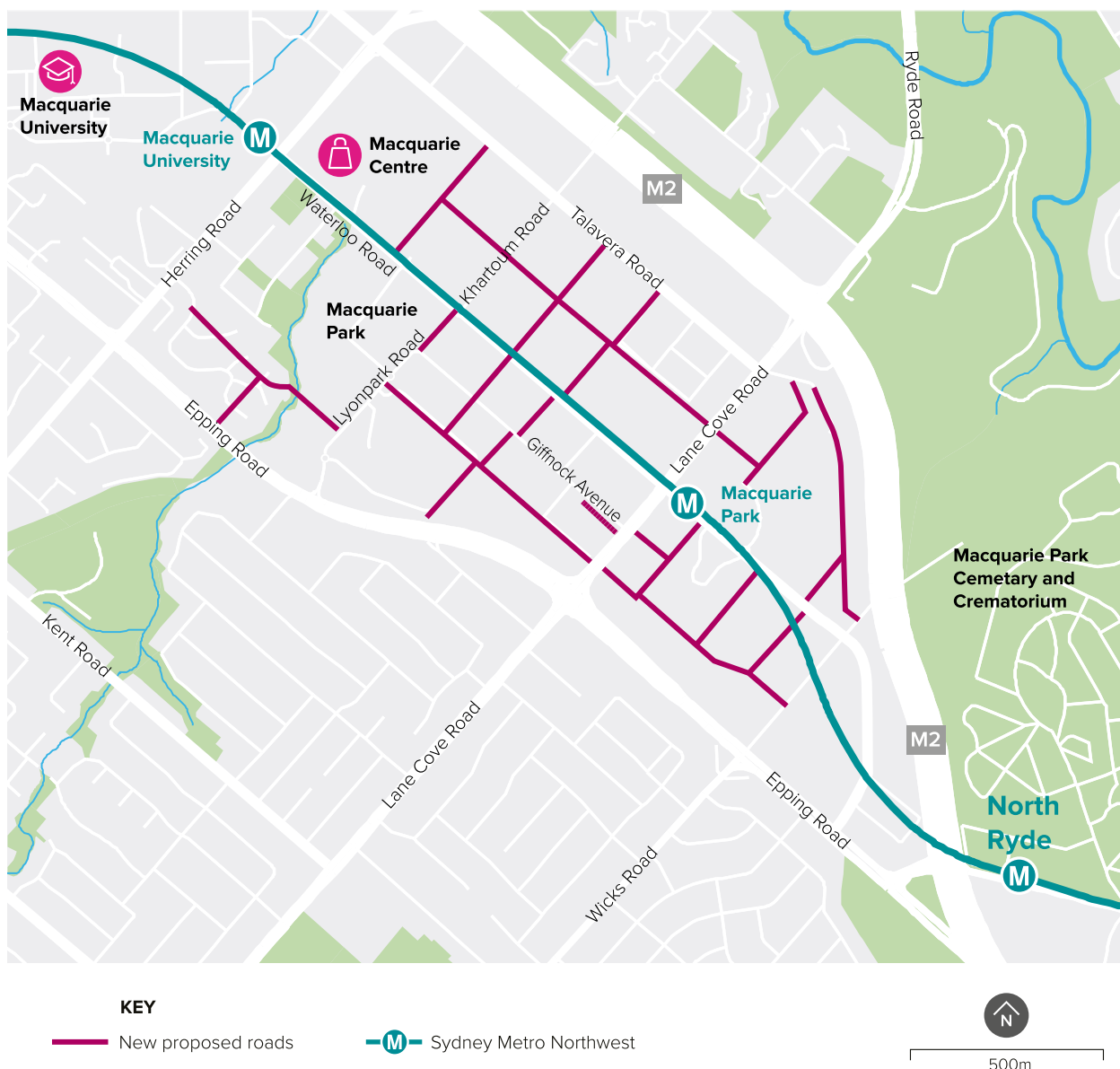


Figure 6 Proposed new road connections

2.1.3 Benchmarks and targets

Planning benchmarks and targets to inform future infrastructure planning are listed below.

Access and transport planning benchmarks and targets:



Increase the proportion of the population that can access the Eastern Harbour City or Central River City by public transport **within 30 minutes** ^a

40% of all journeys to work in Macquarie Park will be by public transport, walking or cycling ^b

A fine-grain road network will be delivered in Macquarie Park **to increase permeability and connectivity** for vehicles and pedestrians, increase route options and reduce traffic congestion ^c

^a Potential indicator for the North District Plan's directions: 'A city supported by infrastructure' and 'A well connected city'

^b Ryde LSPS target (p44)

^c Ryde LSPS target (p44)



North Ryde Station

2.2 Open space and recreation

2.2.1 Current conditions, bottlenecks and pinch points

The City has substantial open space areas; however, there is wide variation in the availability of different types of open space and recreation facilities in different areas.

The City is fortunate to have within its boundaries large areas of foreshore and bushland that are major recreation assets. However, access to the major bushland areas in the north and east is limited because of main roads that act as barriers and the few crossing points of these roads.

There are also gaps in access to structured open space; some parts of the LGA do not have adequate provision, but overall the Ryde LGA enjoys a relatively high level of access to open space.

In highly urban and suburban areas, the level of basic access to open space is increasingly being measured in terms of walking distance. A commonly used access benchmark is the number or proportion of the population that is within 400 metres – a five-minute walk – of a public open space area that is 1500 to 3000 square metres or greater.

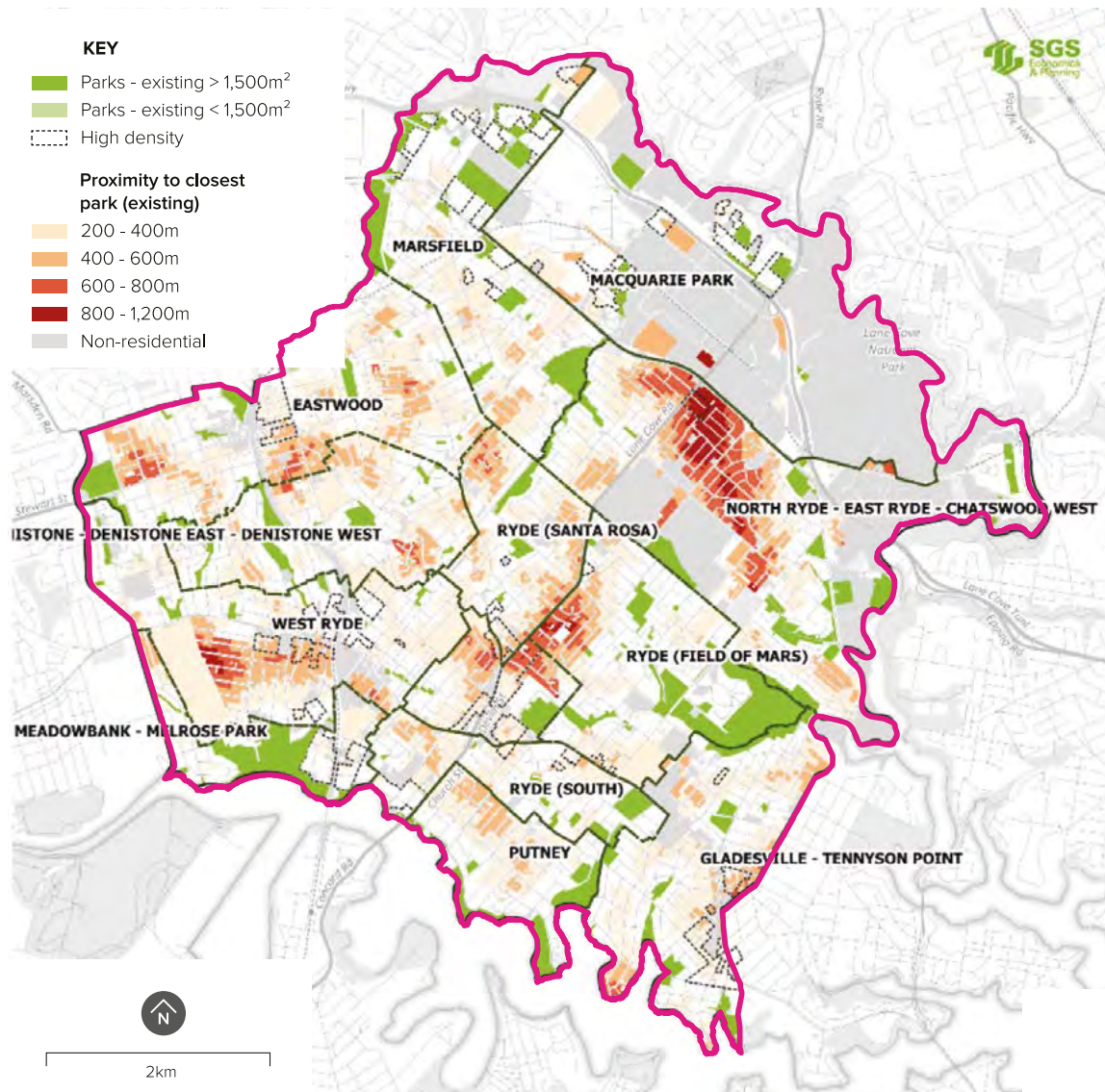


Figure 7 Open space accessibility within Ryde LGA

For people in high-density areas (apartments), the proximity changes to 200 metres – a two- to three-minute walk.¹³





The map left (Figure 7) shows the areas that do not meet the benchmark (areas shaded orange or red). This represents 33% of households in the LGA.

The map does not account for the further high-density growth areas west of Herring Road or in Ivanhoe Place in Macquarie Park. These deficiencies can be reduced by providing more open space in deficient areas and in areas targeted for growth. Council has identified various land acquisitions; however, these would be very expensive if pursued and would not lead to any significant reduction in the access deficiencies.

By 2036, Ivanhoe Place in Macquarie Park is expected to accommodate around 8,000 extra dwellings. While some of these developments will meet the proximity benchmark, it is doubtful that the park areas will be large enough to meet the demand generated by the new population.

The City's Recreation and Open Space Strategy identified there are deficiencies in the provision of the following facilities, based on accepted planning benchmarks.

Table 1 Current and future requirements for facilities within Ryde LGA

	Benchmark	Current provision	Current/surplus backlog	Future requirement*	Future backlog*
 Winter sports fields (full size)	1 per 3,400 people	38	0	51	↓ -13
 Indoor sports courts	1 per 9,500 people	6	↓ -9	20	↓ -14
 Golf course	1 per 56,000 people	2	0	3	↓ -1
 Swimming	1,000m² of pool space per 38,000 people	3,835m ²	+470m ²	4,532m ²	↓ -697m ²

* For the year 2036, assuming no further rezonings

Source: SGS (2020), p66



Banjo Paterson Park

13. NSW Government Architect (2020), Draft Greener Places Design Guide, p17

2.2.2 Planning initiatives and proposals

LSPS and Green Grid

The LSPS open space structure plan (Figure 8) identifies potential locations for new or expanded

indoor recreation and outdoor open space opportunities to address open space and recreation facilities deficiencies.

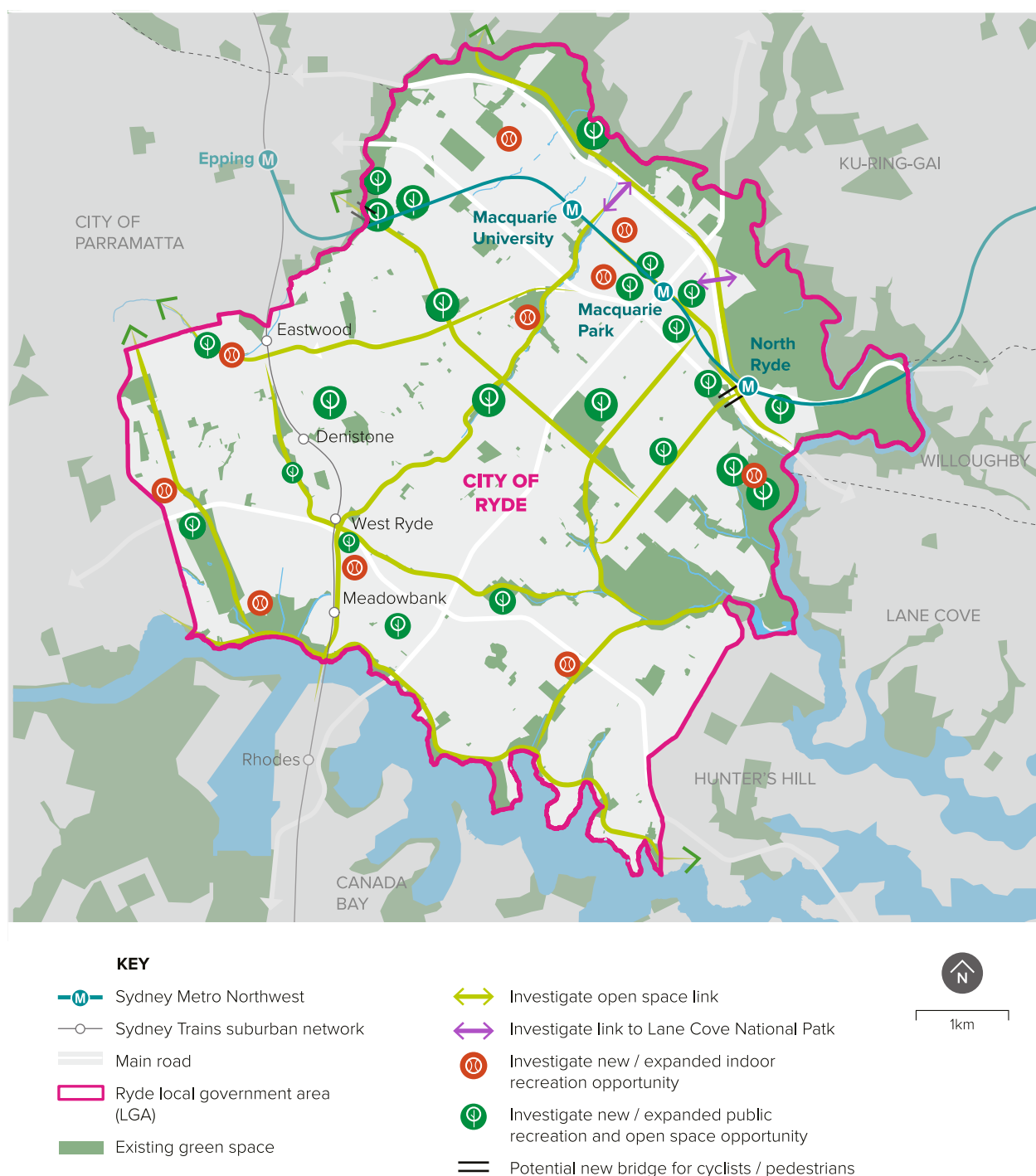


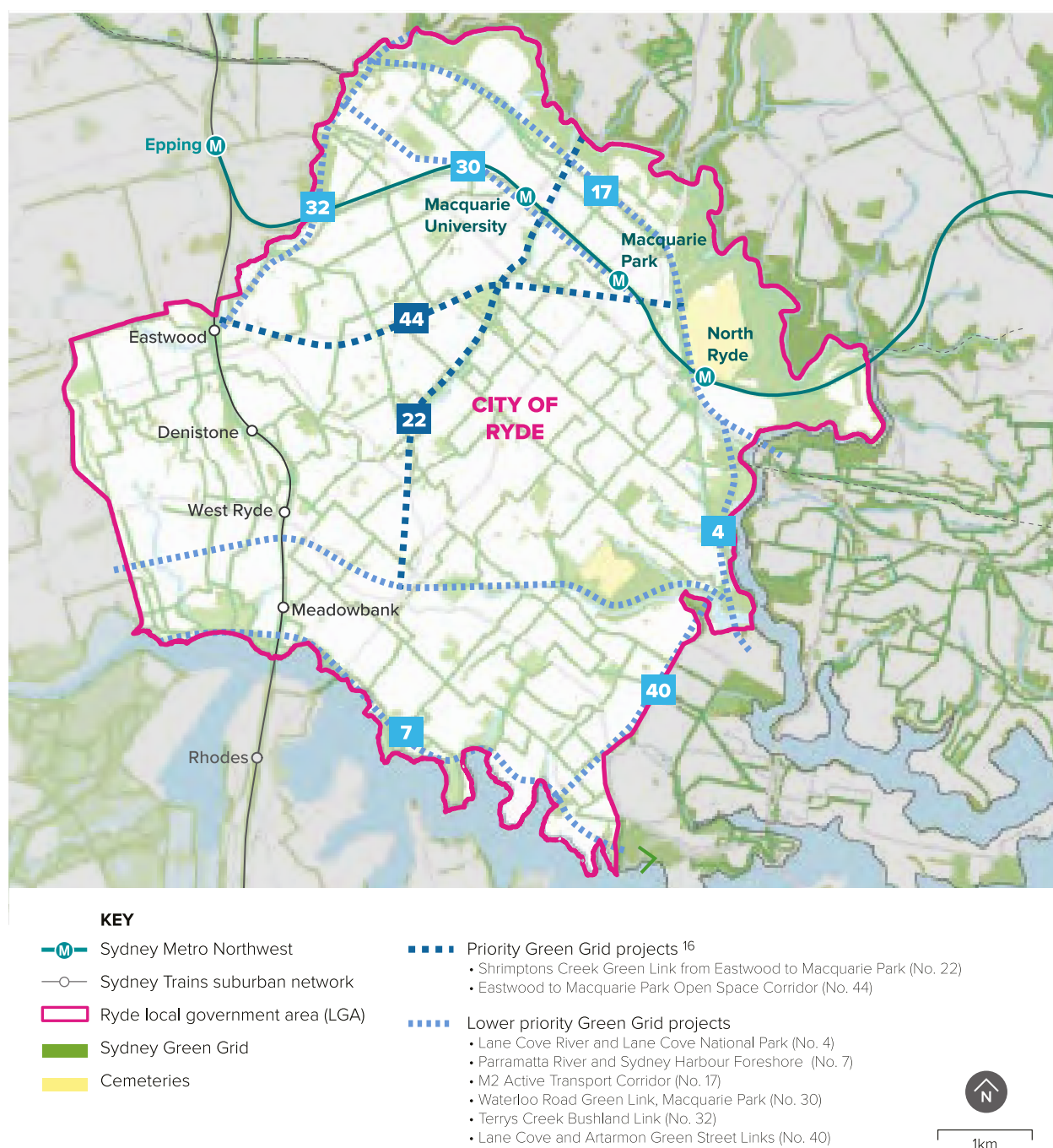
Figure 8 LSPS open space structure plan

The plan also incorporates linear linkages identified in the Green Grid plan.

The Green Grid report¹⁴ identifies Macquarie Park as an area that will experience significant change, with additional mixed-use and residential development,

and the potential for improved connections to the Lane Cove River.

The Green Grid connections through the City are shown in Figure 9.



Source: Sydney Green Grid Spatial Framework and Project Opportunities – North District (2017)

Figure 9 City's Green Grid connections

14. Tyrrell Studio and Office of the Government Architect (2017), Sydney Green Grid Spatial Framework and Project Opportunities – North District

The Shrimptons Creek Green Link from Eastwood to Macquarie Park (No. 22) and the Eastwood to Macquarie Park Open Space Corridor (No. 44) are identified as priority initiatives in the Green Grid.

None of the Green Grid projects are included in current Council funding plans.

Infrastructure contributions plan

Council's local infrastructure contributions plan addresses the needs of resident and worker growth to 2036, and assumes no change to the housing densities permitted under the current Local Environmental Plan (LEP).

The plan contains recreation facilities with a total cost of \$250 million in today's dollars. However, because of apportionment considerations and the \$20,000 per dwelling contribution threshold policy of the State Government, Council only expects to receive \$225 million from contributions, leaving \$25 million to be funded from other revenue sources.

Open Space Future Provision Strategy

The contributions plan only deals with growth needs. There are additional projects that are required to meet backlogs, which are identified in Council's Open Space Future Provision Strategy (2020) (the Strategy), including:

- Approximately \$20 million in partly funded or unfunded 'planned projects'
- A further seven playing fields and five indoor courts needed to address the future backlog. These 'potential projects' are conservatively estimated to cost \$53 million, involve no purchase of additional land, and may also require the refit and consolidation of existing smaller facilities to meet the forecast demand.

The Strategy identifies planned open space acquisitions totalling 24 hectares. However, acquisitions are uncoded, have no funding source identified, and will achieve only a modest improvement in the number of residents living within convenient distance of a park with a minimum area of 1500 square metres – increasing up 3% to 71% in total.¹⁵



Artist's impression of Waterloo Road

15. City of Ryde (2020), *Open Space Future Provision Strategy*, p94

Summary








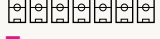
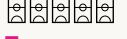
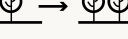




Council has prepared contributions and recreation plans that, if implemented, would address the open space and recreation needs of at least 170,000 residents and expected additional workers up to 2036.

These plans contain recreation facilities with a cost of around \$325 million. About \$225 million is expected to be received from developer

contributions, leaving \$100 million for planned recreation facilities to be funded from other revenue sources.

This does not include the acquisition and embellishment of an additional 24 hectares of open space to meet existing and future backlogs, nor does it include Green Grid projects, which have not been costed and do not have any funding source identified.

Table 2 Expected funding shortfall for planned recreational facilities

Infrastructure	Gap or shortfall in 2041	
	Description	Unfunded liability amount
 Open space land	24.33 ha	Not yet determined
 Green Grid	Linear parks and recreation facilities 	Not yet determined
 Recreation facilities (major)	697m² of swimming pool area  1 golf course 	Not yet determined ^a
 Recreation facilities	 7 full size sports fields	\$100m
	 5 indoor courts	
	 Pidding Park upgrade	
	 Synthetic field at Smalls Road Public School	
	 Lighting upgrades at all sport fields	
	 Partly funded contributions plan projects	
	Projects requiring further consultation with State Government and private landowners 	

^a Future demand for an additional golf course is to be met by facilities outside of the City of Ryde. Need for aquatic centres is complex and further work is required to identify the scale and nature of the additional facilities which are required to meet the community's aquatic facility needs.




Path through WSUD Bowden Street and Nancarrow Avenue, Meadowbank

2.2.3 Benchmarks and targets

Planning benchmarks and targets to inform future infrastructure planning are listed below.

Gap or shortfall in 2041

Open space planning benchmarks and targets:



Outside of apartment areas, all homes are to be within **400m** of open space that is **1,500m²** or larger *a*

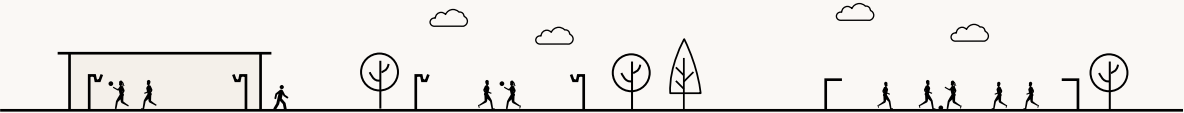
In apartment areas, all homes are to be within **200m** of open space that is **1,500m²** or larger *a*

The amount of both structured and unstructured public open space **will be increased** *b*

The proportion of the population within **400m** of active public open space greater than **1,500m²** in size will be increased *b*

The network of recreation corridors, links and connections running through the City **will be extended** *b*

Recreation planning benchmarks and targets:



One indoor court to be provided for every **9,500** residents *c*

One outdoor court to be provided for every **1,800** residents *c*

One full size rectangular shaped playing field to be provided for every **3,400** residents *c*

a NSW Government Architect (2020), Draft Greener Places Design Guide performance criteria, pp16-18
b Ryde LSPS target, p150
c SGS Economics and Planning (2020), Open Space Future Provision Strategy: Technical Report, p156



Neighbourhood park, Rothesay Avenue, Meadowbank

2.3 Community and cultural facilities

2.3.1 Current conditions, bottlenecks and pinch points

Recent studies and strategies show general under provision of all social and cultural infrastructure in the City of Ryde, including the following facilities:

- An under provision of multi-purpose community facility floor space, particularly spaces greater than 500 square metres. This is largely due to many facilities not being purpose-built and most facilities being greater than 20 years old. Under-provision is most significant in the southern part of the LGA, around Gladesville. Figure 10 shows the rate of current provision for publicly available (hireable) and other floor space.
- An under provision of library floor space. At approximately 500 square metres, the current branch libraries at Eastwood, Gladesville and North Ryde are all undersized.
- A limited number and variety of spaces available for the community to engage in culture and creativity, in particular a lack of studio spaces for larger groups to meet.
- A lack of youth spaces with youth specific services and recreational spaces.

The physical condition of the facilities is also a barrier to their greater use:

- Due to the age of the facilities, many do not have a welcoming presence with good external appearance.

- While well maintained, many facilities look old and dated.
- Many of the facilities do not provide adequate parking.
- While some facilities have a main street location, most facilities are not easily identified as a public facility available for community use.

There are currently very few venues specifically designed for arts and cultural use in City of Ryde:

- Ryde does not currently have any major cultural infrastructure for performance. The nearest performance-based cultural infrastructure is at Parramatta and Chatswood. There is currently a gap in spaces that can be used for large, semi-professional and community arts performances within the Ryde area.
- In the broader northern suburbs area of Greater Sydney, there is a gap in the provision of regional gallery space that presents curated shows and can accommodate touring exhibitions. There is a limited number of gallery spaces of any level (local, district or regional) within the Ryde area.

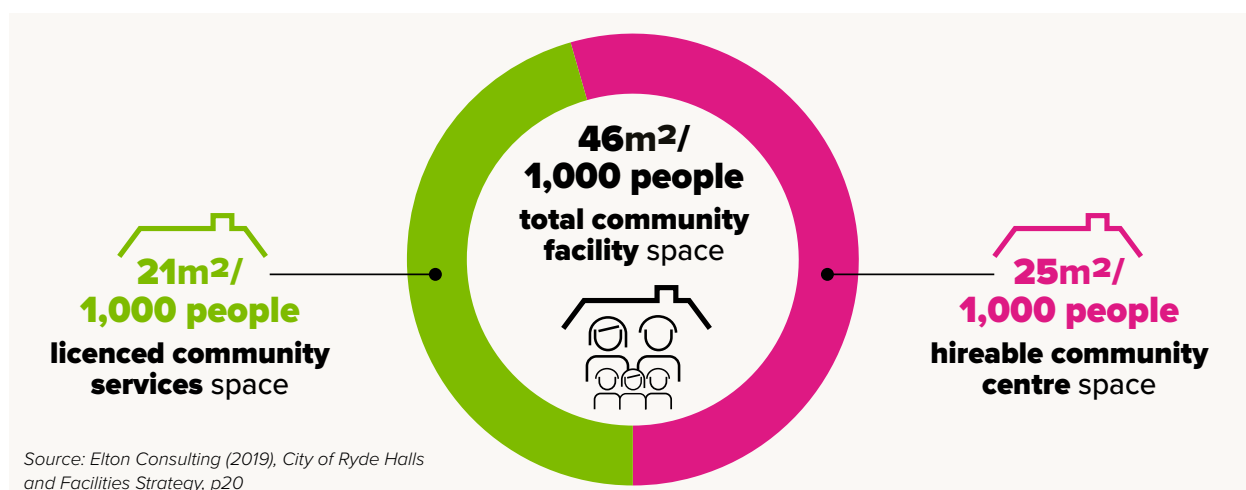


Figure 10 Rate of current provision for community facility space

With the closure of several local schools and the increasing population, many local schools are at capacity with no room for further expansion. The State Government has acknowledged this issue though the Northern Sydney Regional Action Plan and has indicated a commitment to providing additional schools, with three new schools announced and two major school developments.

Census data indicates that 43% of apartments in Ryde have children. There are a high proportion of younger people living in medium- and high-rise residential development. These facts indicate that, with further growth anticipated, the existing pressures on early childhood centres, primary and secondary schools is likely to continue without provision of more education places.¹⁶




2.3.2 Planning initiatives and proposals

The LSPS structure plan for community and cultural facilities is shown in Figure 11 right.

Halls and Facilities Strategy

The Halls and Facilities Strategy establishes planning benchmarks and targets for the City, around three types of spaces, as shown in Table 3 and Figure 10 below.

Table 3 Descriptions for types of community spaces

Community space type	Description
Community centre space - hireable 	Spaces for the community to hire that allow for a range of activities, meetings and events. These spaces are focal points for community gathering and connection.
Community services space - licenced 	Affordable or subsidised office and meeting spaces to support community and not-for-profit organisations providing valuable community services.
Arts and cultural space 	Spaces that support and foster arts and culture in the community. Places for creatives to meet and connect, as well as create and display their art.

Source: Elton Consulting (2019), City of Ryde Halls and Facilities Strategy, p35

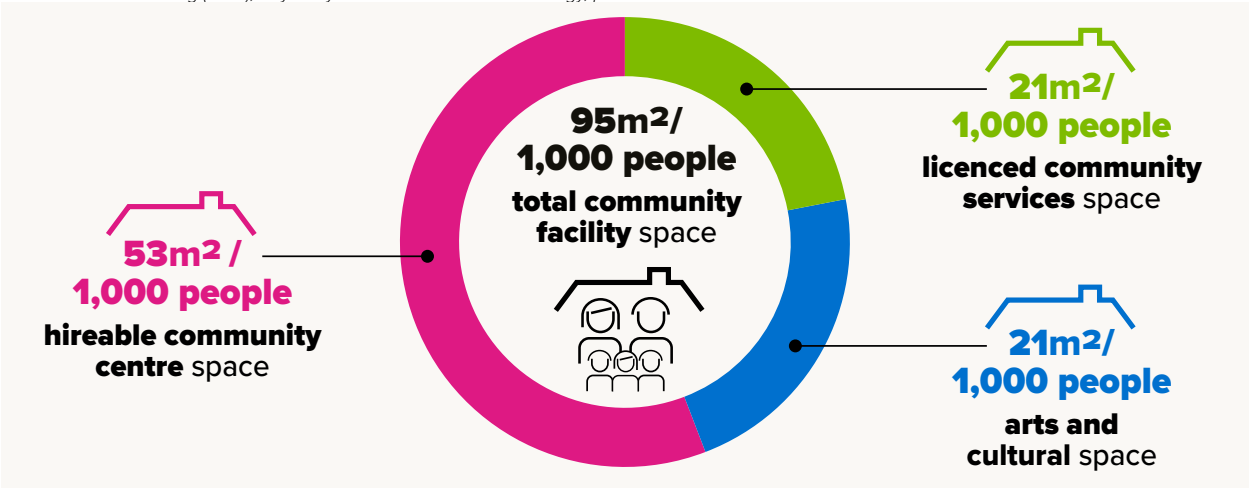


Figure 10 Rate of current provision for community facility space

16. City of Ryde (2019), Housing Issues Paper Supporting the Ryde Accelerated LEP Review and Housing Strategy, p22

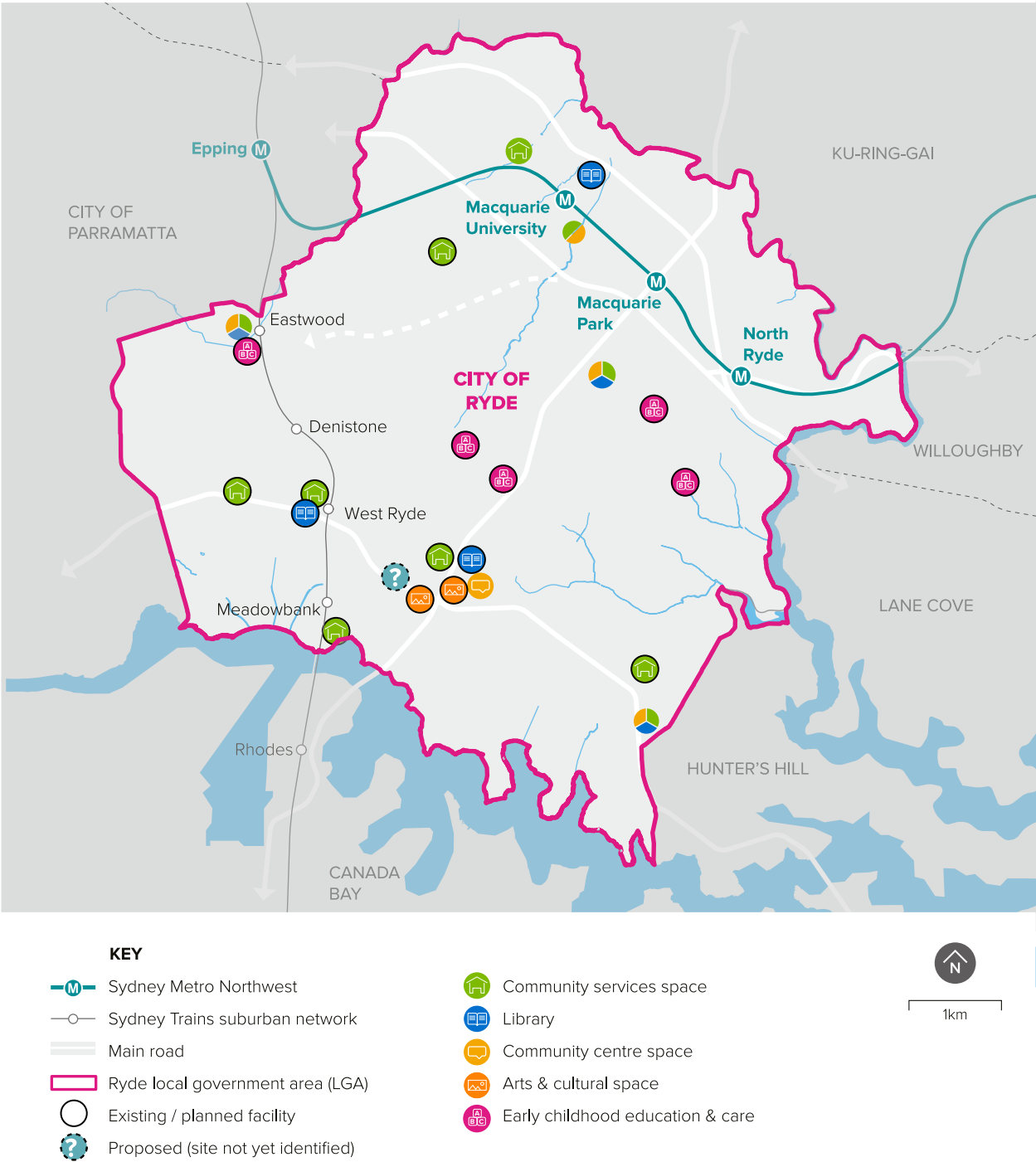



Figure 11 LSPS structure plan for community and cultural facilities

Upgraded and new facilities proposed under the Strategy to meet these benchmarks are listed below.

Table 4 Proposed upgrades and new facilities under the Halls and Facilities Strategy

 Facility	Components	Size (approximately)
Ryde Central	Regional arts and cultural space District community centre space	2,500m ² 2,250m ²
Eastwood Library and Community Hub	District community centre space District community services space Town Centre library	2,250m ² 750m ² 1,500-2,500m ²
Macquarie Park Library and Creative Hub	Regional arts and cultural space Specialised library	1,200m ² 3,800m ²
Macquarie Park Community Centre*	Neighbourhood community centre space	500m ²
Northern Catchment Community Hub	District community centre space District community services space	2,000m ² 500m ²
Top Ryde District Community Services Hub	District community services space	500m ²
Gladesville Library and Community Hub	Local community centre space Local community services space Small Centre library	750m ² 350m ² 1,000-1,500m ²
North Ryde Library and Community Hub	Local community centre space Local community services space Small Centre library	1,000m ² 350m ² 1,000-1,500m ²
Youth recreation and services hub	Regional level youth recreation and services space	To be determined
Westminster Hall	Neighbourhood community centre space	250m ²

* not included in contributions plan

Contributions plan

Council's local infrastructure contributions plan addresses the needs of resident and worker growth to 2036, and assumes no change to the housing densities in the current LEP.

The contributions plan includes new and enlarged facilities designed to address growth needs up to 2041, as identified in the various studies¹⁷ and listed in the table above. The facilities have an estimated total cost of \$262 million.

However, because of apportionment considerations and the \$20,000 per dwelling contribution threshold policy of the State Government, Council only expects to receive \$121 million from contributions, leaving \$141 million for community, library and cultural facilities to be funded from other revenue sources.

2.3.3 Benchmarks and targets

Planning benchmarks and targets to inform future infrastructure planning are listed below.

Planning benchmarks for community and cultural facilities:



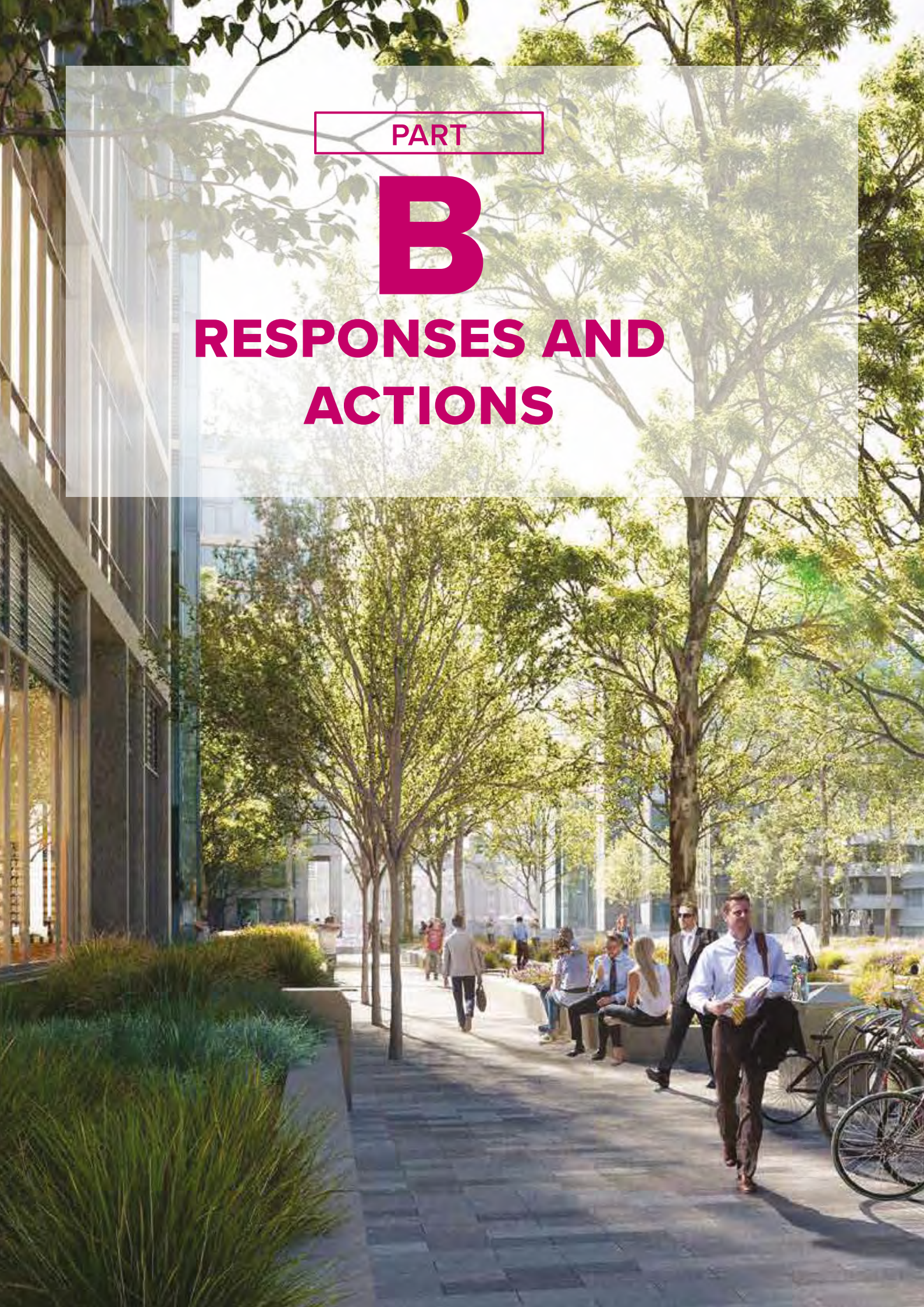
a Ryde LSPS target, p36

17. Ryde City Council (2019), *Halls and Facilities Strategy, Ryde Library Service Strategic Plan, and Social and Cultural Infrastructure Framework*

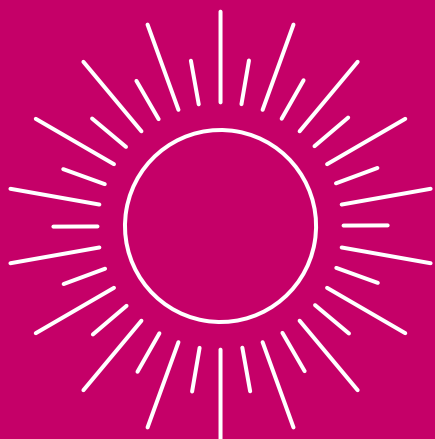
PART

B

RESPONSES AND ACTIONS







SECTION

3

**A STRATEGY FOR
GREAT PLACES**



3.1 Growth is part of the solution

The number of people that will live or work in Ryde in the future will continue to grow. This is due to Ryde's central location, its array of services and amenities, and there being plenty of opportunities to develop land for housing and jobs.

Most people in the Ryde community however, are unsure, sceptical or against further development in the City. Many justify these views by citing the construction traffic, noise disruptions, and congestion on the roads, in schools and at other amenities – that is, the lag in infrastructure provision.

These views are understandable, but growth won't go away just because people don't want it. Current land use zonings have the capacity to provide thousands of extra dwellings and workplaces, even if the infrastructure to support growth continues to lag.

We can harness growth to help achieve improvements to everyone's quality of life

or

We can continue business as usual, pretend growth will not happen and continue to experience growth's worst aspects (such as congestion)

In planning for the future City of Ryde, we all face a fundamental choice.

Rather than being the problem, growth can be part of the solution, where:

- Investment in new development can redefine places for the better and make them great
 - without investment in centres there is little chance of improving them
- Development can provide in-kind and monetary contributions that can be applied to both backlog and growth-related infrastructure
- It is better to harness and direct growth to places that we want to improve in the wider public interest, than allowing growth to occur where private interests dictate.



Livvi's Place, Ryde

3.1 Our goal is to achieve great places

Council will, as a matter of policy, only support major developments and growth plans that achieve great places.

Every decision about land, space and movement should achieve great places.

Great places:

- Are accessible and well connected to other places in the area
- Are comfortable and project a good image
- Attract people to participate in activities there
- Are social environments where people want to gather and visit, again and again.¹⁸

Conversely, great places:

- Are not dominated by vehicle movement and instead encourage public transport, walking and cycling
- Do not alienate pedestrians and cyclists due to

busy and/or wide roadways

- Are not places devoid of opportunities for people to sit awhile, gather and talk to each other, and are not closed after hours
- Are not dominated by buildings that reflect noise and heat and have minimal tree canopy
- Are not bland ‘anywhere’ places with no interesting or distinctive features.

Strategic building blocks to achieve great places include:

- Collaboration with City partners
- Develop Place Plans for how growth precincts will develop and function
- Develop priority infrastructure schedules, and funding and delivery plans to achieve the Place Plans
- Minimum liveability and infrastructure criteria for planning proposals.

These are discussed in the following pages.



Macquarie University Library

¹⁸. ACT City Renewal Authority (2020), *Great Place Guide*



Public plaza, Top Ryde Shopping Precinct



SECTION

4

COLLABORATION WITH CITY PARTNERS



Council will collaborate with the State Government, its agencies and other city partners, such as Macquarie University, to plan for and invest in city-shaping infrastructure.

The key focus area for collaboration will be to plan for transport and access improvements that will be lasting and effective in shifting travel preferences away from the private car.

Councils are not responsible for budgetary decisions on major transport infrastructure, but can be effective in advocating for an early start on strategic transport links. Precedents for effective advocacy include the City of Sydney's financial support for the CBD and South-East Light Rail, and the City of Parramatta's advocacy for Parramatta Light Rail. Ryde City Council will advocate for the strategic links identified in the LSPS transport structure plans.

Collaboration is also needed to agree on short-, medium-, and long-term actions that will allow Ryde's centres to evolve from car dependent and pedestrian hostile to great places that people want to visit, shop at and enjoy.

Council and its partners need to work together to design incremental improvements that will make a difference to existing conditions and also support the evolving City structure, in advance of planned major investments.

The large investment required for new mass transit links and the competition for budgetary dollars for the many worthy projects in the

State's infrastructure program, likely mean that commencement of new mass transit links will be 10, 20 or more years into the future.

However, incremental improvements can be done that still support the City's long-term structure. Bus-priority lanes and intersections, coupled with high-frequency bus services with real-time travel information, can be the forerunner to step-change, mass transit investments along the Macquarie Park to Hurstville and the Victoria Road corridors.

This step-by-step approach supporting a long-term vision can be applied to other infrastructure types. Short- and medium-term strategies to improve the way the city functions can be implemented, while programming the funding of higher cost items. Examples of this approach include:

- Provide better linkages between Ryde's neighbourhoods, with a particular focus on short-term improvements that will better connect Macquarie Park to the rest of Ryde. This could be new and upgraded, linear, shared pathway linkages that promote healthy lifestyles and access to major activity centres (such as the Shrimptons Creek corridor shared pathway improvements)
- Make better use of the community and recreation facilities that are already available; for example, sports, recreation and meeting facilities at Macquarie University, the new Meadowbank education hub (see Box 2), and the various public and private schools throughout the LGA.



Public plaza, Top Ryde Shopping Precinct

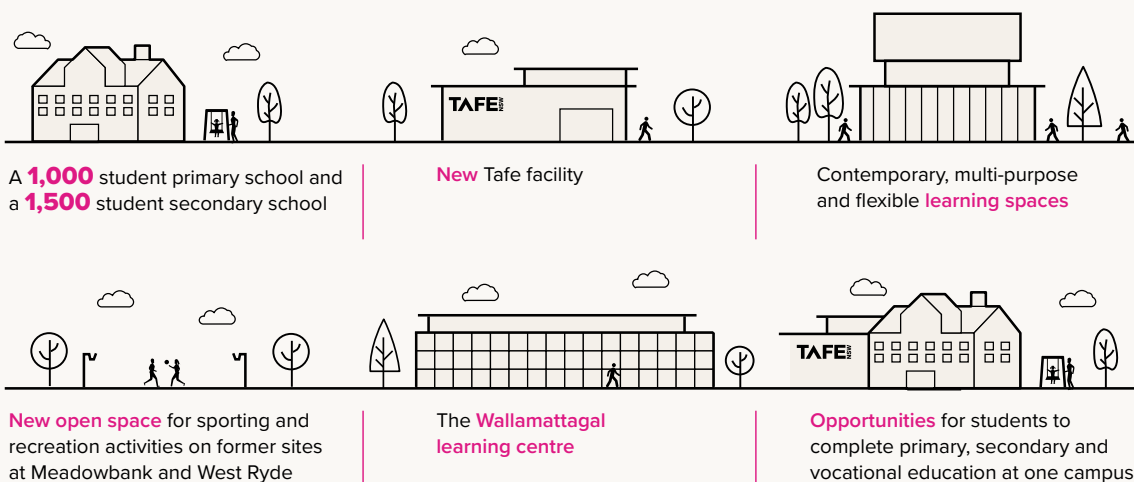


Macquarie University Hospital

Meadowbank Education and Employment Precinct (MEEP)

Meadowbank Education and Employment Precinct (MEEP)

The Meadowbank Education and Employment precinct is an example of cross-agency and government collaboration to create an innovative education and learning precinct. The MEEP consolidates several existing education facilities into one site and provides opportunities to deliver new open space areas from relocated facilities.



Source: School Infrastructure NSW



Source: Schools Infrastructure NSW

Figure 13 Render of proposed MEEP communal hall

Box 2 Meadowbank Education and Employment Precinct (MEEP)



SECTION

5

**INCLUDE
INFRASTRUCTURE
IN PLACE PLANS**



Council will prepare, regularly review and update Place Plans for the City's centres and growth corridors.

Different Place Plans will contain initiatives, strategies and actions related to the following recurring themes:

- Ensuring a pedestrian focus, rather than a focus on cars and other vehicles, in public spaces
- Unique or other features that draw people to the place and make them want to stay
- Ensuring sustainable and resilient communities, and the Place Planning supports the existing community in place-making activities
- Economic vitality and increased investment in centres, focusing on opportunities for local enterprise, small business, night-time economy and the creative economy
- Provide diverse jobs opportunities
- Effective connections with surrounding local neighbourhoods
- Centres need to retain human-scale and traditional high streets, while accommodating new growth
- Centres need to be supported by transport, community, open space, recreation and education infrastructure, and health and lifestyle services.

With each Place Plan, a prioritised list of state, regional, utility, local and other infrastructure needed to bring the Place Plans to reality should also be prepared.

Prioritisation criteria would be focused on the respective infrastructure item's:

- Ability to resolve existing bottlenecks, pinch points and deficiencies
- Ability to be upsized in a staged manner, to meet rising demand over time in the most cost-effective way
- Potential to help achieve several of the planning benchmarks and targets identified in this Strategy.

Priorities will inform the Infrastructure Funding and Delivery Plans, which will include the priority infrastructure schedule, with:

- Staging and timing targets
- Agency delivery responsibilities
- A mix of funding mechanisms.

The schedule will identify the facilities that Council will advocate and collaborate with other stakeholders to program and fund.

Programming of enabling local infrastructure will be undertaken using a mix of mechanisms included in the Local Infrastructure Funding Toolkit (see Section 6).

Centres and Place Plans are to be updated every five years, so that the infrastructure programs and planning controls continue delivering high-quality outcomes.¹⁹

Council's Housing Strategy recommends a rolling program of master plans to ensure the City's town centres continue to evolve to meet the needs of the community. Place Plans should be developed and reviewed following the master-planning process.



Macquarie Centre, Herring Road

¹⁹ Hill PDA Consulting (2020), City of Ryde Draft Local Housing Strategy, p153



SECTION

6

**LOCAL INFRASTRUCTURE
FUNDING TOOLKIT**



Various funding and delivery mechanisms may be used by Council to provide the local enabling infrastructure needed to create great places.

Developer contributions (section 7.11 contributions and section 7.12 levies) are a significant, but not the only, funding mechanism. State Government restrictions and affordability considerations mean that local contributions will not be sufficient to cover the full costs of infrastructure. Other delivery and co-funding mechanisms will need to be used, so that there are no funding gaps.

The suite of funding mechanisms are contained in the Local Infrastructure Funding Toolkit, which is summarised in Table 5.

Appendix B provides more detail on each of the toolkit mechanisms.

The use of the different mechanisms has to account for whether Council is dealing with each of the following:

- An infrastructure backlog being experienced by the current development in the City
- Infrastructure needed to deal with the growth expected under the LSPS and Local Housing Strategy to 2036
- The extra unplanned infrastructure needs arising from out of sequence planning proposals

Figure 14 shows the relationship between the different development and infrastructure scenarios described above and the primary tools Council will use to deliver the infrastructure. Place infrastructure criteria to be used to address out of sequence proposals is discussed in Section 7.

Table 5 Local Infrastructure Funding Toolkit

Planning system tools	Non-planning system tools
Tools available as part of the process of planning and development of land under the <i>Environmental Planning and Assessment Act 1979</i>	Other revenue sources available to Council for provision of infrastructure by parties other than Council
<ul style="list-style-type: none"> a. Section 7.11 contributions b. Section 7.12 levies c. Section 7.4 planning agreements d. Section 7.24 Special Infrastructure Contributions (SICs) e. 'Key sites' planning provisions f. Direct developer provision through planning controls requirements g. Developer works conditions of consent 	<ul style="list-style-type: none"> h. General fund i. Other Council general income (fees, charges, rents etc) j. Special rate variation k. Special rate (local) l. Stormwater management levy m. Proceeds redevelopment of Council land n. Proceeds from asset sales o. Non-council providers of facilities p. State and Federal Government grants

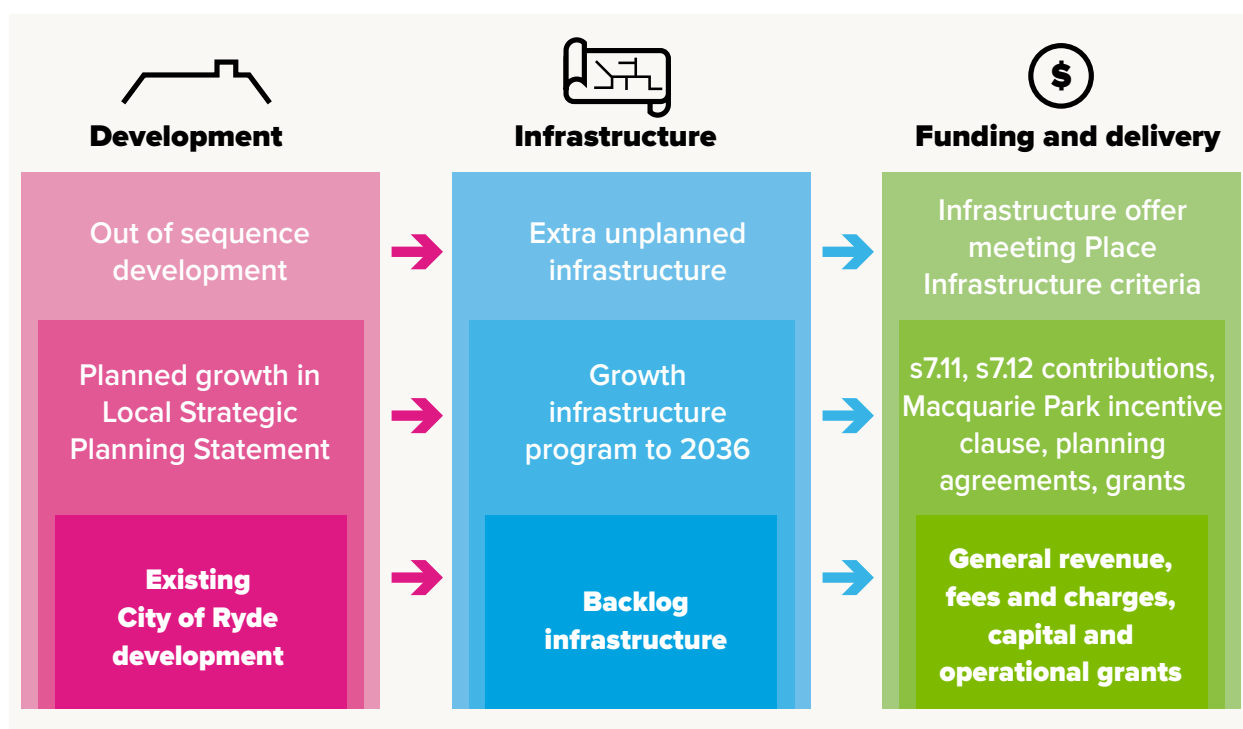


Figure 14 Development – infrastructure delivery mechanisms framework



SECTION

7

**PLACE INFRASTRUCTURE
CRITERIA FOR
PLANNING PROPOSALS**



Place Planning will take time. Ideally the overarching plan should inform all the incremental site-level decisions that follow, however the reality is that the land use planning process is not always linear, and is often iterative.

Place Plans are intended to provide the details of how the growth identified in Council's LSPS will be accommodated. 'Planning proposals' – including proposals that seek additional development potential beyond that envisaged by the LSPS or the LEP – can be lodged at any time, regardless of whether a Place Plan has been prepared.

Up until now, lodging of site-specific planning proposals has been prohibited, because of the poor place outcomes that often result. However, these proposals can provide alternative views that reflect market trends. Clearly articulating minimum infrastructure requirements can provide opportunities to tie infrastructure delivery to additional dwellings that current plans had not envisaged.

In the absence of a completed Place Plan, Council will therefore ensure that decisions about these proposals are based on sound place-planning principles.

Growth must provide a liveability return or 'dividend' for the existing community. The lengthening infrastructure backlog must be addressed as part of plans for additional development. This means:

- Reducing congestion
- Increasing the carrying capacity of facilities that are needed to sustain community wellbeing (such as hospitals, schools or libraries)

- Creating more opportunities for walking and cycling for local and recreational trips
- Creating new, vibrant neighbourhoods where people want to be
- Creating or improving links to Ryde's outstanding natural places, such as the Lane Cove National Park, and the Lane Cove and Parramatta Rivers and their foreshores.

Council will only support proposals for additional development beyond that permitted under the current LEP if the proposal achieves all of the following:

- It supports the Place Plan or relevant master plan (if one has been adopted)
- It leads to the creation of better places
- It improves the capacity and utility of existing facilities and networks
- It effectively deals with both current and future infrastructure demands; that is, it results in a 'liveability return' for the existing community
- It aligns with planned or proposed infrastructure upgrades
- It meets the minimum place infrastructure criteria outlined in Appendix A.

The minimum place infrastructure criteria reflect the planning benchmarks and targets listed in Part A of this Strategy, and are listed in the table below for ease of reference.



Livvi's Place, Ryde

Infrastructure planning benchmarks and targets informing the place infrastructure needs criteria for planning proposals

Access and transport planning benchmarks and targets:



Increase the proportion of the population that can access the Eastern Harbour City or Central River City by public transport **within 30 minutes**

40% of all journeys to work in Macquarie Park will be by public transport, walking or cycling

A fine-grain road network will be delivered in Macquarie Park **to increase permeability and connectivity** for vehicles and pedestrians, increase route options and reduce traffic congestion

Open space planning benchmarks and targets:



Outside of apartment areas, all homes are to be within **400m** of open space that is **1,500m²** or larger

In apartment areas, all homes are to be within **200m** of open space that is **1,500m²** or larger

The amount of both structured and unstructured public open space **will be increased**

The proportion of the population within **400m** of active public open space greater than **1,500m²** in size will be increased

The network of recreation corridors, links and connections running through the City **will be extended**

Recreation planning benchmarks and targets:

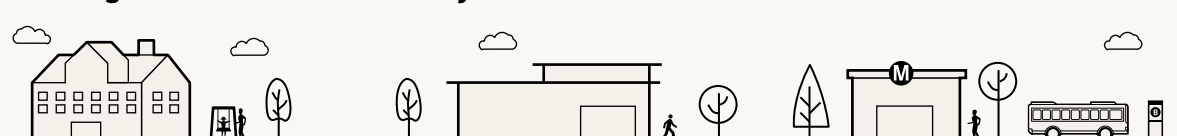


One indoor court to be provided for every **9,500** residents

One outdoor court to be provided for every **1,800** residents

One full size rectangular shaped playing field to be provided for every **3,400** residents

Planning benchmarks for community and cultural facilities:



Local primary schools **will meet the demand** of population growth and changing demographics

At least **95m²** of community floor space will be provided per **1,000 people**

Increase the proportion of the population **within 30 minutes** of key community infrastructure by public transport

Figure 15 Infrastructure planning benchmarks and targets



Aerial view down Waterloo Road from Macquarie University

APPENDIX

A

PLACE INFRASTRUCTURE CRITERIA FOR PLANNING PROPOSALS

A1 Requirements for all planning proposals

1. Written evidence from the relevant utility authority that the proposal's additional demands on the utility infrastructure can be accommodated, or if upgrades are required.
2. Consult with Health Infrastructure NSW and Schools Infrastructure NSW about the anticipated extra demand for hospital beds and school places.
3. Prepare traffic and transport, and water-cycle management studies showing the transport and stormwater impacts and the mitigation measures proposed to ameliorate those impacts. Council will publish an Out-of-Sequence Planning Proposal Guideline setting out the full range of matters to be considered in these studies.
4. Provide for the ongoing maintenance and recurrent costs of all local infrastructure assets provided under these criteria, for a time period to be negotiated with the proponent.
5. Provide a reasonable and proportionate contribution to help Council meet the cost of feasibility studies and route investigations for potential mass transit systems along strategic corridors identified in the LSPS.
6. Meet any reasonable contributions requirements under the relevant section 7.11 or section 7.12 contributions plan applying to the land at the time the proposal receives a gateway determination. Reasonable contributions will be items that have a nexus with the extra population associated with the out-of-sequence development, and which serve different purposes from the infrastructure provided under these criteria. Council will publish an Out-of-Sequence Planning Proposal Guideline listing the relevant contributions plan items and rates.

A2 Requirements for planning proposals in Macquarie Park

7. Demonstrate consistency with the outcomes of the Macquarie Park Strategic Investigation, with particular regard to the staging of the outcomes and the infrastructure needs identified.
8. Provide, or assist the Council in providing (by way of a monetary contribution in lieu) new or improved, direct and safe pedestrian and cycle links:
 - a. Across the M2 Motorway corridor between Macquarie Park and the Lane Cove National Park
 - b. Across the Epping Road corridor between Macquarie Park and North Ryde.
9. Limit the number of on-site car parking spaces to the number required to meet the demand of a commercial development developed to the maximum floor space permissible, with consent under existing planning controls.

A3 Requirements for all planning proposals that include residential development

10. Provide, or assist the Council in providing (by way of a monetary contribution in lieu), the following facilities:
 - a. Indoor courts at the rate of one court per 9500 residents
 - b. Outdoor courts at the rate of one court per 1800 residents (requirement waived where the proposal provides rooftop open space)
 - c. A synthetic surface and lighting for a full-size rectangular shaped playing field at the rate of one field per 3400 residents
 - d. A 400-square-metre amenities building and parking for 50 cars for a double field facility, as described in c.
 - e. Children's playgrounds at the rate and standard identified in Council's Children's Play Plan 2019
 - f. Multipurpose community floor space at the rate of 95 square metres of GFA per 1000 residents
 - g. Library floor space, calculated in accordance with the population-based library calculator published by the State Library of NSW
 - h. Green Grid linear parks, including the Waterloo Road linear park
 - i. The new open space areas identified in the Council's 2020 Open Space and Recreation Strategy
 - j. The upgrade of aquatic facilities
 - k. Missing links in Ryde's cycleway network
 - l. Embellishment of the site's street frontage public domain, in accordance with Council's public domain manual or guidelines
 - m. The undergrounding of any above-ground power lines on all street frontages of the development
 - n. Road and intersection upgrades, including, but not limited, to improved pedestrian infrastructure.
11. Where residential dwellings are proposed on part or all of the site at densities of 60 dwellings per hectare or more, the site must be within 30 minutes travel time by public transport of an existing or committed Sydney CBD heavy rail or metro rail station or Parramatta Station.
12. Where residential dwellings are proposed on part or all of the site, provide new, local, open-space facilities, in accordance with the guidelines and minimum criteria included in the Draft Greener Places Design Guide published by the NSW Government Architect in 2020. Council will publish an Out-of-Sequence Planning Proposal Guideline drawing out the key requirements of the Guide and example design solutions for different sites and development densities.



Putney Hill

Notes to the criteria:

- The Place Infrastructure provision criteria 4, 7, 9 and 10 will only apply to the development potential that is over and above that which is currently permitted under the relevant environmental planning instrument/LEP. Existing available development potential will not be subject to the provision criteria but will be subject to s7.11 and/or s7.12 contributions for local infrastructure, calculated on the existing development potential using the contributions plan in place at the time of development consent.
- Checklist of infrastructure matters:

Infrastructure type	Compliance with infrastructure criteria (number)
Water and wastewater supply	1
Energy – electricity	1
Energy – gas	1
Telecommunications - NBN	1
Health care / hospital beds	2
Public school places	2
Stormwater drainage	3
Road and intersection upgrades	3, 10n
Public transport	3, 5
Local infrastructure unspecified – recurrent costs	4
Local infrastructure included in current contributions plans	6
Multi-purpose community floor space	10f
Library floor space	10g
Open space	10h, 10i, 11
Cycleways & shared paths	8, 10k
Recreation facilities – indoor and outdoor	10a, 10b, 10c, 10d, 10e, 10j
Car parking	9
Public domain	10l, 10m

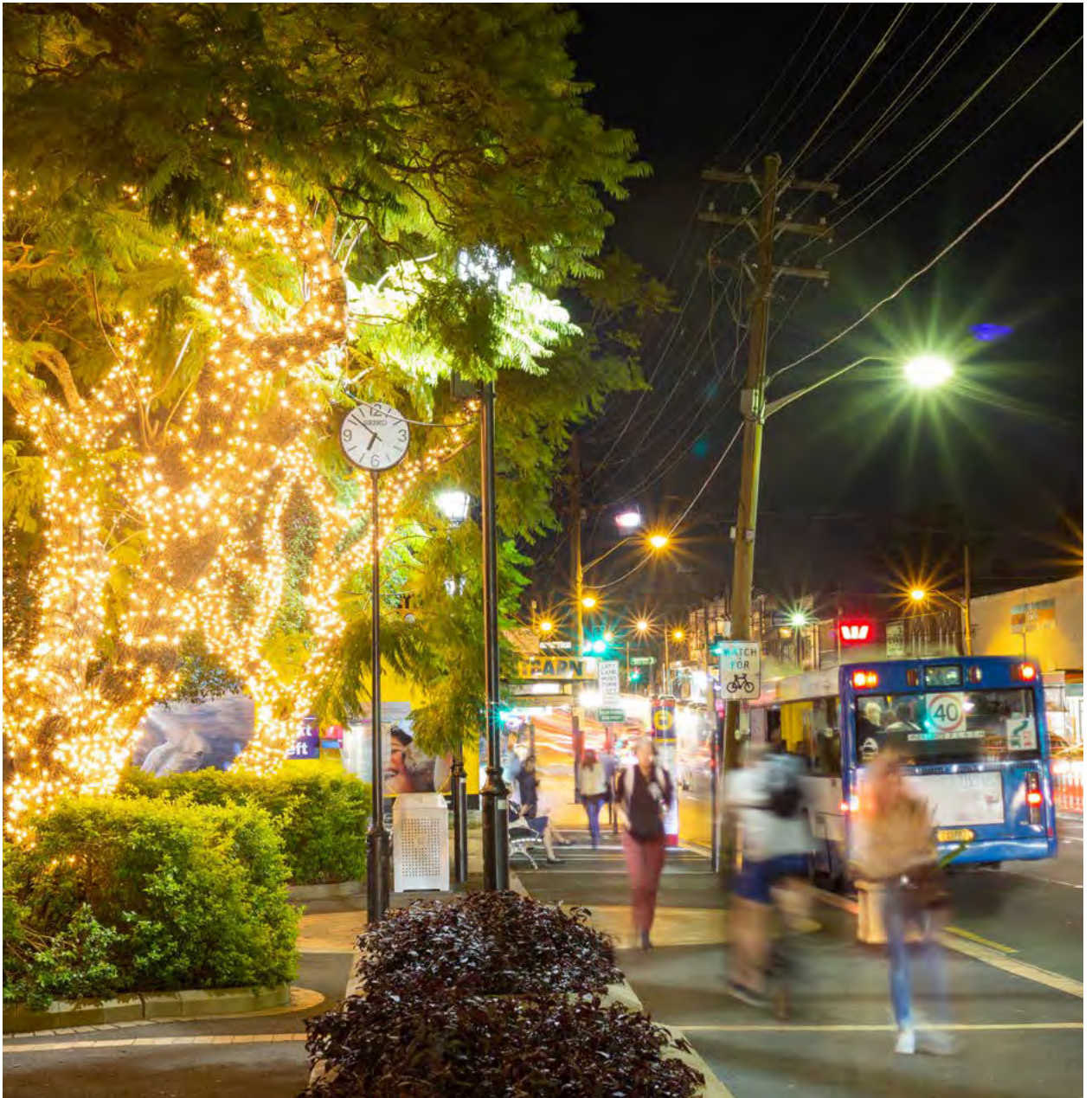
APPENDIX

B

**LOCAL INFRASTRUCTURE
FUNDING TOOLKIT
MECHANISMS**

Mechanism	Brief description of mechanism
Planning system mechanisms	
S7.11 contributions	<p>A contribution of money or land imposed as a condition on a development consent or complying development certificate. The contribution cannot be more than an amount that reflects the relationship (or nexus) between the particular development and the infrastructure the subject of the contribution.</p> <p>Residential contributions cannot be more than \$20,000 per dwelling in established areas. Higher contribution rates may be permitted but only for 'essential works' and only if the relevant contributions plan authorising the amount is an IPART-reviewed contributions plan.</p>
S7.12 levies	<p>Fixed rate levy imposed as a condition on a development consent or complying development certificate. Maximum levy rate is set by regulation and is generally 1% of development cost.</p> <p>DPIE issued a practice note in February 2021 outlining the criteria for councils to apply for higher fixed rates of 2%, 3% and more than 3%.</p> <p>A key criteria for increasing the rate from 1% from 2% is that employment growth of at least 25% is forecast in the area where the plan applies. The criteria for increasing the rate from 2% to 3% is that the works schedule has been prepared in consultation with the Department and financial modelling is provided demonstrating 2% is insufficient to fund infrastructure in the proposed timeframe.</p>
S7.24 Special Infrastructure Contributions (SICs)	Contribution of money or land imposed as a condition on a development consent or complying development certificate to be applied toward the provision of public infrastructure determined by the Minister for Planning.
S7.4 planning agreements	<p>An agreement voluntarily negotiated between a developer and one or more planning authorities in which the developer commits to providing contributions of land, works or money for public purposes.</p> <p>As of February 2021 all councils considering entering into planning agreements with developers have to consider the Planning Agreements Practice Note.</p>
'Key sites' planning provisions	<p>An arrangement where a developer is able to access additional building height or floor space ratio in exchange for providing public benefits and 'community infrastructure'. In locations where these schemes have been implemented, the benefit is able to be provided by the developer by providing money, land, works or a combination of these.</p> <p>Key sites provisions can for example facilitate the provision of through-site links providing public access, embellishment and dedication of lands for open/civic spaces, provision of transport facilities, etc.</p>

Mechanism	Brief description of mechanism
Direct developer provision through planning controls	The developer is required to provide, replace or upgrade infrastructure as a condition on a development consent under s4.17(1)(f) of the EP&A Act . The works are usually required directly as a result of the development works. Types of works typically required to be delivered by developers as part of their approval to develop land include footpath and streetscape works and undergrounding of power lines on public land adjoining the development site.
Non-planning system mechanisms	
Council's General fund	Ordinary rates revenue that is collected by the council on an annual basis to primarily fund the operations of the council, but which may also be used for capital works.
Other Council general income (fees, charges, rents etc)	Fees and charges for various services and facilities provided by the council; many of which are set by regulation under the Local Government Act and other Acts.
Special rate variation	Additional council rates pursuant to section s508, or s508A of the Local Government Act for works or services that will service the LGA. An application is required to be made and approved by IPART.
Special rate (Local)	Additional council rates pursuant to section 495 of the Local Government Act for works or services limited to a specific area (e.g. land release or suburb) that will benefit from the proposed infrastructure. An application is required to be made and approved by IPART.
Stormwater management levy	Levy imposed pursuant to section 496A of the Local Government Act for the provision of stormwater management services for each parcel of rateable land for which the service is available.
Redevelopment of State Government and Council land	Opportunities to have infrastructure, facilities, affordable housing or other public benefits incorporated into the redevelopment of State-owned or Council-owned land. Example opportunities include Ryde Civic Centre site redevelopment, redevelopment of Council-owned car parks.
Private providers	Infrastructure, services and facilities provided by non-government, not-for-profit or for-profit providers. Examples of facilities typically provided include long day child care, indoor recreation centres (e.g. PCYC), meeting rooms and event spaces at registered clubs.
Proceeds from asset sales	Sale of council owned assets (usually land e.g. depots) that are surplus to needs or are otherwise redundant and are no longer required. Proceeds of sales are used to co-fund other council projects.
State and Federal Government grants	Funds that are made available from primarily State government for the provision of infrastructure via an application process. Schemes may require co-funding/cash contribution for projects. Examples of current State programs include: <ul style="list-style-type: none"> – Accelerated Infrastructure Fund – Public Spaces Legacy Program – Metropolitan Greenspace Program – Low Cost Loans Initiative.



Trim Place, Gladesville

GLOSSARY AND REFERENCES

Glossary

Term	Description
CBD	Central Business District
Council	City of Ryde Council
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
TfNSW	Transport for New South Wales

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