

# West Ryde Town Centre Revitalisation Strategy

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DRAFT

## West Ryde Town Centre Revitalisation Strategy

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# EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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





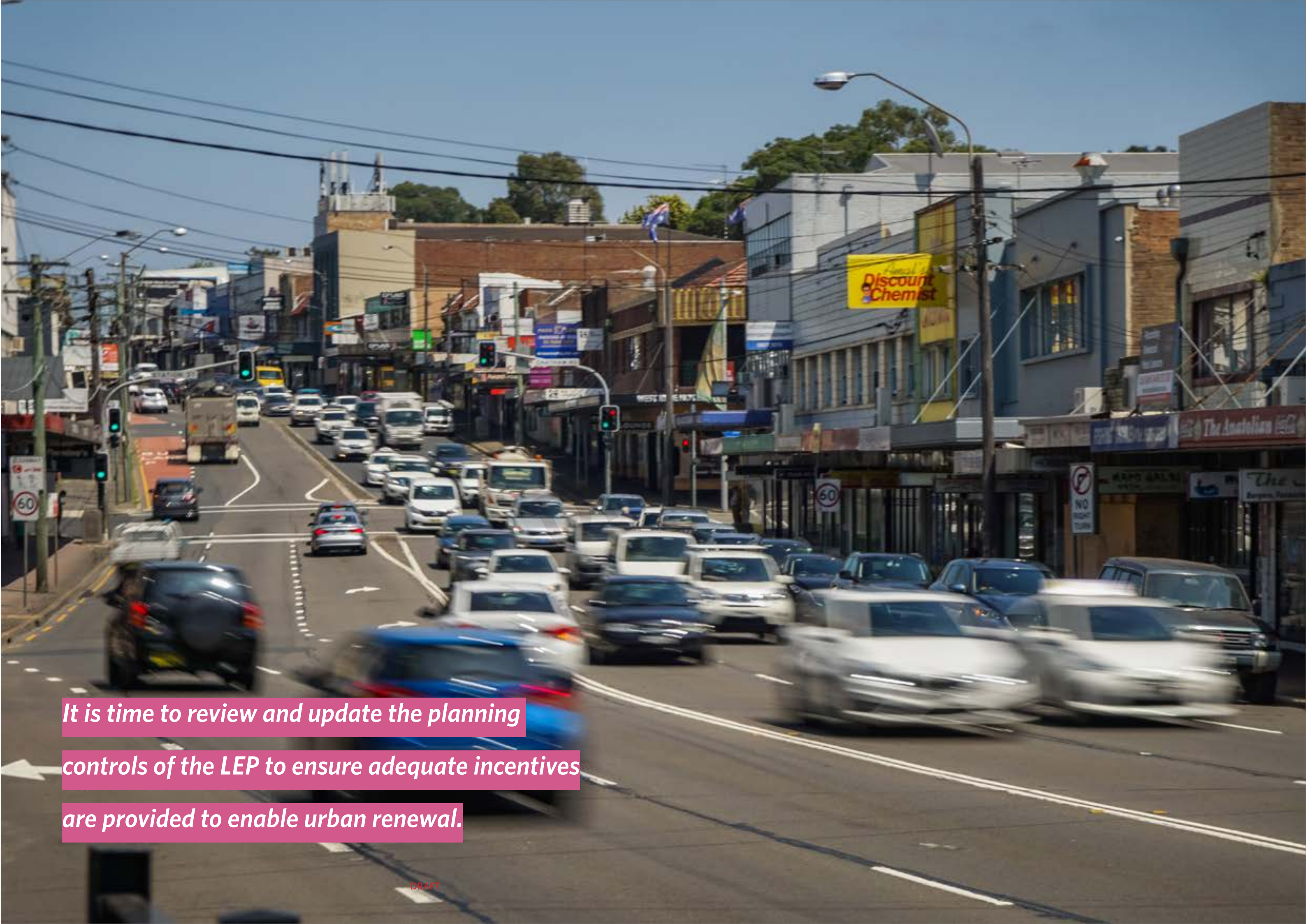
*The purpose of the Revitalisation Strategy is to rejuvenate West Ryde Town Centre with a strong vision and strategy to guide the future form of the Town Centre.*



## 1. INTRODUCTION







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



## 1.1 Background

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

### West Ryde Town Centre Master Plan 2010

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

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

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

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

## 1.2 Purpose of the Study

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

The objectives of the Revitalisation Strategy are:

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



## 1.3 What We Have Heard

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

### Quantitative Survey

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

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

### Placescore Study

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

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

### West Ryde Precinct Liveability

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

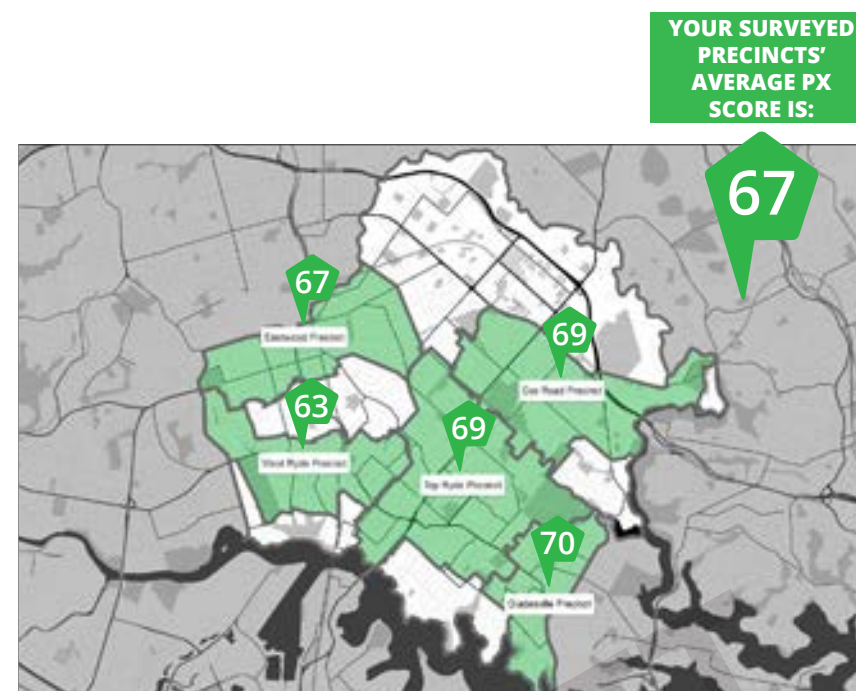


Figure 01. Comparison of liveability across centres

The highest rated place attributes of West Ryde are:

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

The lowest rated place attributes of West Ryde are:

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

## WEST RYDE PRECINCT

### LOOK & FUNCTION



### SENSE OF WELCOME



### THINGS TO DO



### UNIQUENESS



### CARE



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

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



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

## West Ryde Precinct Top 10 Care Factors

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

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

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

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

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

## West Ryde Precinct Strengths & Priorities

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

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

Figure 04. West Ryde Precinct strengths and priorities





Figure 05. West Ryde community's ideas for change

## Community's Ideas for Change

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

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

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

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



## 1.4 Location of West Ryde

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

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

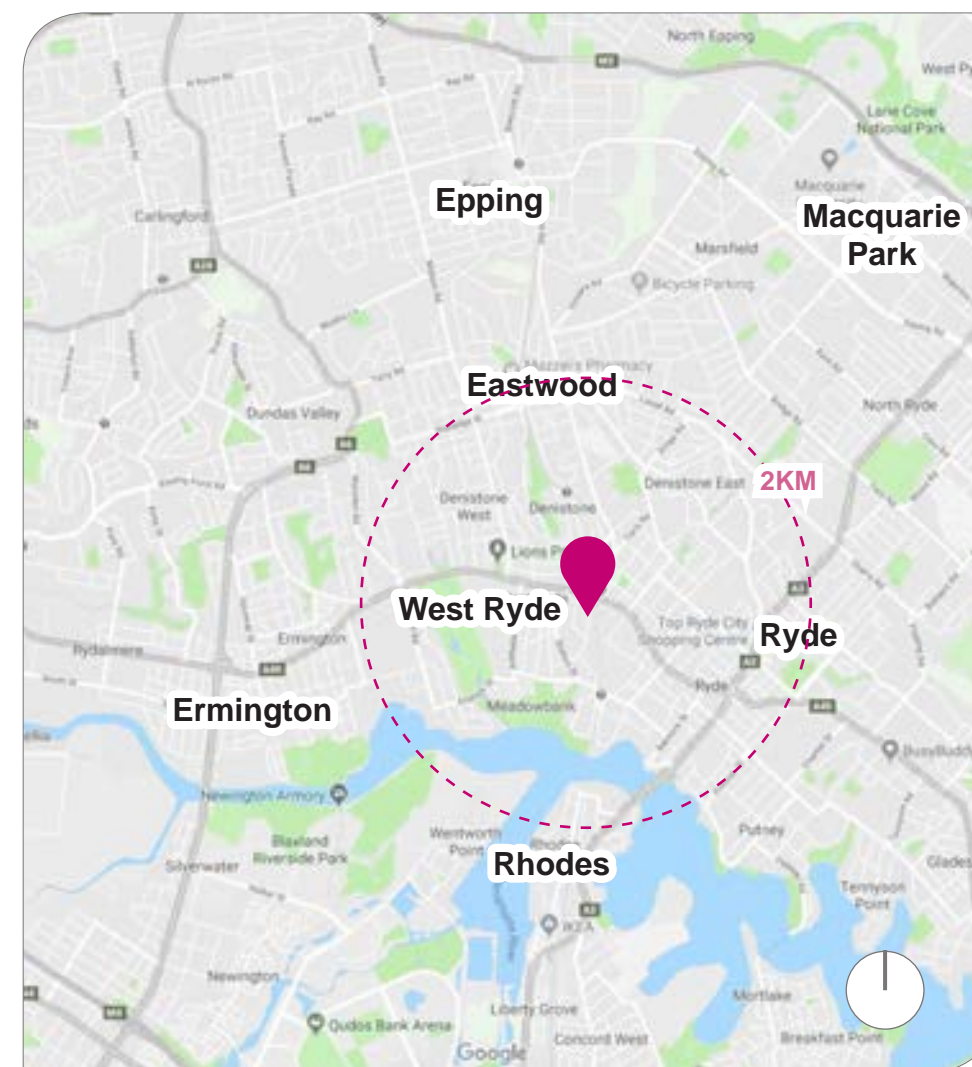
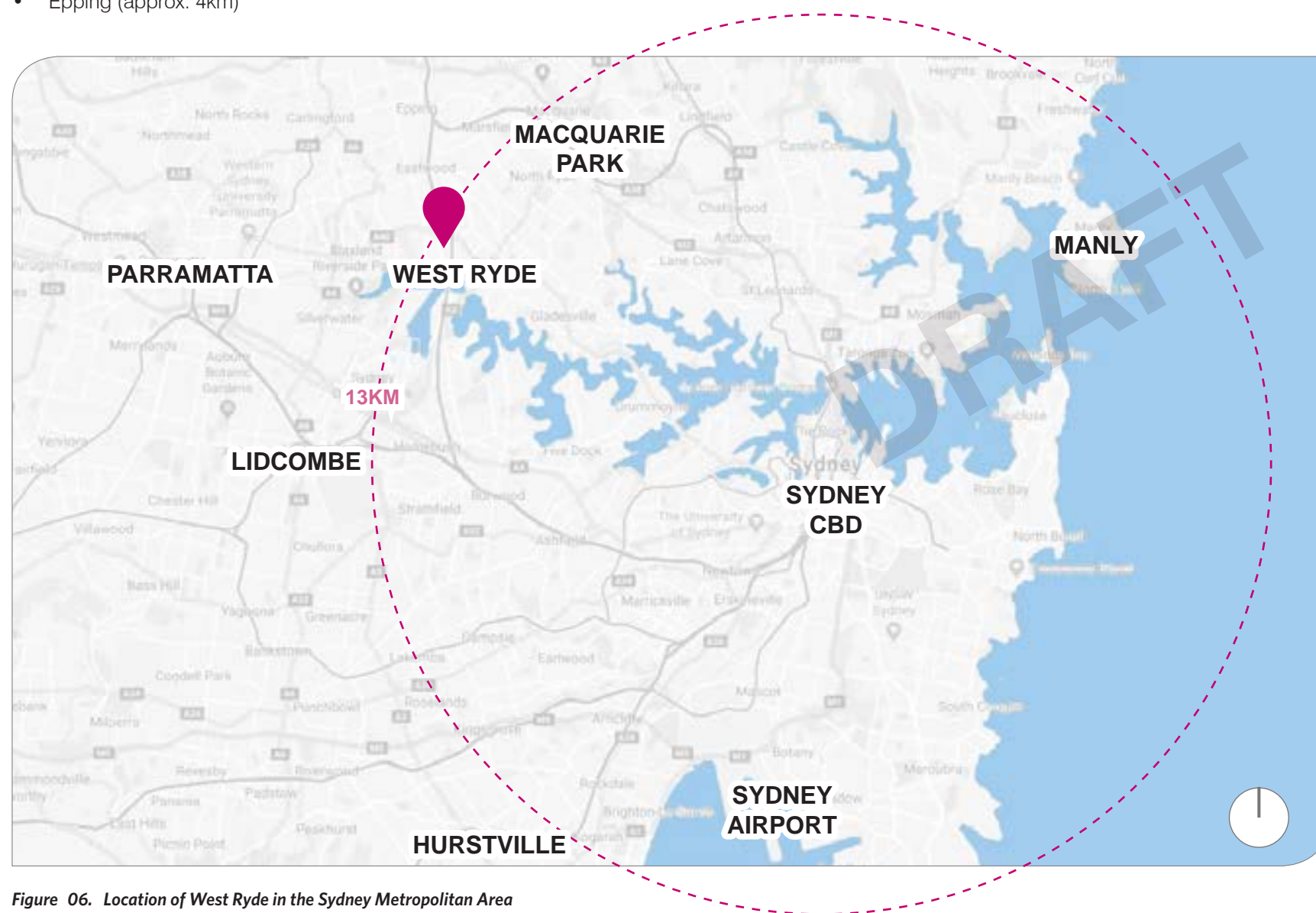


Figure 07. Location of West Ryde in relation to surrounding centres

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



# 1.5 The Study Area

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

The core study area generally follows the boundaries as follows.

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

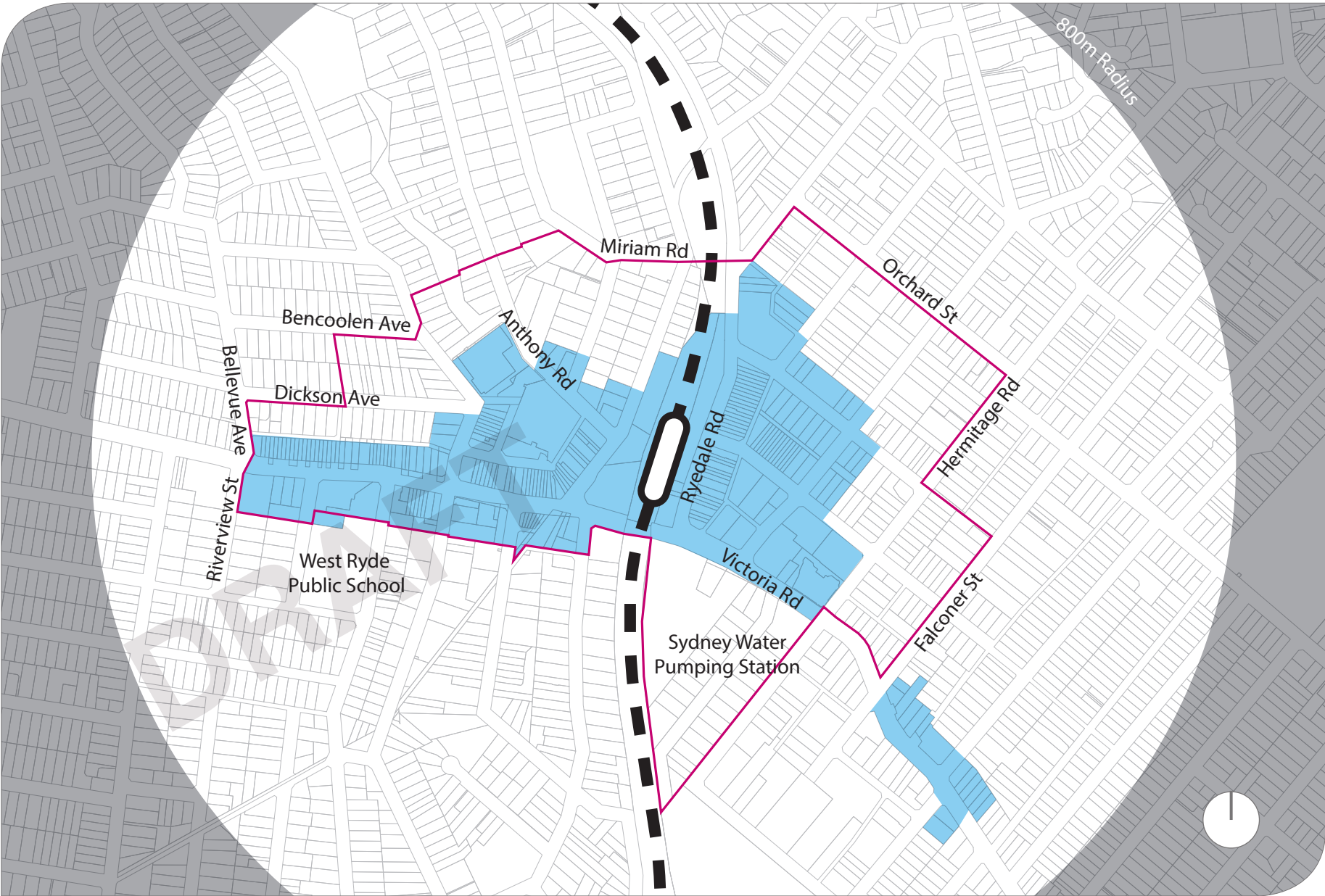
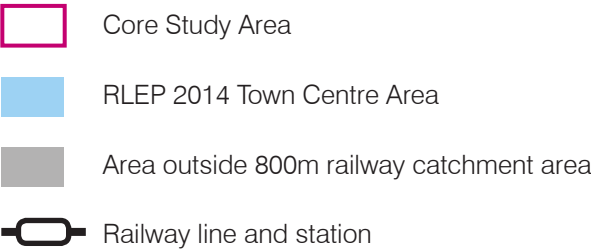


Figure 08. Revitalisation Study Area





## 1.6 A Vision for West Ryde

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

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

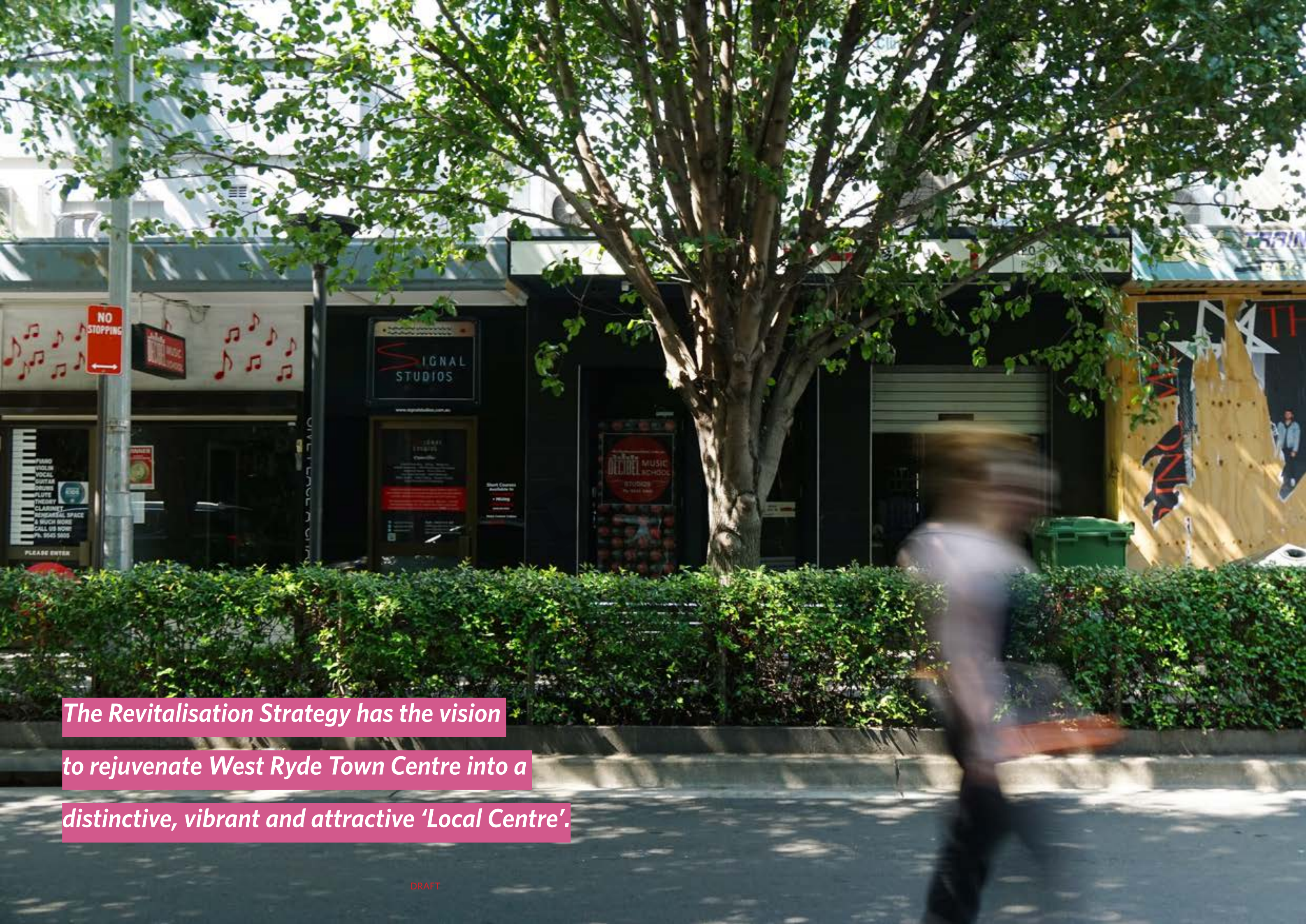
The vision for West Ryde Town Centre is supported by principles that are outlined in the North District Plan for Local Centres to:

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



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





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



## 2. UNDERSTANDING WEST RYDE







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



## 2.1 Planning and Policy Context

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

### Greater Sydney Region Plan 2018

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

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

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

#### Liveability

##### A city for people

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

##### Housing the city

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

##### A city of great places

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

#### Productivity

##### Jobs and skills for the city

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

#### Sustainability

##### A city in its landscape

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

### North District Plan

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

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

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

The role of a Local Centre is to:

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

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

#### Liveability

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

#### Productivity

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

#### Sustainability

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





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

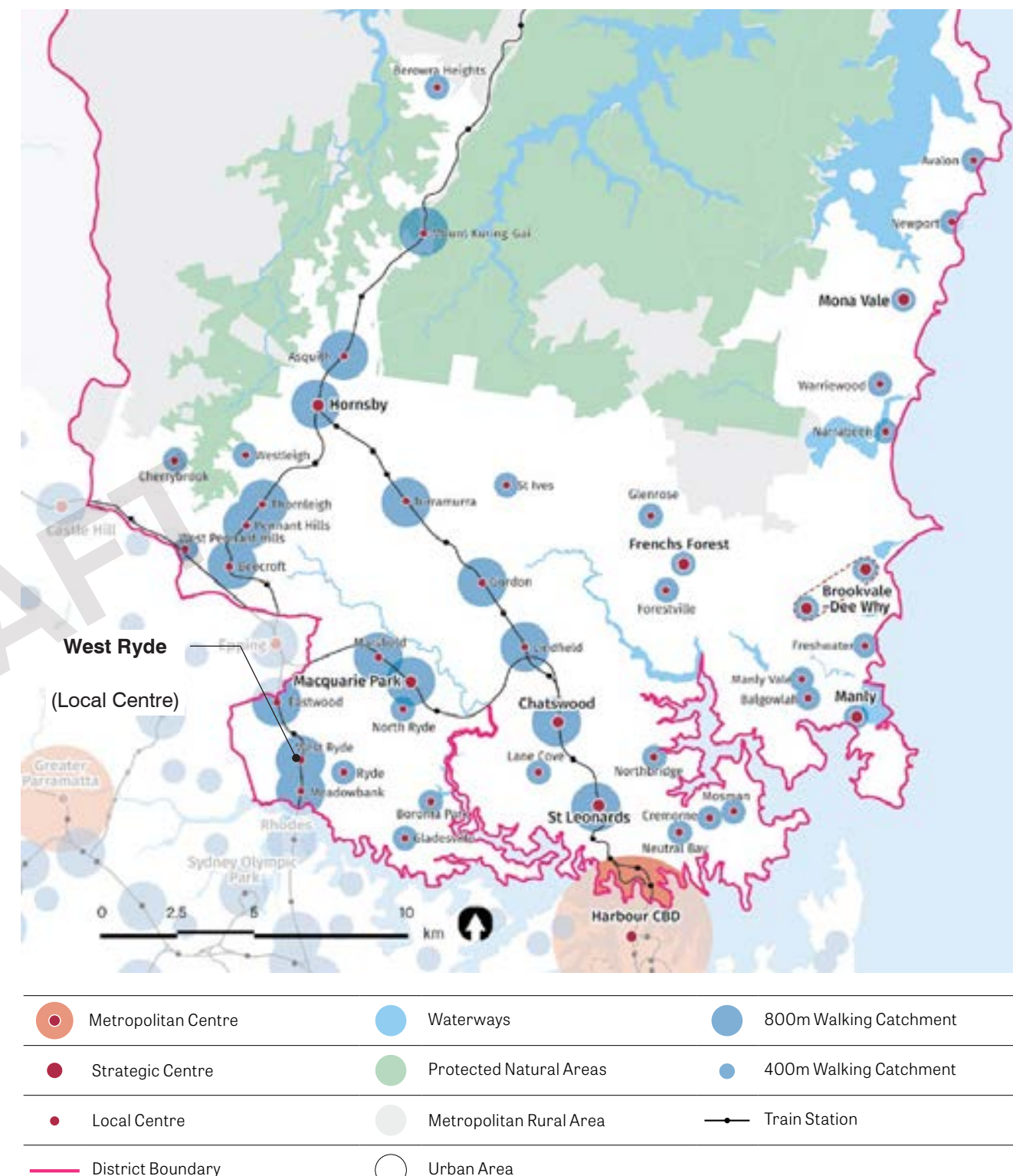


Figure 10. Location of West Ryde in relation to the North District (source: North District Plan)



## 2.2 Ryde LEP 2014

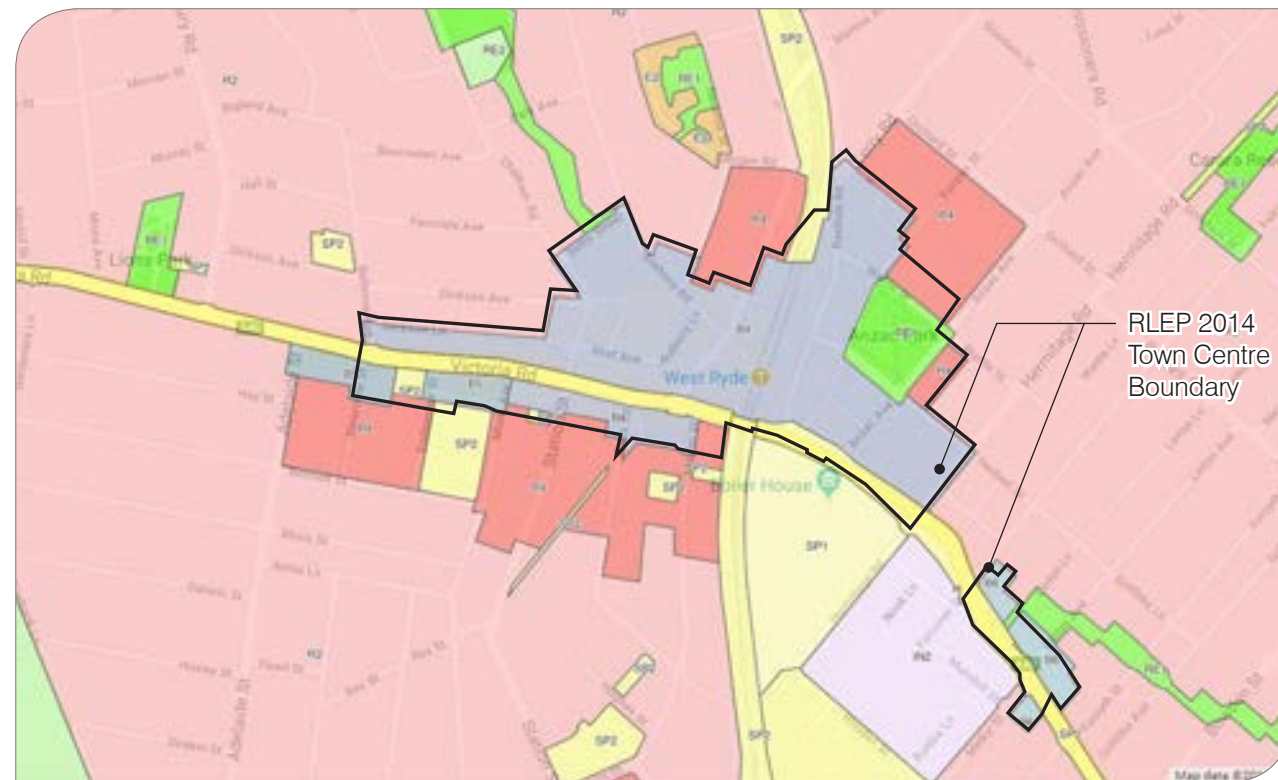


Figure 11. RLEP 2014 land zoning map (source: DP&E NSW)

### KEY

R2	RE1	The existing B4 Mixed Use, B5 Business Development and B6 Enterprise Corridor zones largely form the Town Centre area of West Ryde. Also included in the Town Centre Area are Anzac Park (RE1 Public Recreation), the Victoria Road corridor and pockets of R4 High Density Residential and SP2 Infrastructure areas on the fringe of the Town Centre.
R3	RE2	
R4	E2	The distribution of business lands generally concentrates on either sides of the railway station and along Victoria Road, except for the Sydney Water Pumping Station site and the IN2 Light Industrial area on the southern side of Victoria Road, east of the railway line.
B4	IN2	
B5	SP1	The B4 Mixed Use zoning encourages the co-location of a wide mix of land uses in the Town Centre. In recent years, there has been some development interest and activities to bring residential uses into the business core.
B6	SP2	

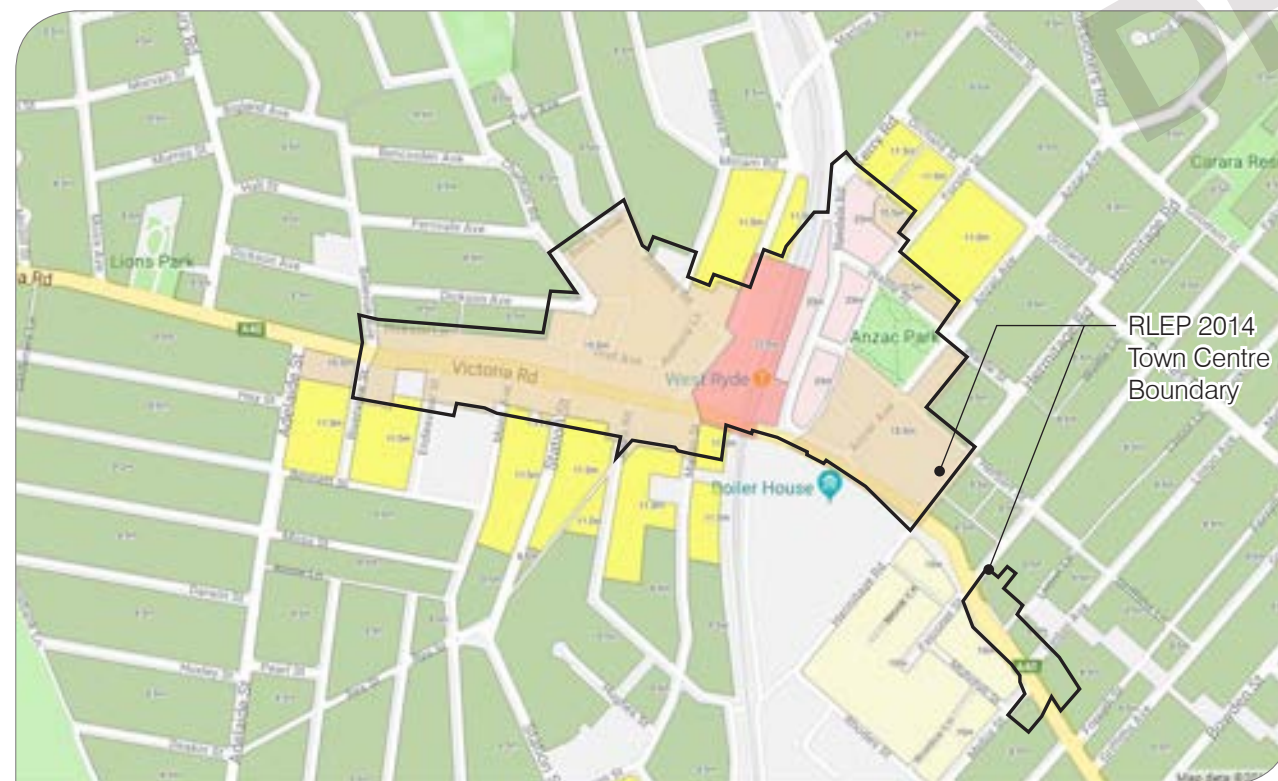


Figure 12. RLEP 2014 height of building map (source: DP&E NSW)

### KEY

9.5m	The Ryde LEP 2014 currently permits development in the Town Centre to a maximum height of 33.5m (equivalent to 10 storeys) on lands over and immediately adjacent to the railway station. However, this maximum height is likely to be exceeded once the approved development is constructed on the NSW Land and Housing Corporation site, located at 63-77 West Parade. This will effectively elevate the maximum height of West Ryde to 37.2m.
10m	
11.5m	To the east, building heights step down to 23m (equivalent to 7 storeys) and 15.5m (equivalent to 4 storeys). Further towards the eastern end of the Town Centre, the B6 Enterprise Corridor area has a maximum allowable height of 9.5m (equivalent to 2 to 3 storeys).
15.5m	
23m	West of the railway line, the height within the Town Centre is predominantly 15.5m (equivalent to 4 storeys). Heights on the fringe or immediately outside of the Town Centre are commonly 11.5m and 9.5m (equivalent to 2 to 3 storeys).
33.5m	



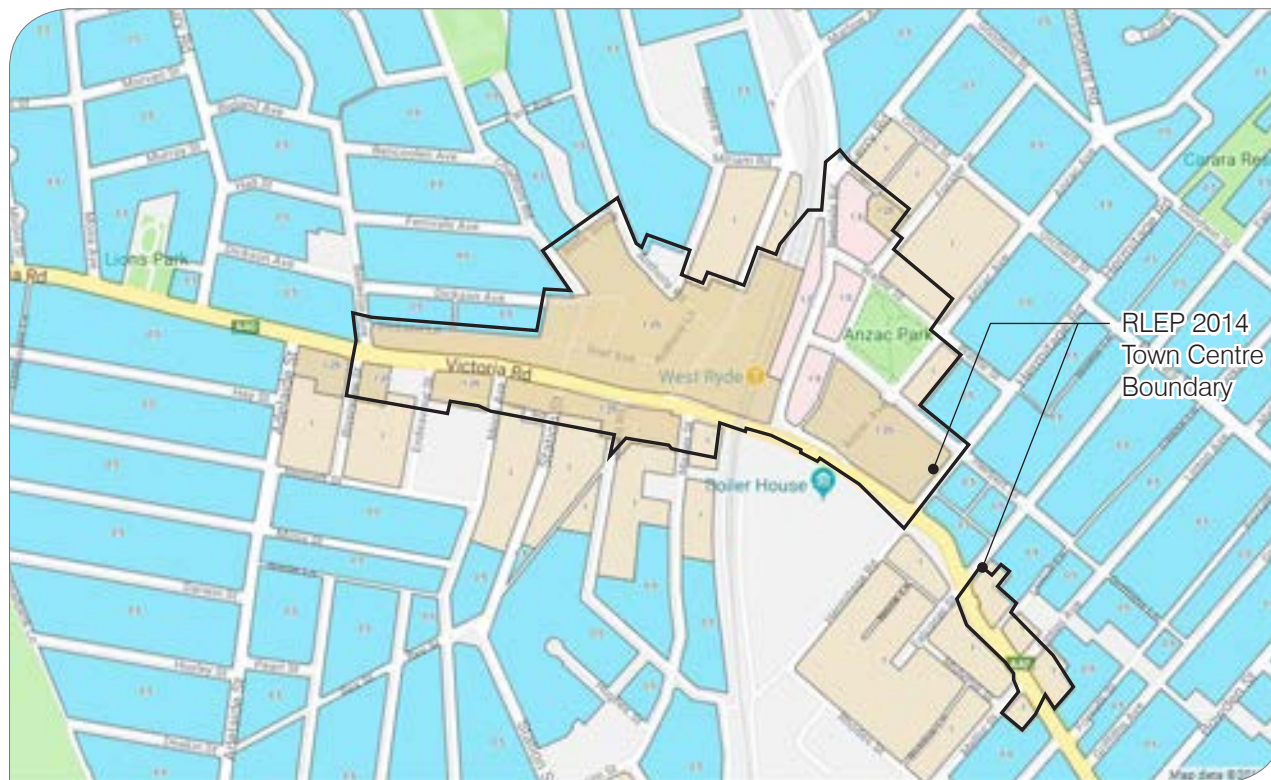


Figure 13. RLEP 2014 floor space ratio map (source: DP&E NSW)

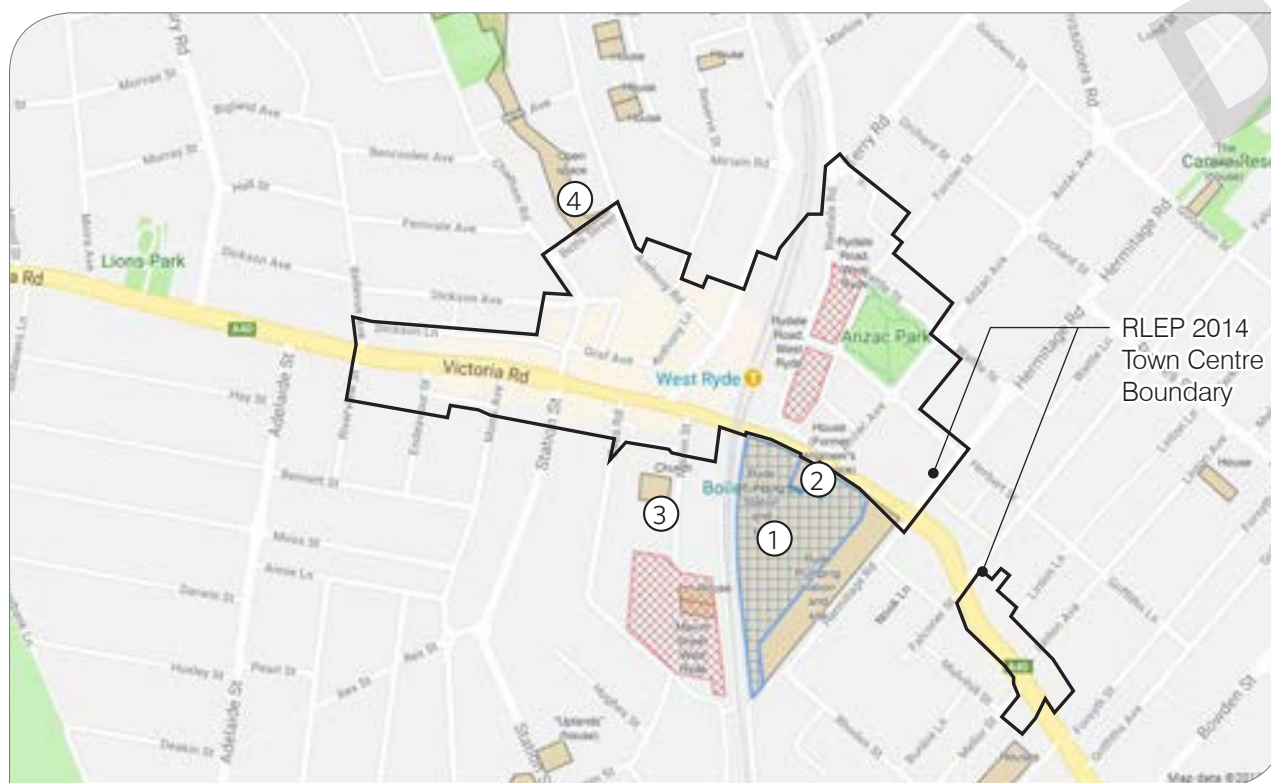
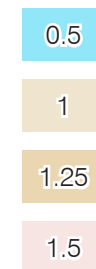


Figure 14. RLEP 2014 heritage map (source: DP&E NSW)

#### KEY



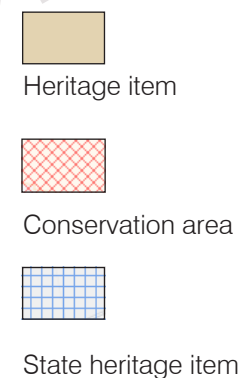
#### Floor Space Ratio

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

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

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

#### KEY



#### Heritage and Conservation Areas

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

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

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

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

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



## 2.3 Community Profile

### Household Size and Configuration

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

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

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

### Household Income

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

### Ethnicity and Language

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

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

### Qualifications, Employment, and Occupation

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

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

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

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

### Journey to Work and Car Ownership

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

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

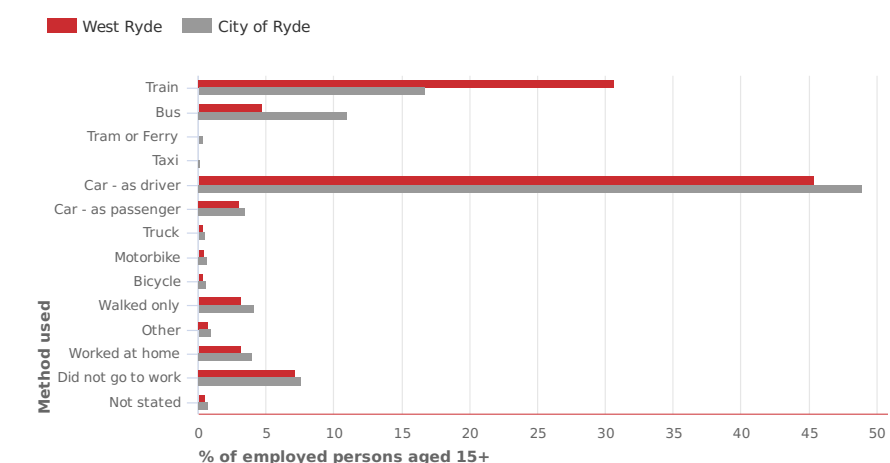


Figure 15. Method of travel to work, 2016 (source: community profile.id.)



### Dwelling and Tenure Types

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

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

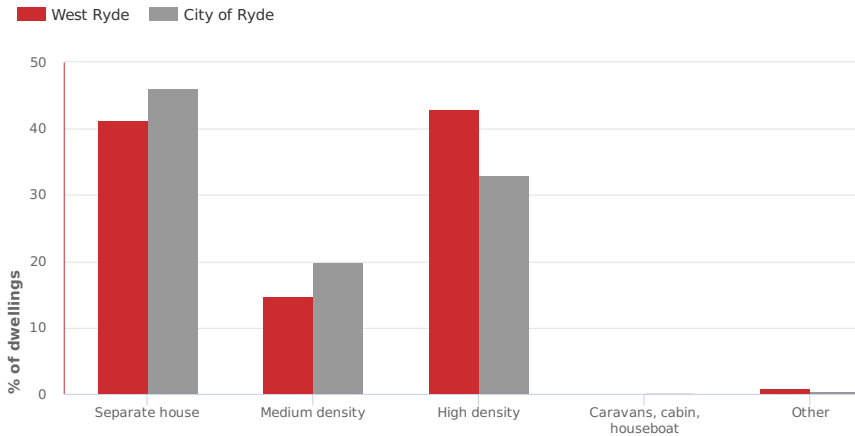


Figure 16. Dwelling structure, 2016 (source: community profile.id.)

### Housing Affordability

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

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

### Migration / Change of Address

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

### Summary

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

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



## 2.4 Population Growth and Trends

### Total population

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

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

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

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

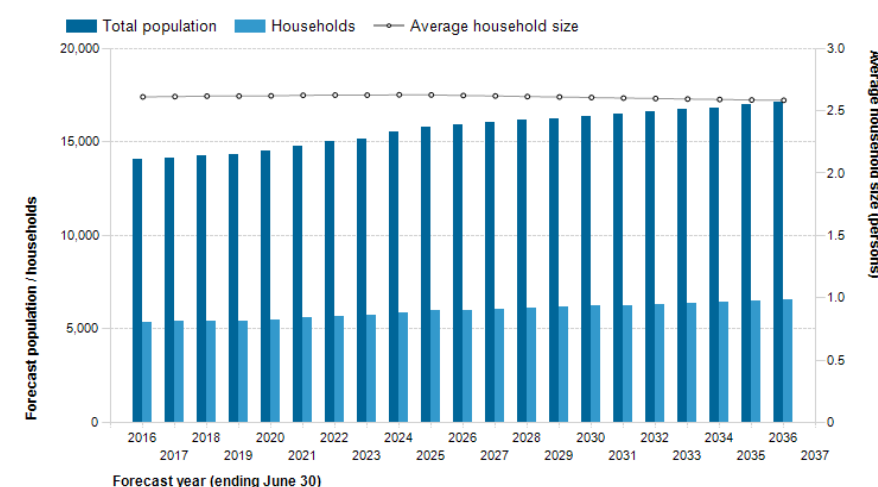


Figure 17. Forecast population, households and average household size (source: population forecast.id.)

### Age Characteristics

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

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

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

The forecast age structure is present in Figure 18.

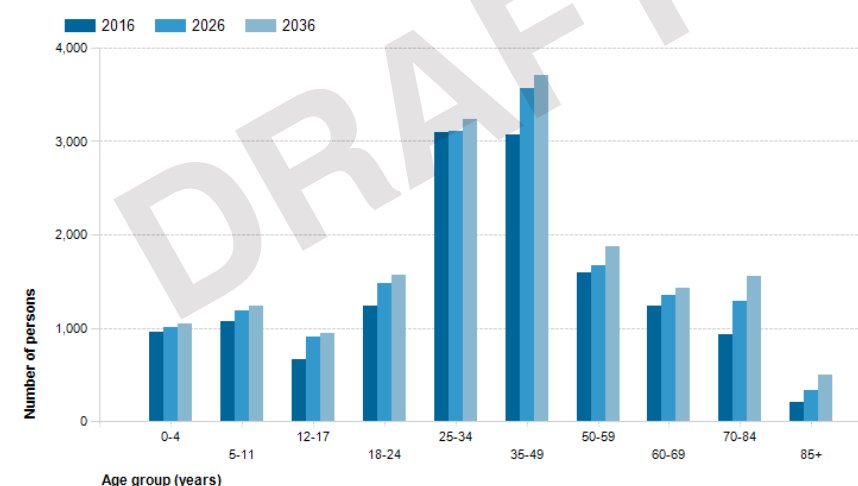


Figure 18. Forecast age structure (source: population forecast.id.)

### Summary

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

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

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



## 2.5 Recent Council Studies/Projects

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

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

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

### Affordable Housing Policy 2016-2031

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

### City of Ryde Bicycle Strategy (2014 Update)

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

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

### Children's Play Implementation Plan 2013

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

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

### Employment Lands Study 2016

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

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

### Integrated Transport Strategy 2016-2031

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

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

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

The Strategy also sets out actions to

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

### Libraries for Ryde 2014-2024

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

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

### Local Planning Study 2010

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

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

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



## Place Strategy 2017

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

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

## Night Time Economy Study 2016

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

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

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

## Social and Cultural Infrastructure Framework 2014

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

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

## Sport and Recreation Strategy 2016-2026

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

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

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

## Street Tree Master Plan 2013

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

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

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

## Summary

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

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





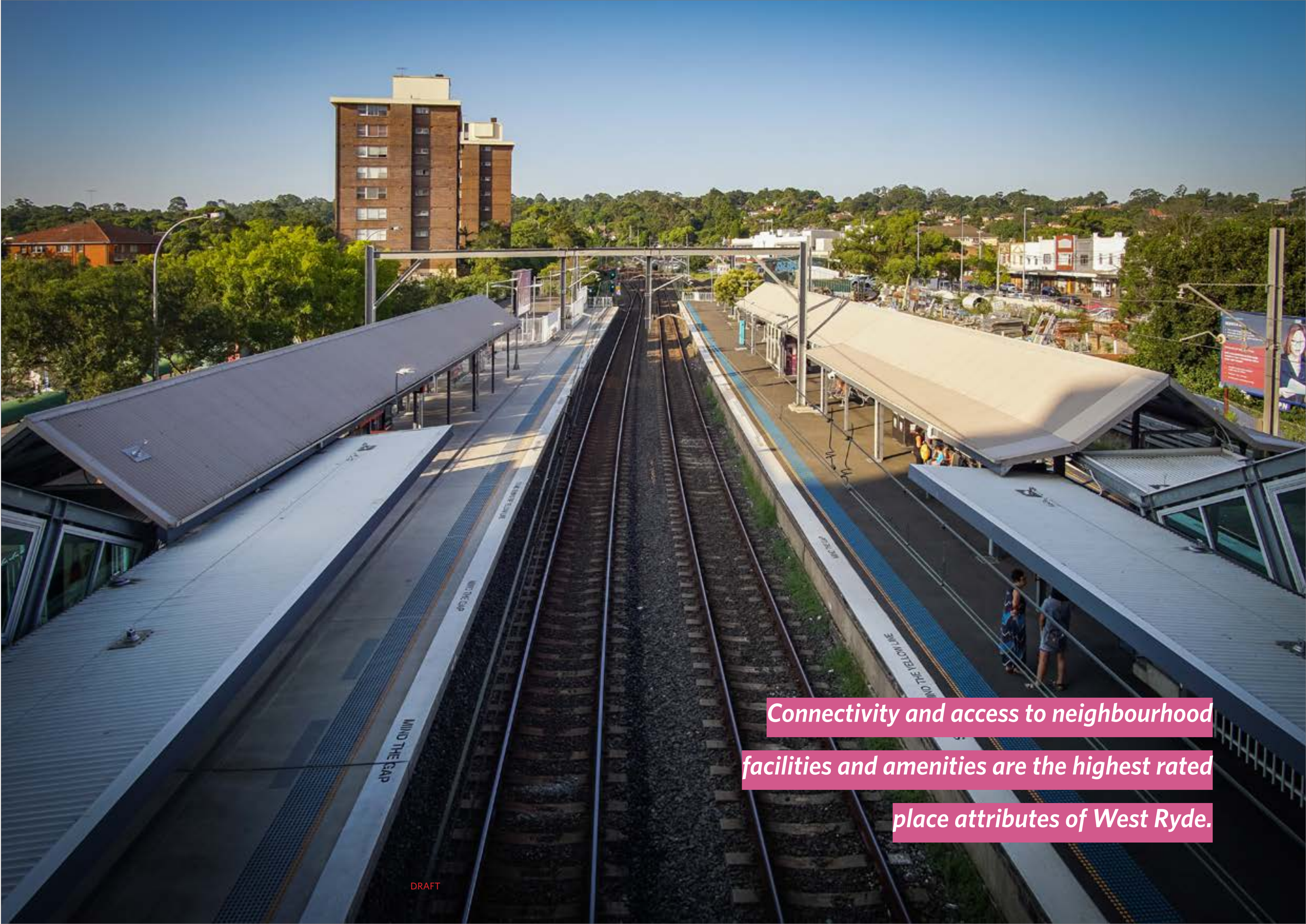
*Uniqueness, things to do in the evening and ease of driving and parking are the lowest rated place attributes of West Ryde.*



### 3. ANALYSIS





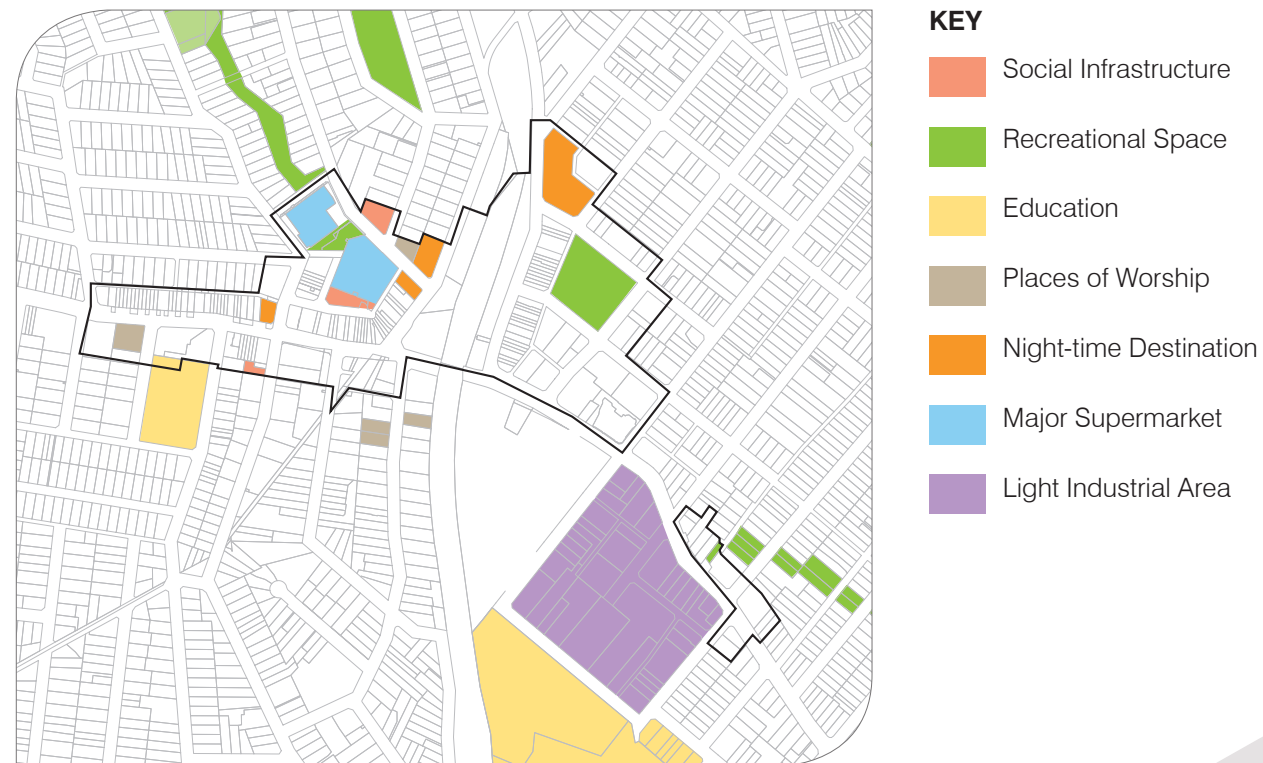


*Connectivity and access to neighbourhood facilities and amenities are the highest rated place attributes of West Ryde.*



### 3.1 Key Land Uses and Facilities

#### Facilities

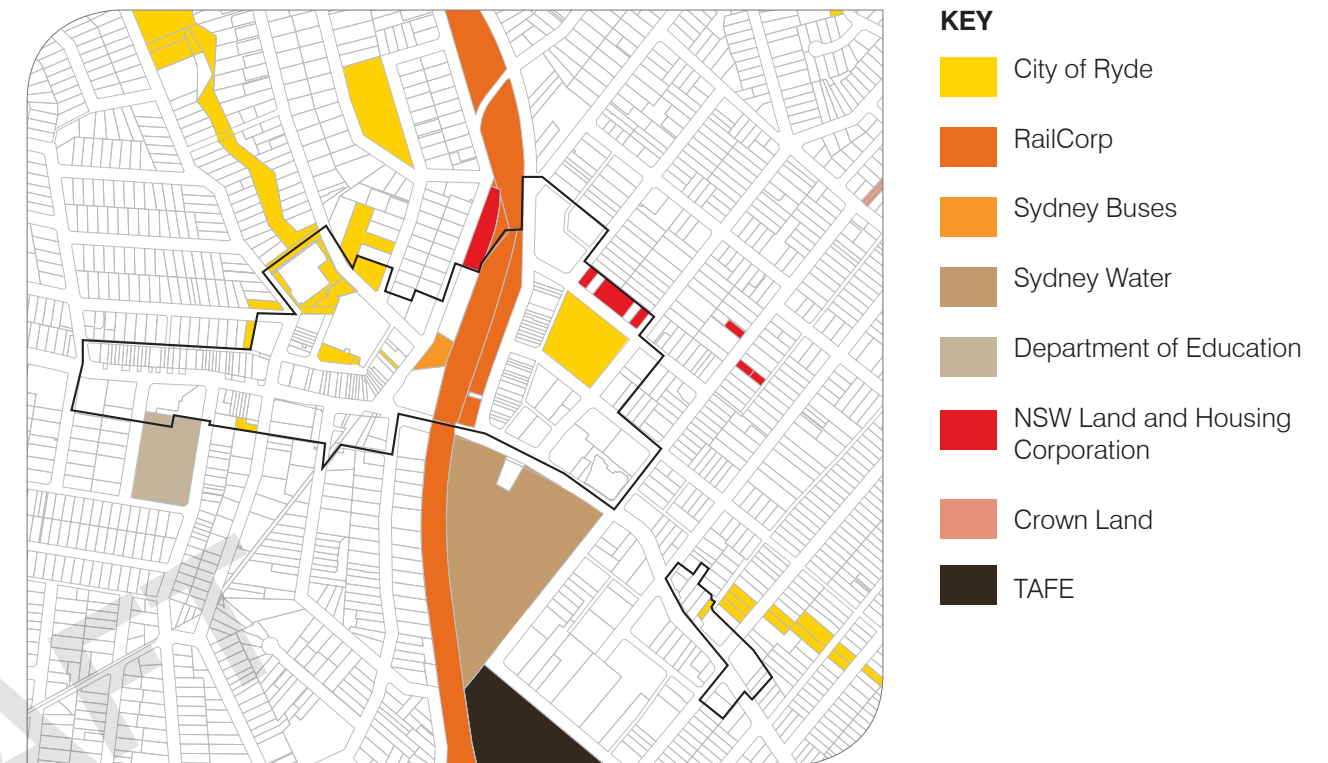


West Ryde is well-equipped with a number of important land uses and facilities within or near the Town Centre, including:

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

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

#### Public Land Ownership



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

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

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

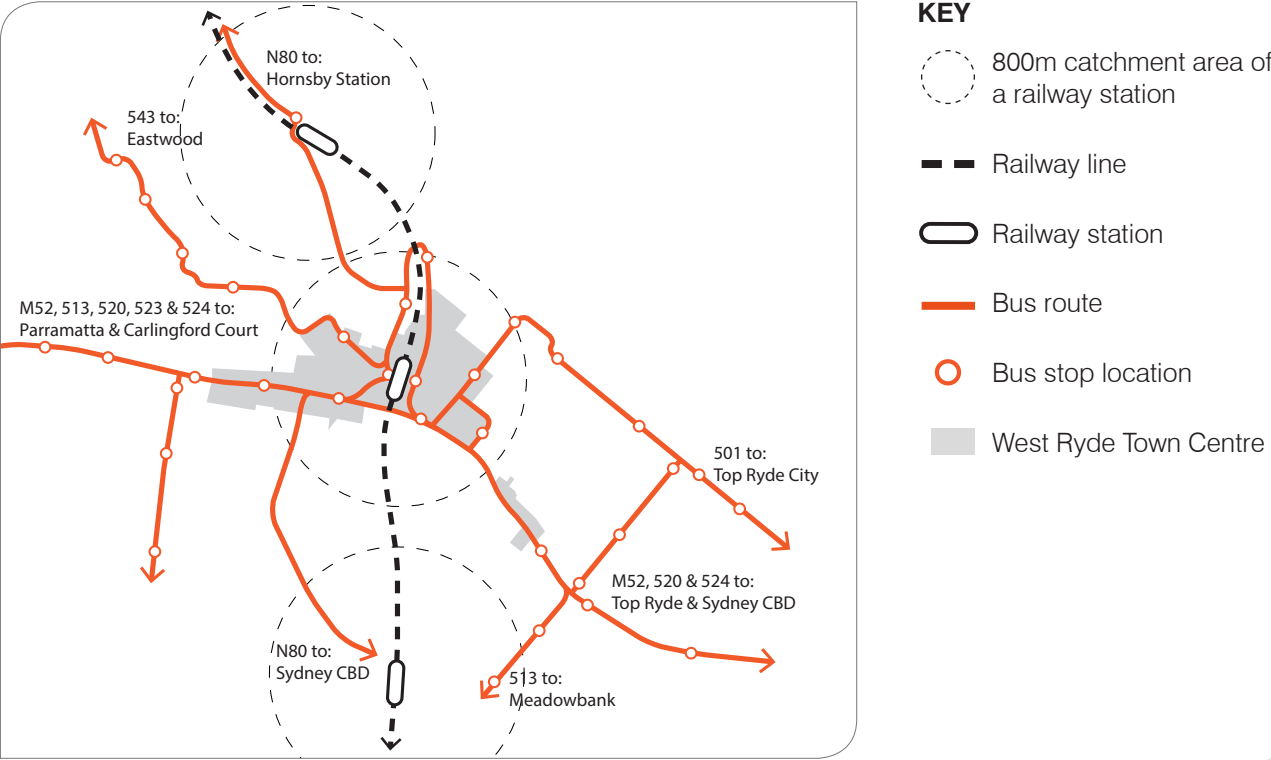
Sydney Water's Pumping Station facilities also occupy a significant area of lands on the southern side of Victoria Road and there has been interest to provide housing on the site.

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



## 3.2 Connectivity

### Public Transport



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

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

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

### Pedestrian Network

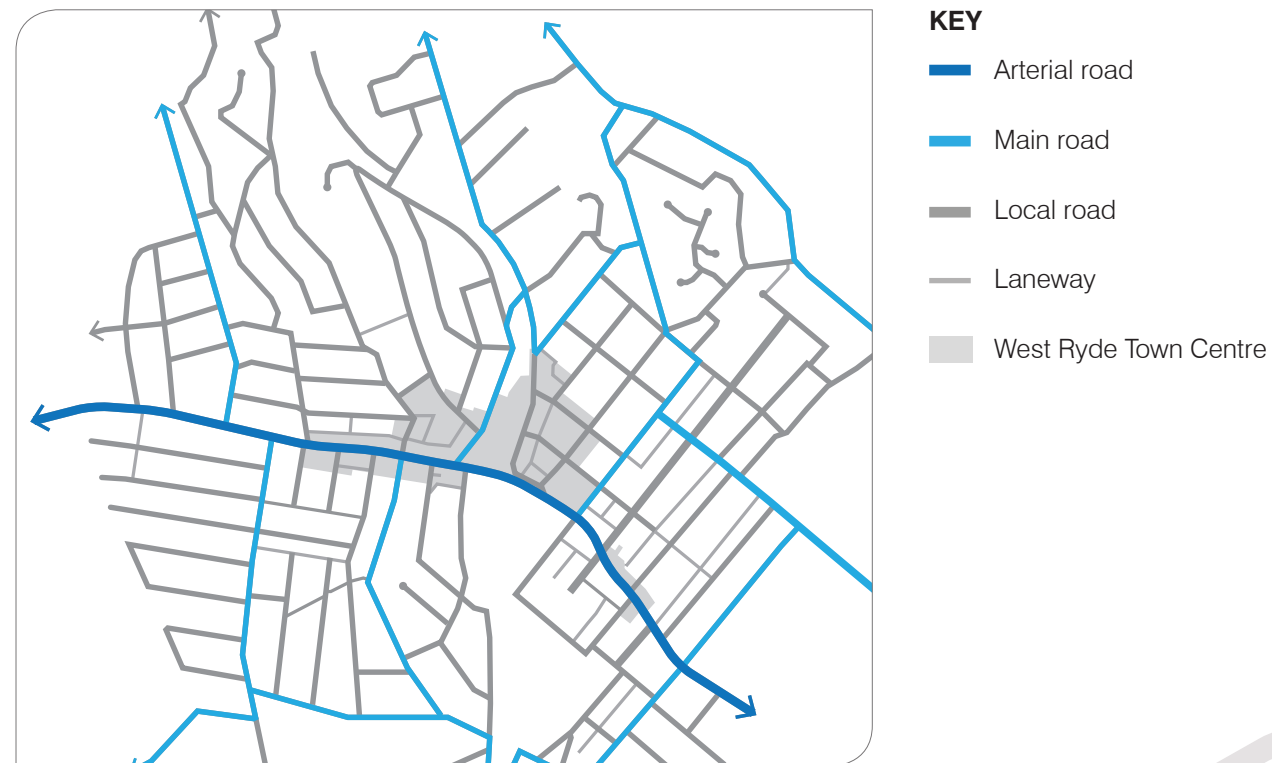


A good pedestrian network can improve retail activity and encourage visitors to an area. The pedestrian network of West Ryde Town Centre has the following characteristics:

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



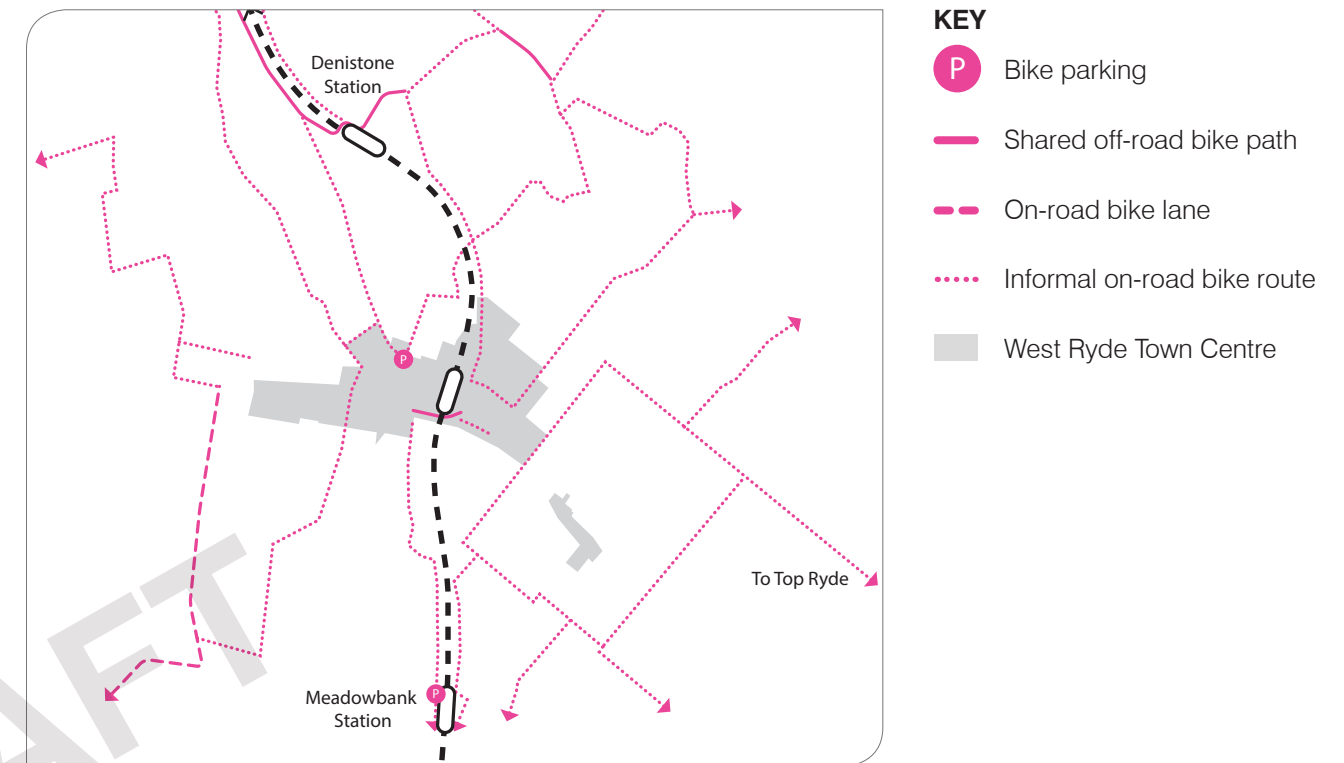
## Vehicular Network & Road Hierarchy



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

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

## Cycling Network



The cycling network in West Ryde has the following characteristics:

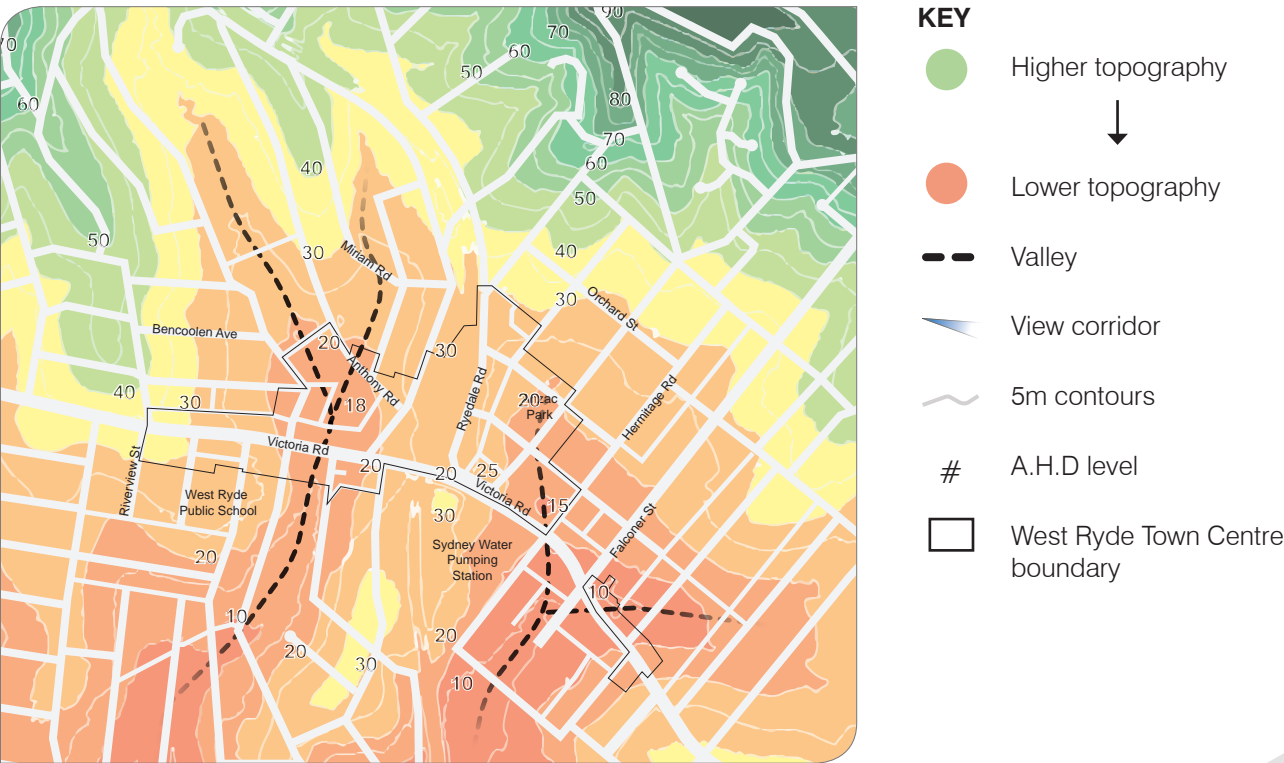
- Cycling routes are predominantly informal and on-road, i.e. cyclists have to compete with motorists for road space.
- There are currently no off-road bike path connections to West Ryde Town Centre.
- Bike parking facilities are only available on the western side of the Town Centre. No dedicated bike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

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



### 3.3 Natural Environment

#### Topography



- West Ryde Town Centre is located on a low point along Victoria Road. It is surrounded by a ridgeline to the north, east and west. South of Victoria Road, the land falls away towards the Parramatta River to the south.
- The topography generally slopes down from Denistone in the north towards Meadowbank in the south.
  - The lowest point of West Ryde Town Centre is at the eastern end in the B6 Enterprise Corridor area on Victoria Road; whereas the highest point of the Town Centre is at the western end on Victoria Road. The eastern and western ends have an approximately 20m height difference.
  - The town square of West Ryde is located near the convergence of two valley lines.

#### Drainage and flooding

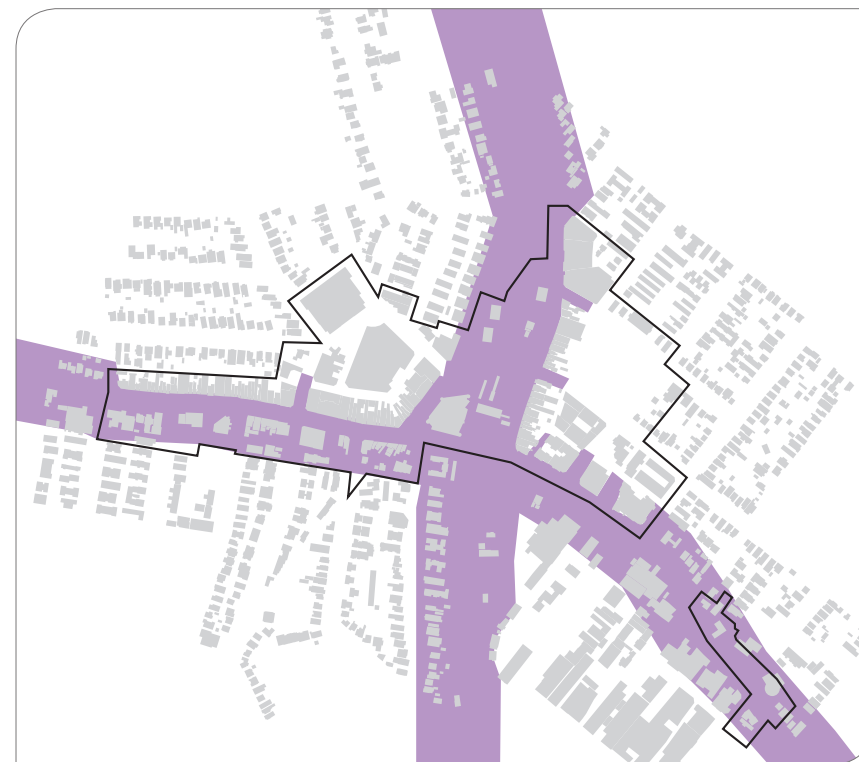


Due to the Town Centre's location in a valley, it has been subject to flooding in the past. The risk of major flooding has been alleviated to some extent through major infrastructure work. Council's stormwater has been upgraded with an underground tunnel that ensures most overland flow is directed under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

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



## Noise and Air Pollution



### KEY

- Indicative Area of Spread of Noise and Pollution
- Built form
- West Ryde Town Centre boundary

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

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

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

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

## Open Space



**Anzac Park**



**West Ryde Plaza**

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

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

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

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

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



## Tree Coverage

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

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

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

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



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

