

3.4 Built Environment

Existing Development Scale

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

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

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



KEY

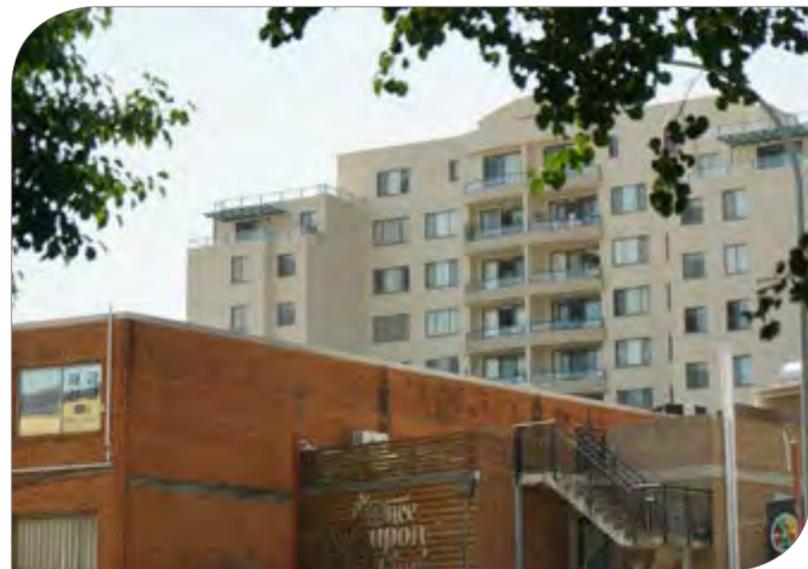
1 - 2 storeys

3 - 5 storeys

6 - 8 storeys

9 - 12 storeys

West Ryde Town Centre boundary



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



1-55 West Parade

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



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



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



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



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



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



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



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



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

Recent Major Development Approvals & Proposals

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

The approvals and proposals are summarised as follows:

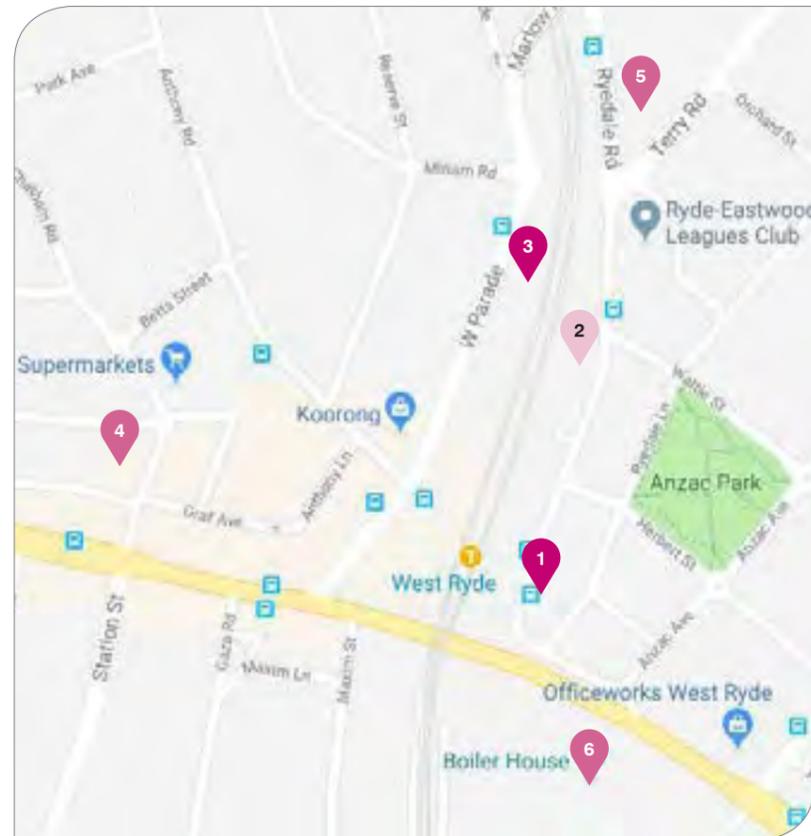


Figure 19. Locations of recent major approvals and proposals

KEY

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

1 17-21 Ryedale Road

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



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

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

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

The approval lapsed in January 2013.



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

3 63-77 West Parade

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

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

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

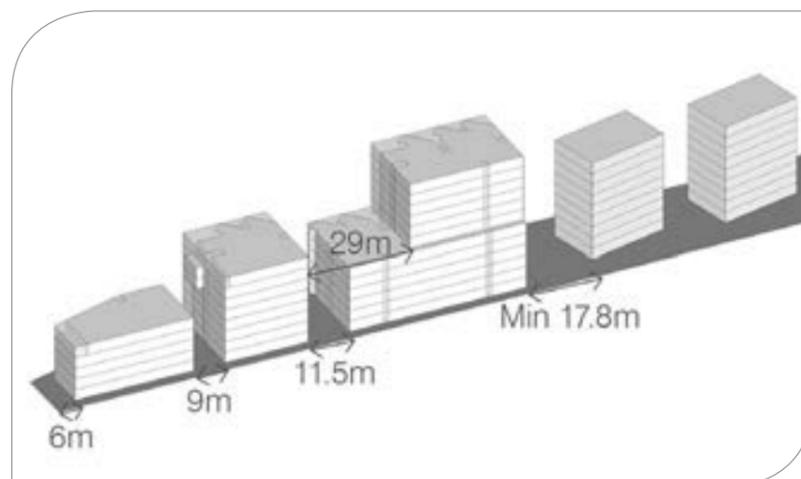


Figure 22. Approved Modification No.2 of 63-77 West Parade (courtesy of AJ+C)

4 2-6 Chatham Road

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

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

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



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

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

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

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

The proposal is currently under assessment by Council.

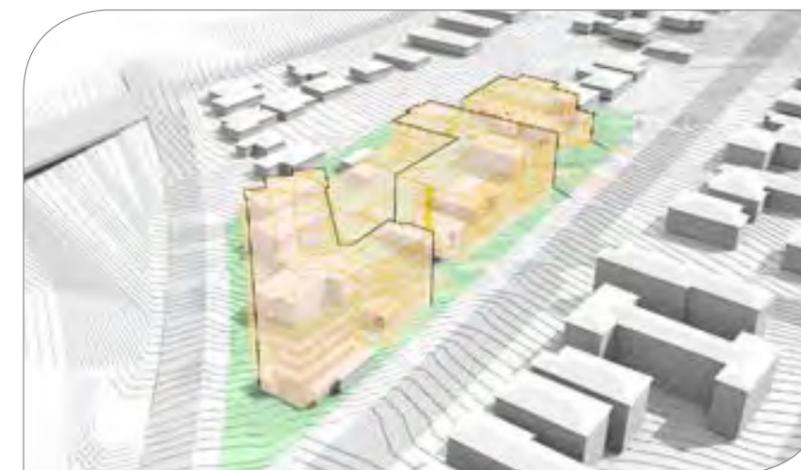


Figure 24. Concept proposal of 4-14 Terry Road & 127-133 Ryedale Road, Denistone (courtesy of Turner Hughes)

6 Sydney Water Pumping Station

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

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

Public Domain and Street Activation

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

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

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

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

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

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

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

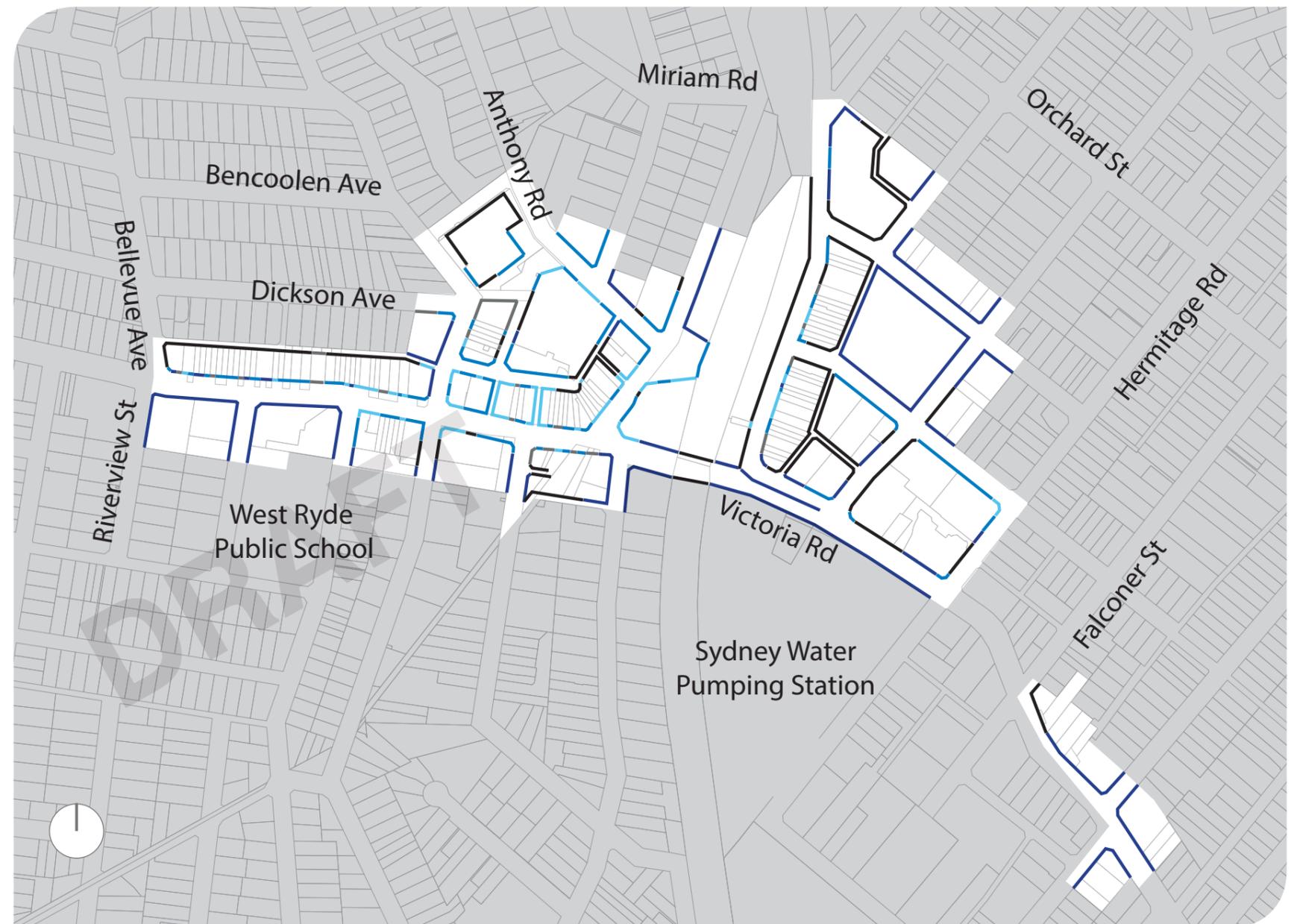


Figure 25. Existing activation levels of street frontages

KEY

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



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



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



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



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



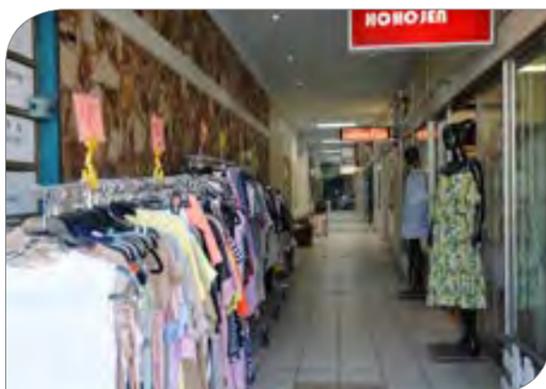
The plaza is intended to be the 'heart' of West Ryde but it lacks vegetation and its interface is compromised by ramps and stairs due to flood hazards.



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



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



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



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



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

Public Domain Works

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

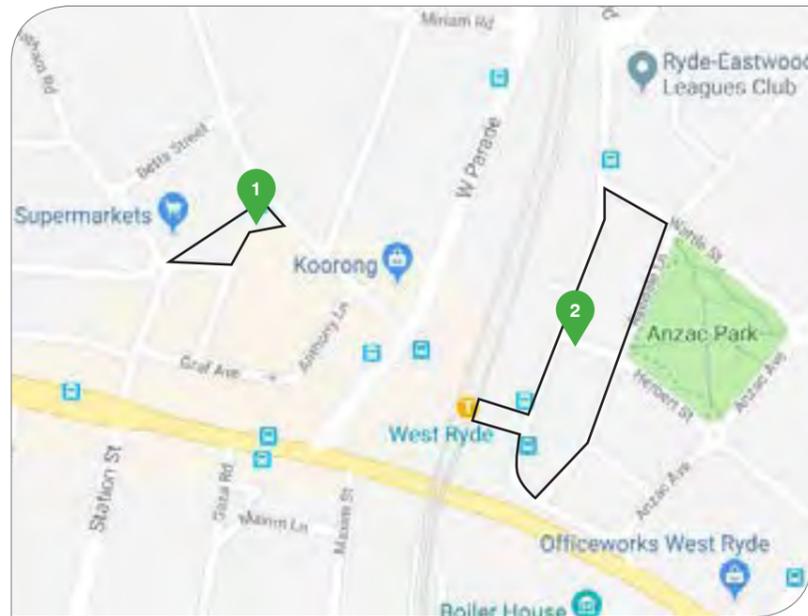


Figure 26. Locations of future public domain works

KEY

Recent / future public domain works

1 West Ryde Plaza Embellishment

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

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



Figure 27. Embellished West Ryde Plaza

2 Ryedale Road Public Domain Upgrade

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

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



Figure 28. Area of public domain upgrade on Ryedale Road

Views and Vistas

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

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

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

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

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

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



KEY

-  View corridor
-  West Ryde Town Centre boundary



3.5 Development Constraints

Heritage and Conservation Areas



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

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

Uses Unlikely to Redevelop



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

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

Large Strata Titled Properties or Fragmented Small Lots

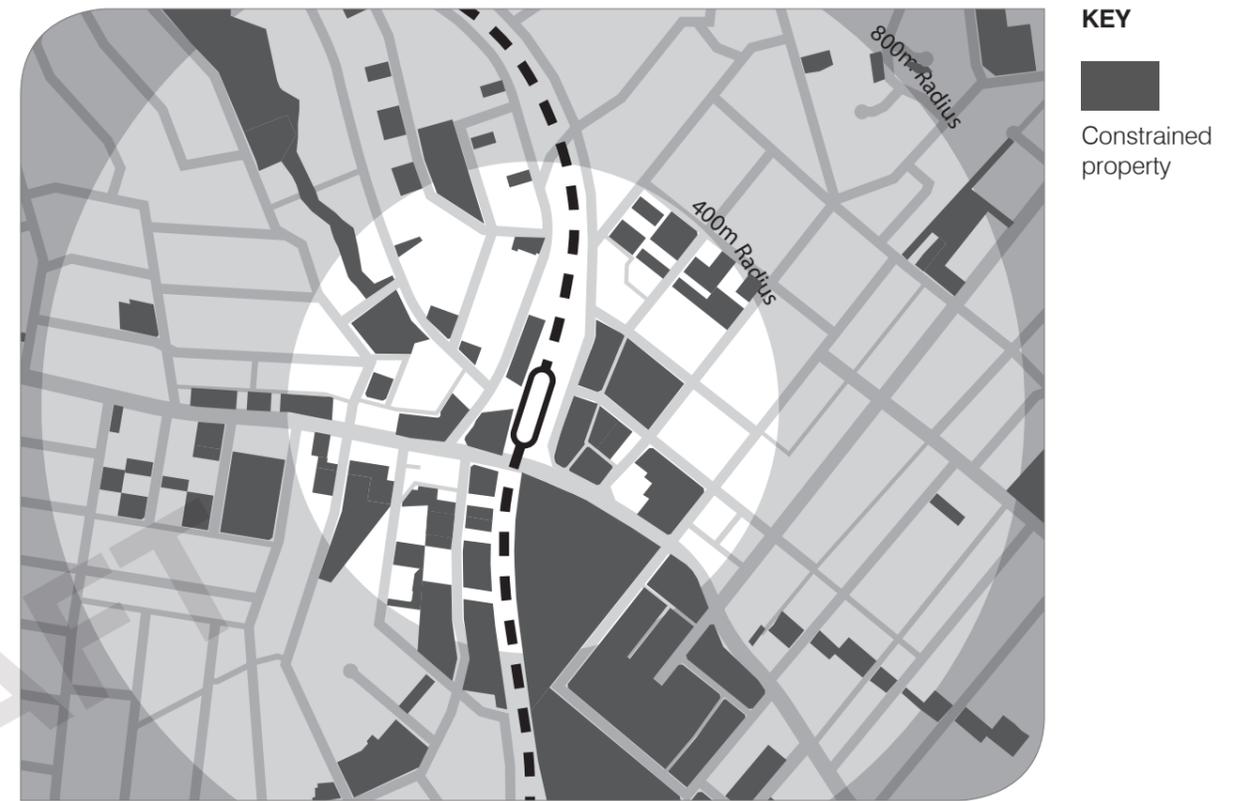


Existing strata titled properties with a large number (16 and over) of owners are unlikely to be redeveloped in the short to medium terms because it is usually very difficult for the majority of such a large number of owners to come to a consensus. They are typically mixed-use or residential developments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

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

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

Composite Mapping of Development Constraints



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

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

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

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

3.6 Section Conclusion

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

Weaknesses

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

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

Strengths

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

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

Opportunities

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

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

Constraints

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

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

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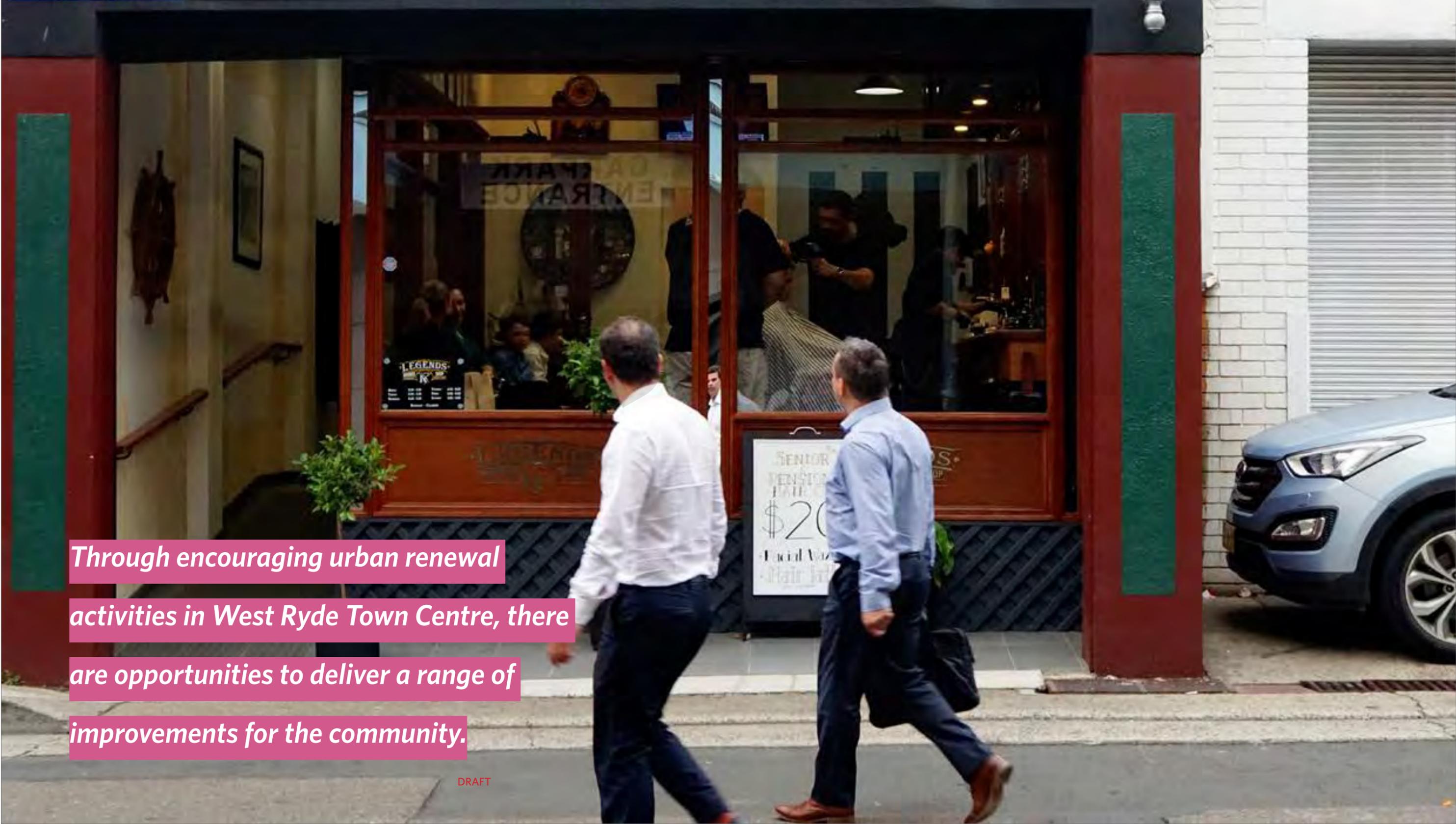
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LEGENDS

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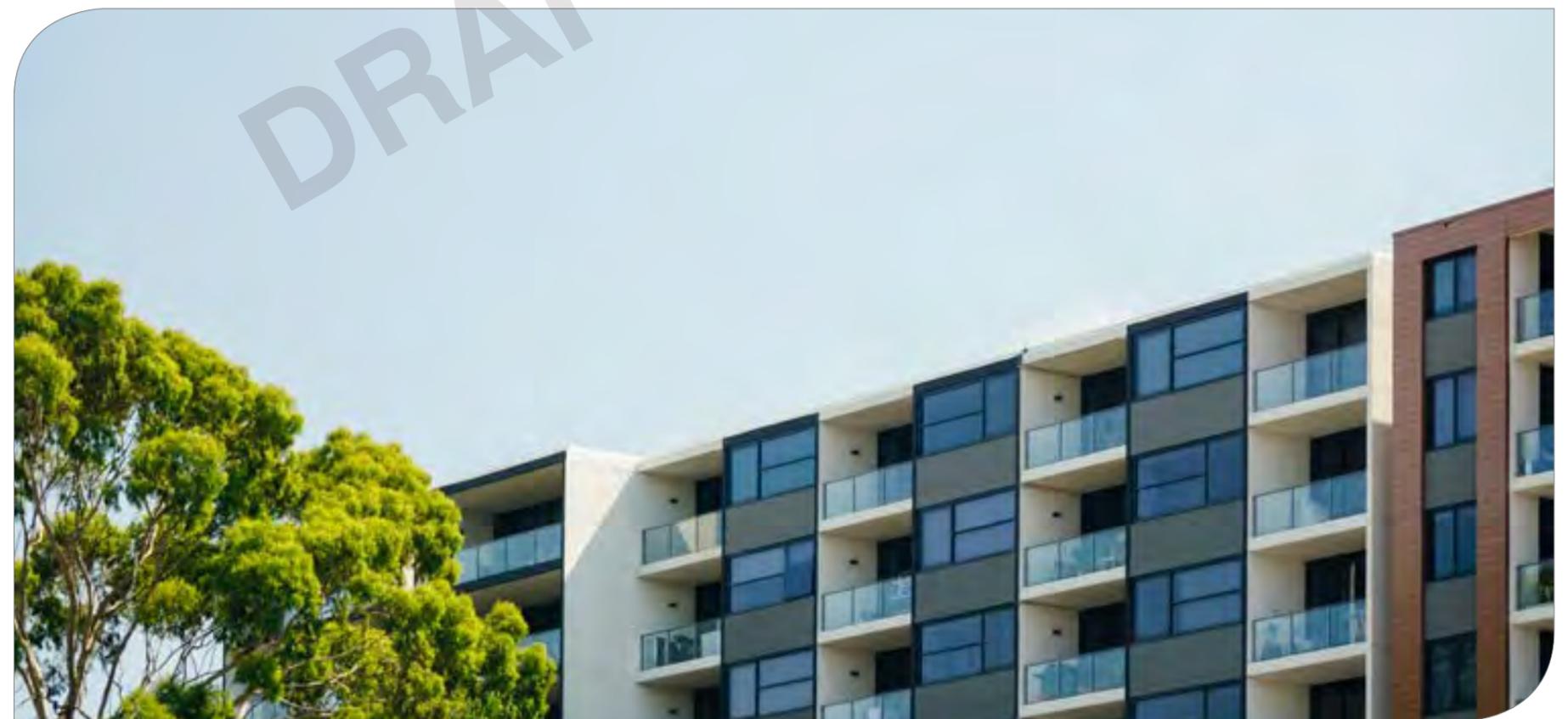


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Through encouraging urban renewal activities in West Ryde Town Centre, there are opportunities to deliver a range of improvements for the community.

4. REVITALISATION



4.1 Town Centre Precincts

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

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

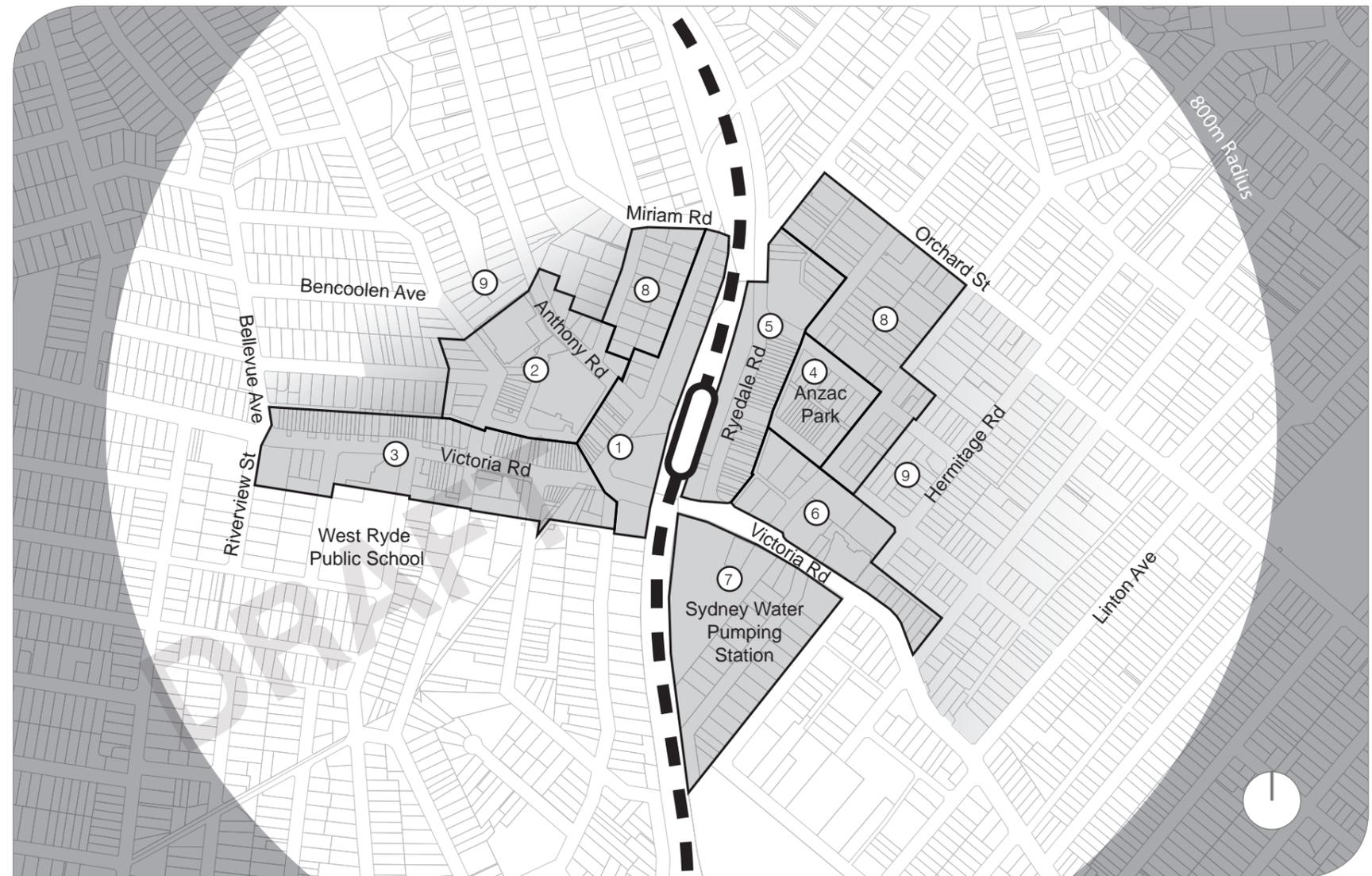


Figure 29. Key precincts within the Mater Planning area

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

1. Station Precinct



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

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

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

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

Desired Future Character

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

There are opportunities to improve:

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

2. Town Centre Core Precinct



Town Centre Core Precinct, viewing northwest from Anthony Road.



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

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

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

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

Desired Future Character

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

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

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

3. Victoria Road West Precinct



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



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

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

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

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

Desired Future Character

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

There are opportunities to:

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

4. Anzac Park Precinct



Anzac Park, viewing to the play areas.

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

Desired Future Character

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

5. Ryedale Road Precinct



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



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

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

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

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

Desired Future Character

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

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

There are opportunities to:

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

6. Victoria Road East Precinct



Victoria Road East Precinct, viewing north from Anzac Avenue.

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

Desired Future Character

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

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

7. Pumping Station Precinct



Pumping Station Precinct, viewing southeast from Victoria Road.

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

Desired Future Character

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

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

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

8. Medium-Rise Residential Precincts



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

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

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

Desired Future Character

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

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

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

9. Low to Medium-Density Transition Precincts



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

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

Desired Future Character

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

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

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

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

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

4.2 Height Strategies

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

Building Height Analysis

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

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

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

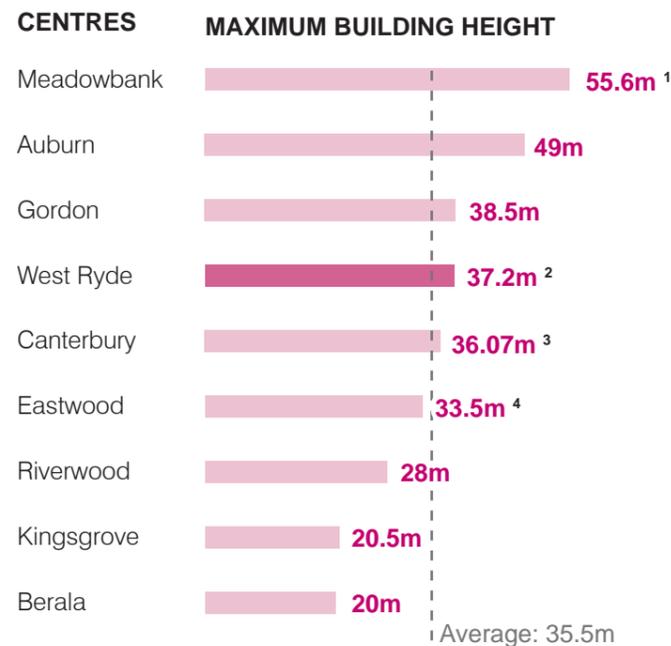


Figure 30. Maximum allowable building heights of Local Centres



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

Source of information:

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

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

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

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

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

1. Baseline Scenario
2. Incentivised Scenario

These strategies are presented on the following page.

Existing Scale

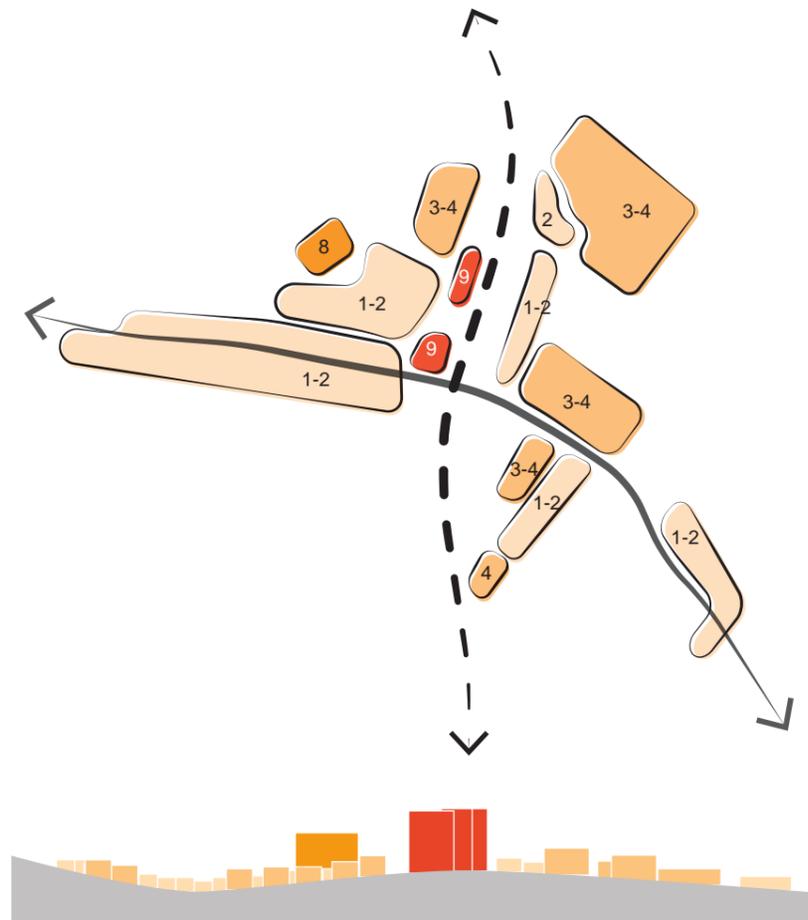


Figure 32. Indicative city skyline of West Ryde along Victoria Road (existing condition)

Proposed Option 1 (Baseline Scenario)

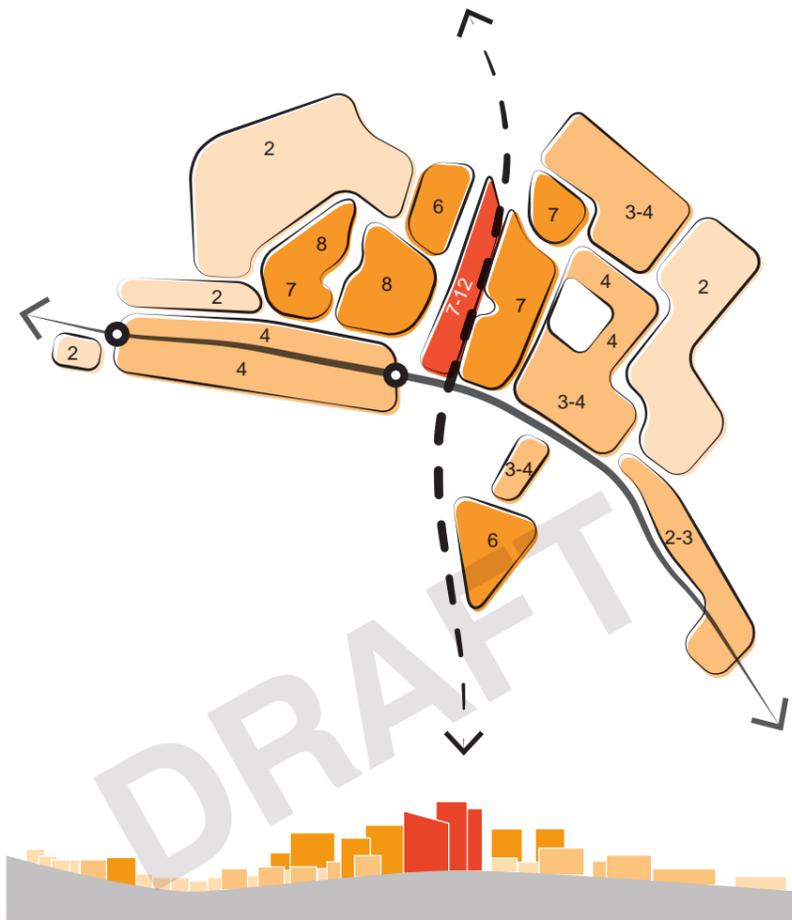


Figure 33. Indicative city skyline of West Ryde along Victoria Road (Proposed future baseline scenario)

Proposed Option 2 (Incentivised Scenario)

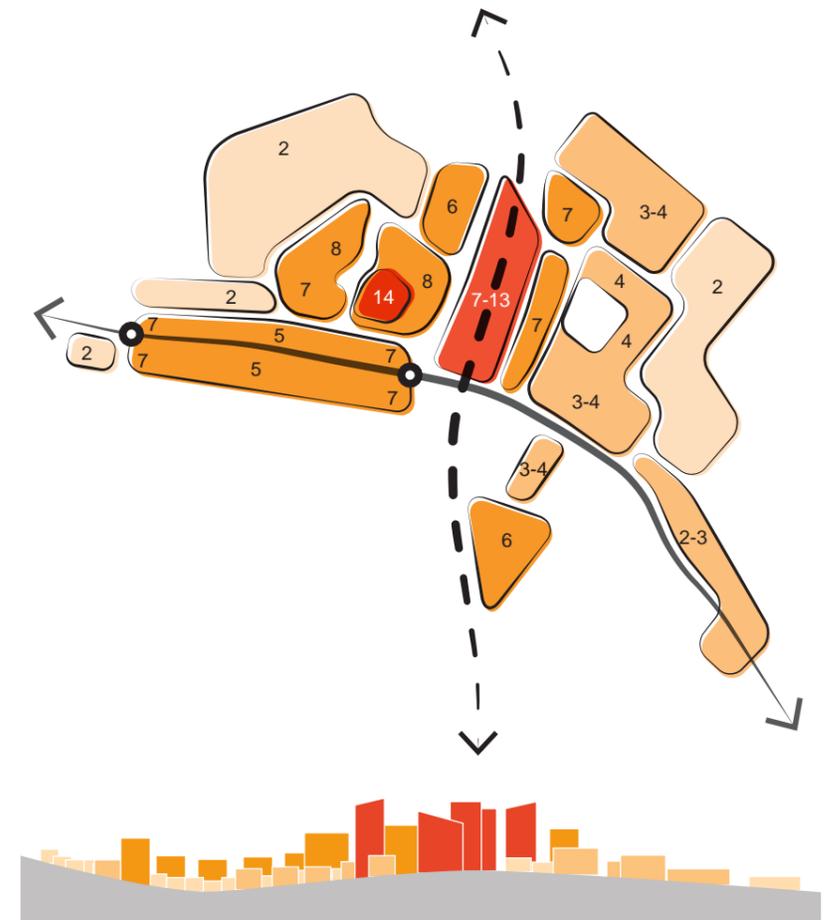


Figure 34. Indicative city skyline of West Ryde along Victoria Road (Proposed future incentivised scenario)

KEY

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

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

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

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

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

4.3 Strategy 01: Public Domain

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

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



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



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



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



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



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



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

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

1. Expanding West Ryde Plaza

Create an additional and sunny public space at the northern end of the Marketplace Shopping Centre.

2. Creating a new public park

Investigate opportunity to create a new park on the existing Council land.

3. Creating a new pedestrian mall

Close off a section of Market Street and turn it into a fully pedestrianised area which can potentially be used for flea markets and festivals.

4. Creating a pocket plaza on Ryedale Road

Create a new gathering space facing Herbert Street, potentially be delivered as a form of public benefit by redeveloping the RailCorp site.

1. Upgrading Anthony Road

Investigate opportunity to create bulb-outs at the West Parade corner. Investigate opportunity to provide street tree planting in Anthony Road.

2. Upgrading Dickson Avenue / Chatham Road corner

Investigate opportunity to create bulb-outs at street corners and safe pedestrian crossing.

3. Upgrading Reserve Street / Anthony Road corner

Investigate opportunity to create a raised crossing.

4. Upgrading railway forecourt

Redesign the station entry and enhance pedestrian crossing on Ryedale Road; potentially be delivered as a form of public benefit by the redevelopment of RailCorp site.

5. Upgrading Herbert Street between Ryedale Road and Ryedale Lane

Investigate opportunity to create a raised pedestrian crossing in combination with bulb-outs at street corners.

6. Upgrading Wattle Street / Ryedale Road corner

Investigate opportunity to create bulb-outs and a corner plaza.

7. Upgrading bus interchange

Investigate opportunity to upgrade existing bus interchange including the taxi pick-up/drop-off area.

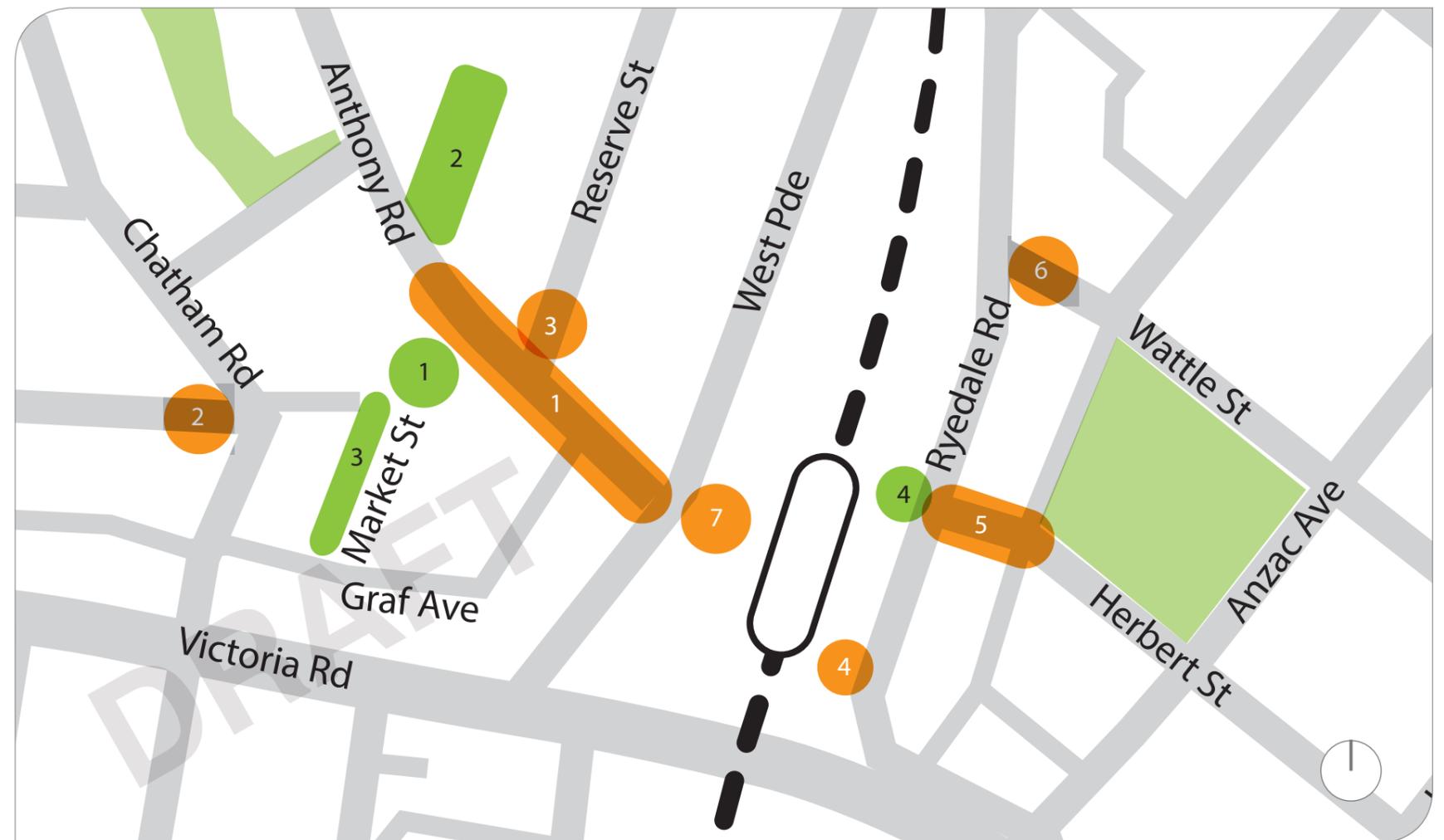


Figure 35. Opportunity for public domain improvements in West Ryde Town Centre

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

4.4 Strategy 02: Land Use

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



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



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



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



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



Retain existing industrial uses adjacent to West Ryde Town Centre.



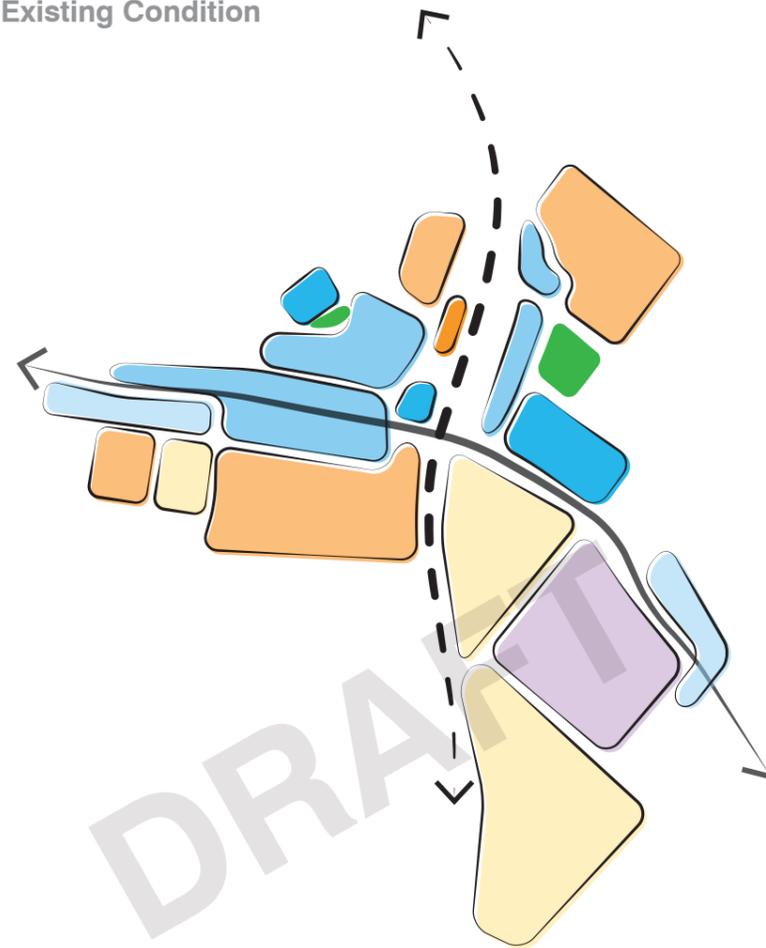
Encourage mix-use development on the RailCorp site on Ryedale Road to help activate the business area and create a buffer from the impact of the infrastructure.

Town Centre Structure

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

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

Existing Condition



Proposed Future

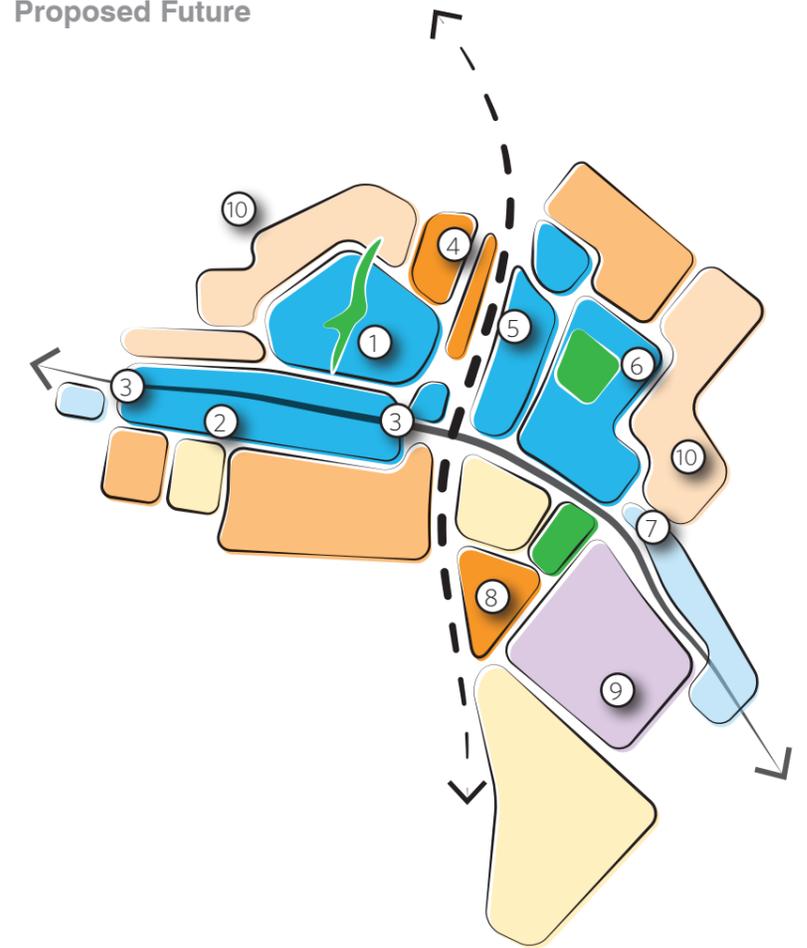


Figure 36. Proposed future land use structure of West Ryde Town Centre

KEY

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

4.5 Strategy 03: Movement Network

Pedestrian Connections:

Objective:

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

Strategies & Recommendations:

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

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

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

Vehicle Connections:

Objective:

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

Strategies & Recommendations:

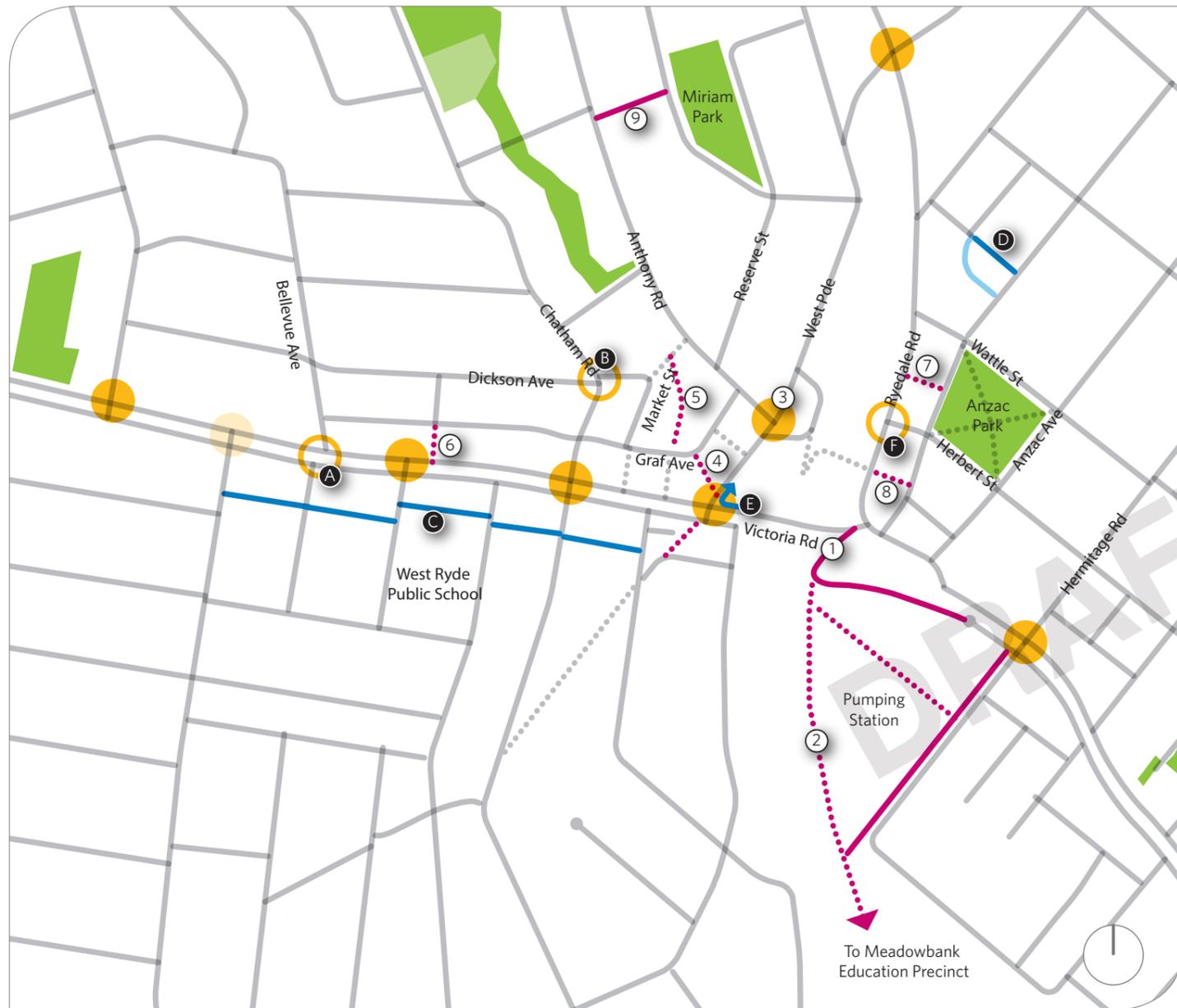
- A. **Investigating relocation of traffic lights to the Victoria Road and Bellevue Avenue / Riverview Street intersection**
By relocating the adjacent traffic lights from Adelaide Street to Bellevue Avenue / Riverview Street intersection, it enables a north-south vehicle connection across Victoria Road,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

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

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

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

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



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

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

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

4.6 Strategy 04: Movement and Place Strategy

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

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

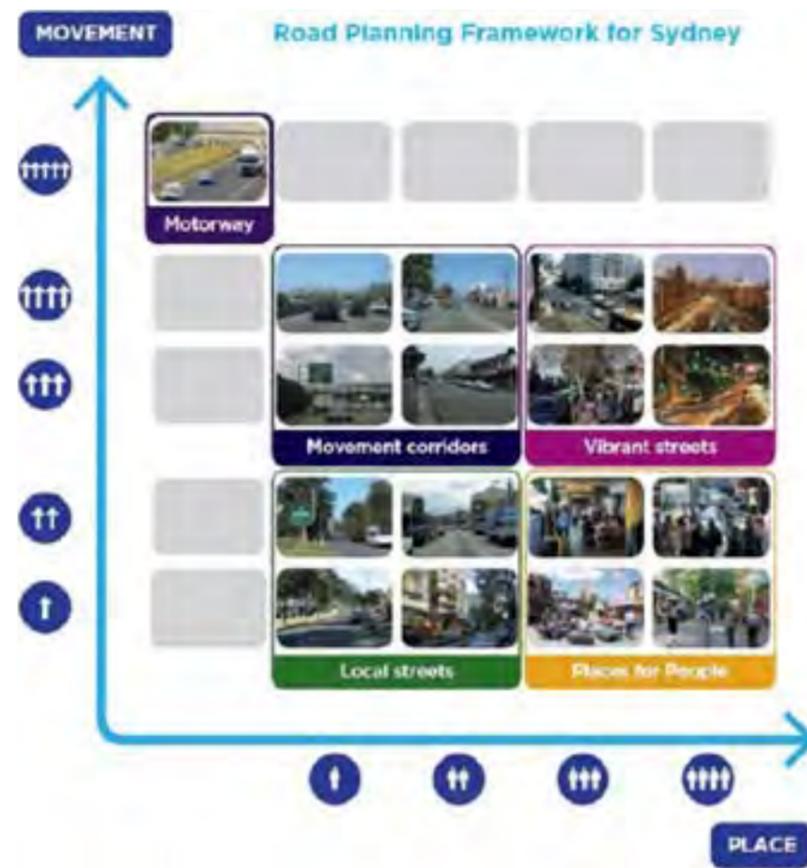


Figure 38. Movement and Place matrix (source: Transport for NSW)

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

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

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

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

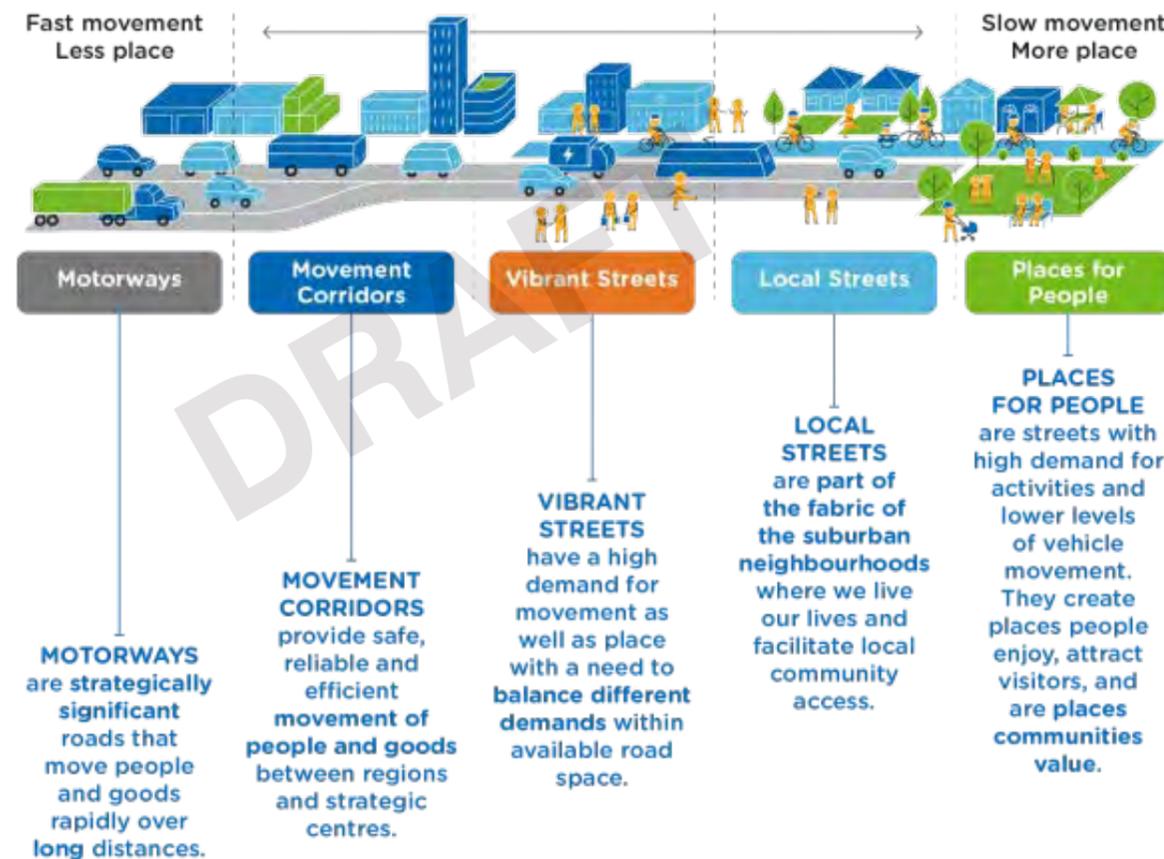


Figure 39. Movement and Place definitions (source: Transport for NSW)

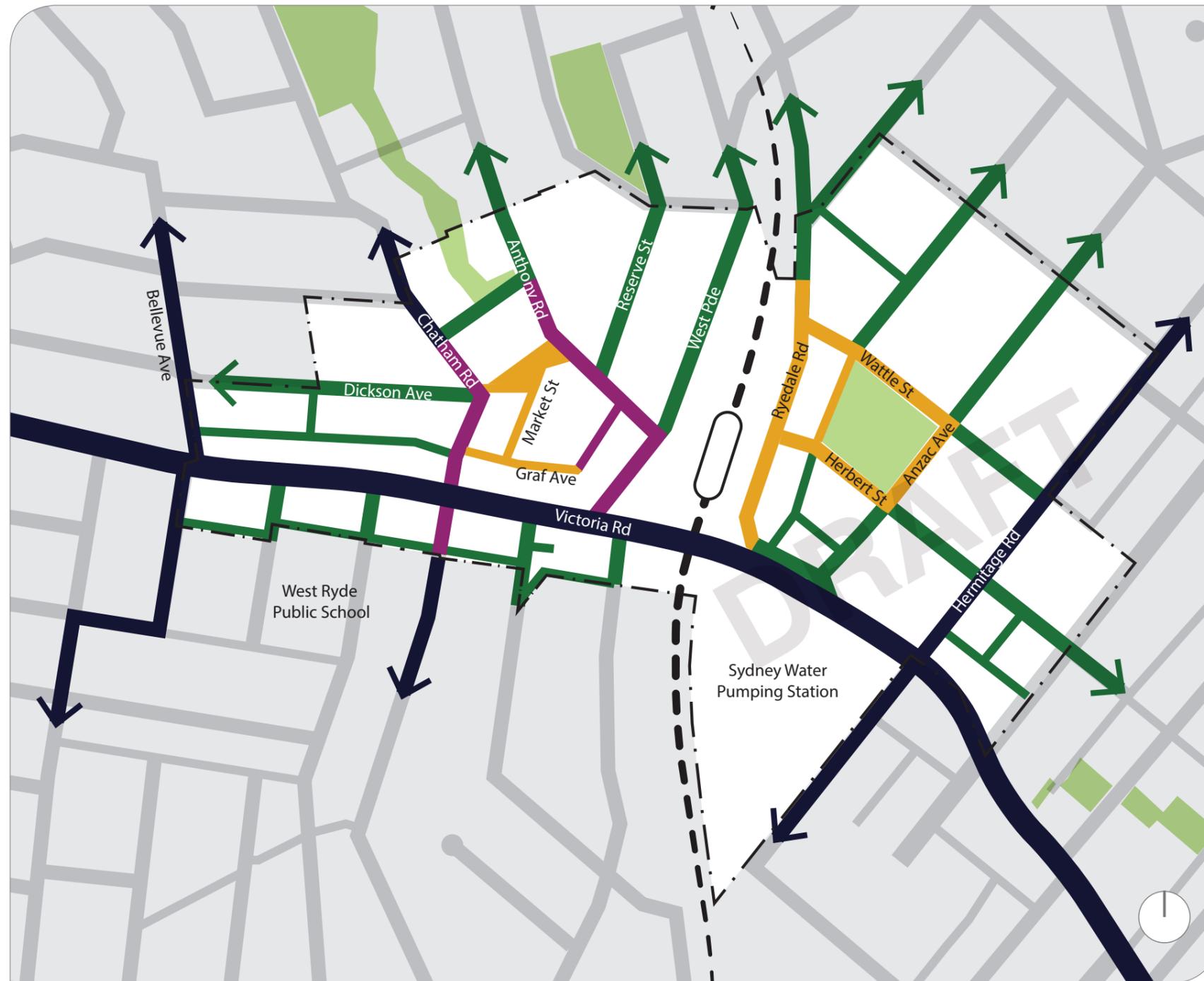


Figure 40. Proposed 'Movement and Place' in West Ryde Town Centre

4.7 Strategy 05: Landscape

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



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



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



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



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



Figure 41. Proposed landscape works in West Ryde Town Centre

KEY

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



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

4.8 Strategy 06: Urban Form

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



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



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



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



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



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



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

4.9 Catalyst Sites



KEY

 Short to Medium Term

 Medium to Long Term

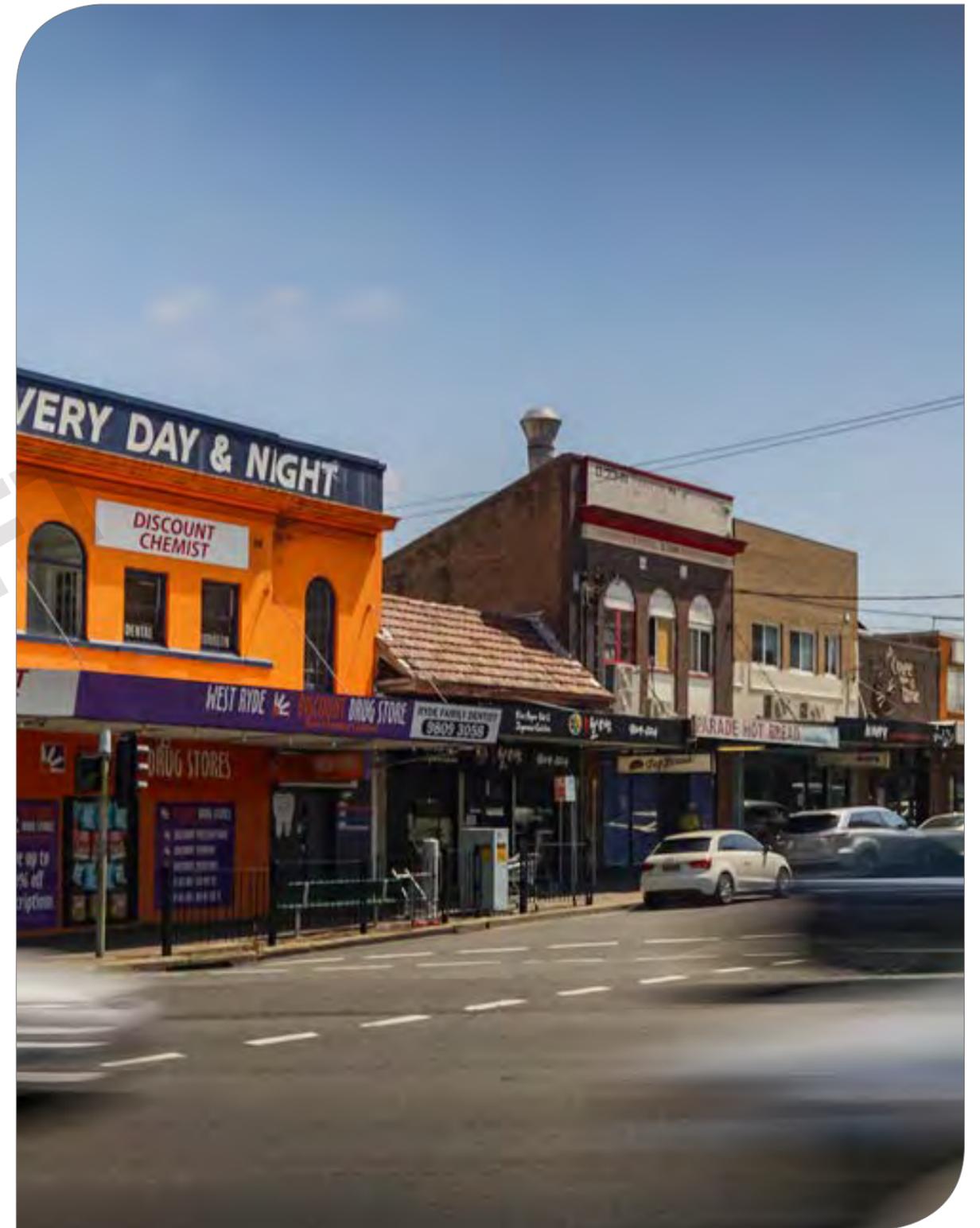
 Study Area

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

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

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

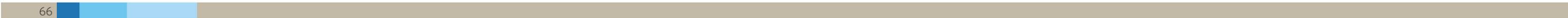
In order to realise the desired future character of different precinct, this Strategy has set out a role for each local street and road corridor based on the Transport for NSW's 'Movement and Place' framework in the next section.





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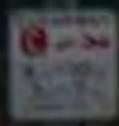
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APN

LOW CLEARANCE
4.5m



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West Ryde Town Centre Revitalisation Strategy

DRAFT 2019