

7.1 Illustrative Masterplan

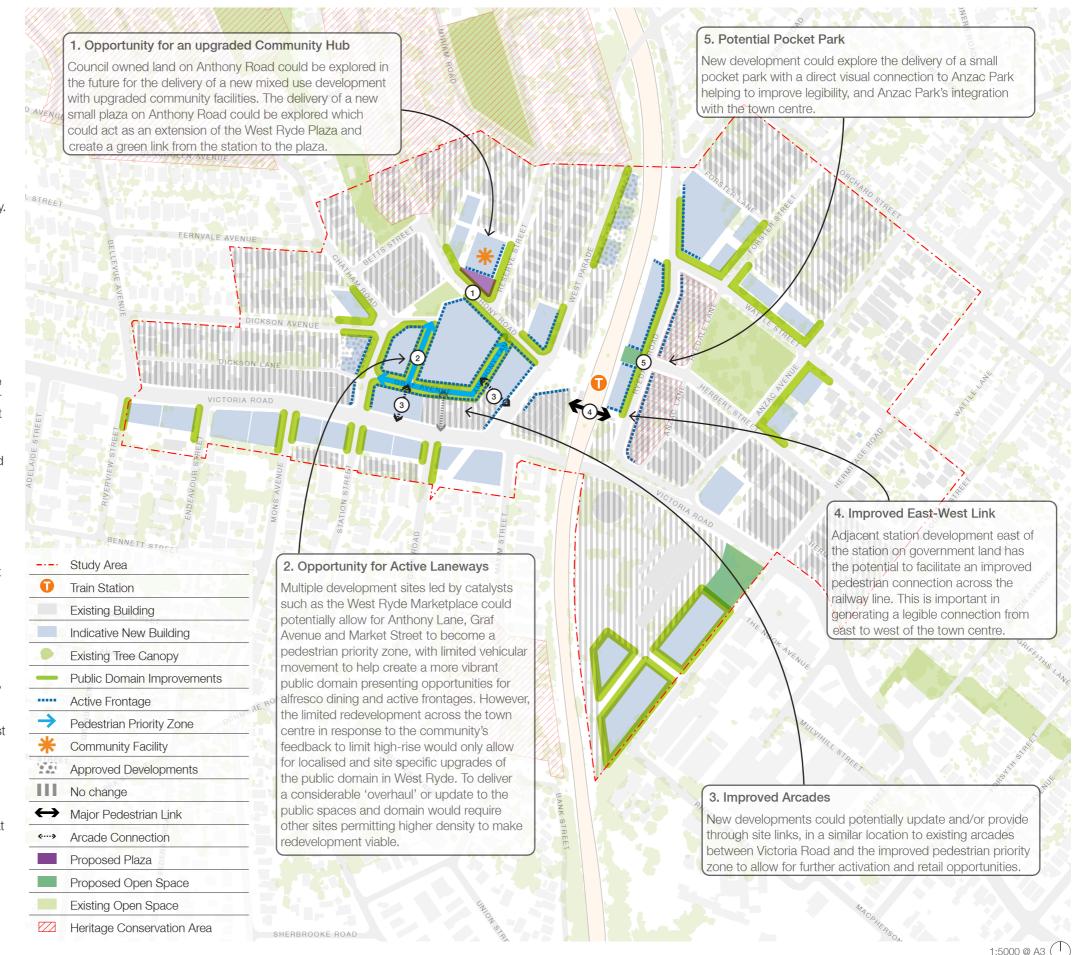
Option 1 builds on the Baseline Scenario in the draft Strategy. Option 1 focuses on the delivery of change within the West Ryde Town Centre from the redevelopment of a few key sites that are likely to be redeveloped (or 'turned over') in the short-medium term as the site conditions (i.e. size, location, street frontage, and dimensions), ownership, and costs make it more viable for development. Key sites are shown as 'Indicative New Buildings' on the masterplan as their site conditions make these sites more viable for redevelopment under the current market conditions. This Option does not exclude other sites redeveloping. However to encourage the necessary site amalgamation needed to deliver sites with the minimum land size needed to make redevelopment viable (or 'stack up') for private landowners in the current development market would require permitting greater building heights and density. As a result, this Option would likely result in limited and sporadic redevelopment over an uncertain and extended time frame.

Whilst this Option responds to the community's feedback to limit high-rise and over-development, it is limited in its ability to improve the public domain of West Ryde via development contributions or Voluntary Planning Agreements because of the low incentive for development. The scale of development proposed does not allow for much more additional improvements beyond the development sites and their immediate context. (i.e. through street improvements associated with the pedestrian infrastructure adjoining the development sites).

This Option is comparable to the current state of West Ryde, whilst having learned the lessons from the recent past which had a few larger sites (i.e. Coles development) redeveloping on an ad-hoc basis and delivering some public benefit. Whilst Council is aware of the community's sentiment towards the scale and built form of the Coles site, its redevelopment resulted in the delivery of the community centre and community hall on 3-5 Anthony Road, West Ryde.

The preparation of a masterplan can help Council ensure that the height and scale of buildings are better managed, whilst still encouraging some redevelopment.

Note: New building footprints are indicative only and require detailed urban design testing to determine built form and Apartment Design Guideline compliance

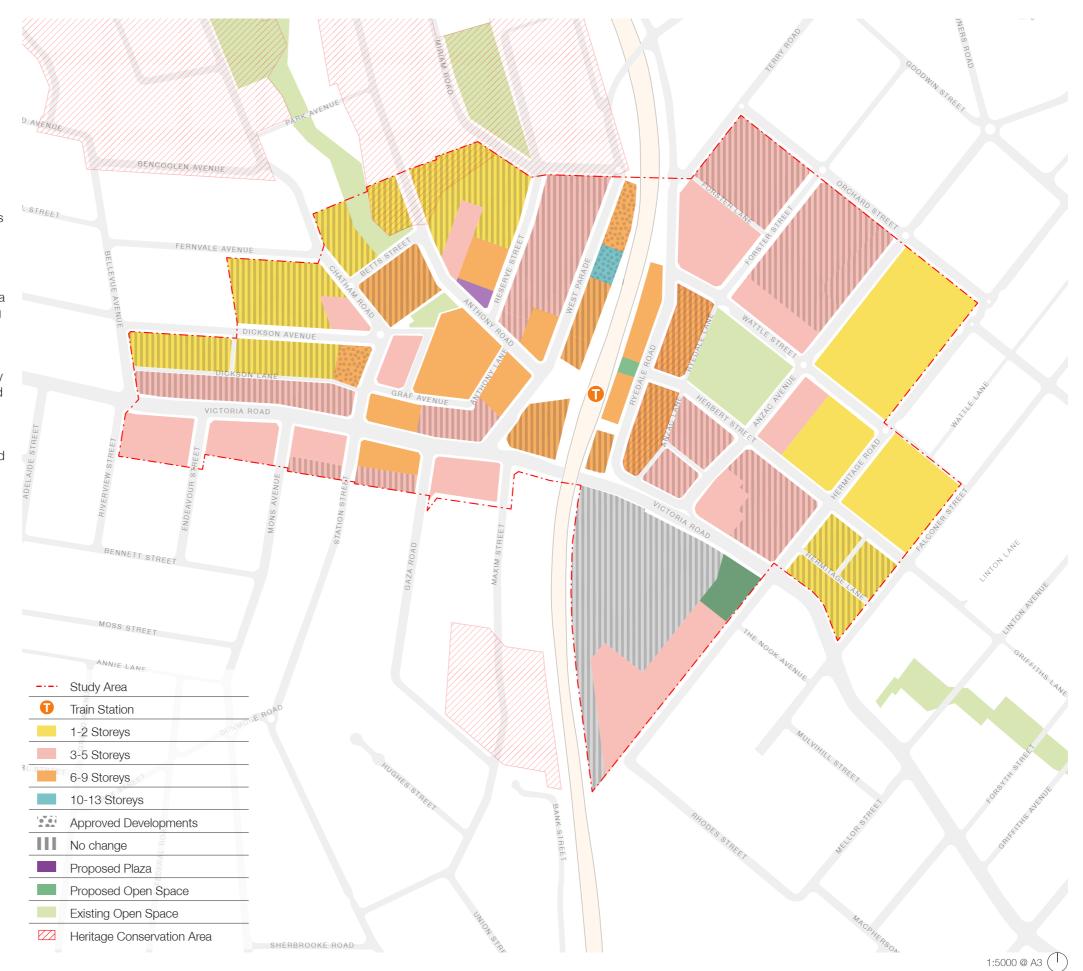


7.2 Heights

The height plan for Option 01 expresses generally low heights overall with most of the Town Centre seeing no change from existing conditions.

Key sites that can accommodate uplift in height and density have generally been limited to 6-9 storeys within the core area west of the train station. Under this option, the tallest building within the Town Centre is the already approved development on the Land and Housing Corporation site to the north of the station along West Parade. The building envelope (i.e. size and scale) for the redevelopment of this site was approved by the State Government. Other areas largely remain unchanged due to feasibility, therefore the height is more sporadic.

The following pages express the indicative height and outcomes of several character areas along with principles and built form design drivers that have been recommended be adopted to achieve the height and density shown here.



7.3 Character Areas

Town Centre Core

Scale: Low-Medium

Public Benefits: Low-Medium Height General: 2-9 storeys Height Maximum: 6-9 storeys

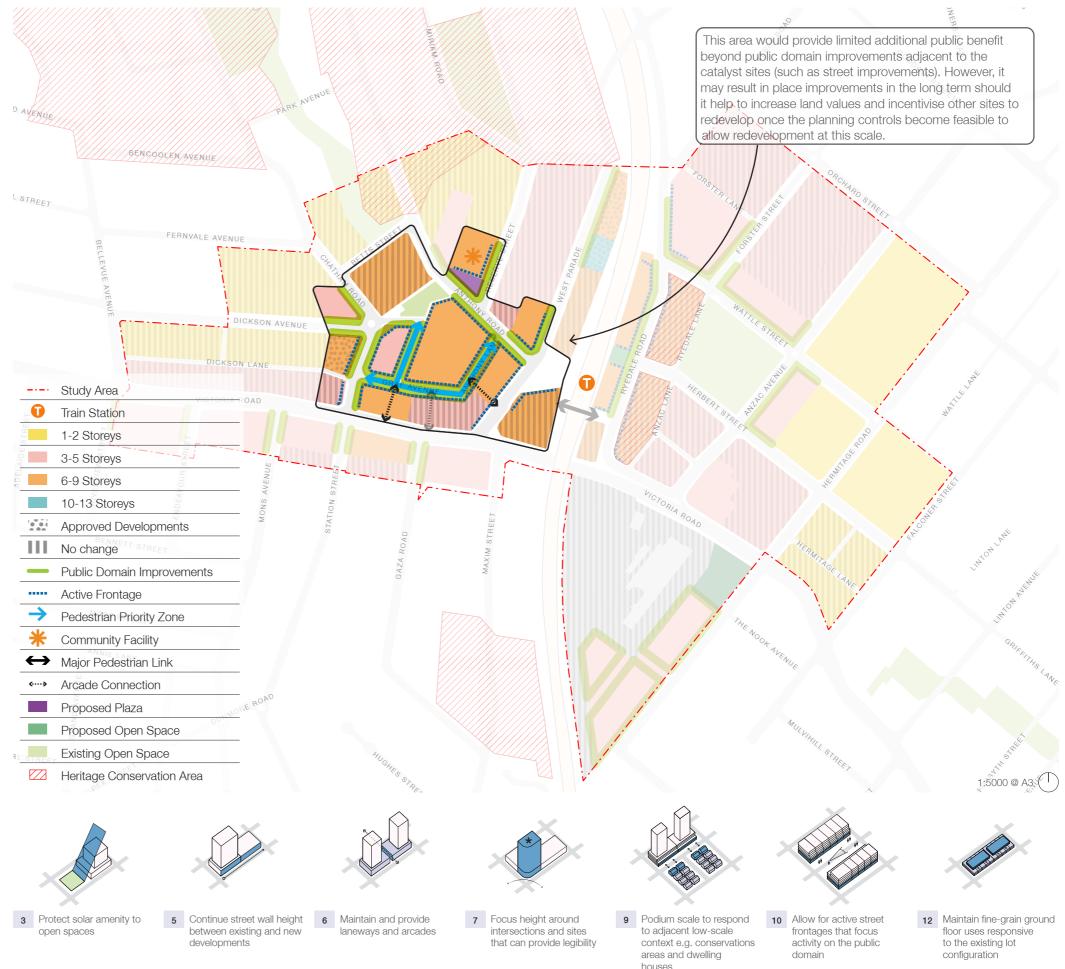
This area aims to provide the greatest uplift of mixed use development within the entire town centre to increase activity and use in a central location. It builds upon the existing finegrain and laneway character and provides a greater amount and quality of civic open space. It utilises catalyst sites, such as the Marketplace, to develop and encourage growth in the longterm and creates some residential uplift and would help allow additional space for local businesses and community services.

While it is expected that the redevelopment of these catalyst sites will help stimulate the market, help increase land values, and drive the renewal process, the expect of the place improvements and public domain upgrades would be limited to the land immediately adjacent to development sites. There it would not deliver a town centre wide upgrade and deliver on all of the community's aspirations due to the Option responding to the desire to limit high-rise and over development.

Character Area Principles

- Protect West Ryde Plaza from overshadowing from 10am - 3pm during the winter solstice
- New consolidated community hub on Council land on Anthony Road to co-locate services
- Enable greater development on land able to be amalgamated easier to create catalyst sites to initiate development in the core area
- approved developments

Maintain and enhance the existing fine-grain and laneway character of West Ryde Provide an appropriate scale of new buildings which allow for the transition of built form towards existing and Promote the delivery of a cohesive skyline throughout the core by responding to existing buildings unlikely to redevelop Key Design Drivers **Built Form Typologies** Mid-Rise Mixed Use 1 Above podium setbacks Residential to maintain legibility in scale of development



Ryedale Road

Scale: Low-Medium

Public Benefits: Low-Medium **Height General:** 2-9 storeys **Height Maximum:** 6-9 storeys

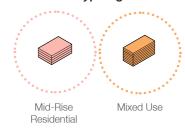
This area aims to maintain the fine-grain 'village' characteristics of the Heritage Conservation Area whilst enabling development on sites that would provide uplift and improved public domain conditions. Transport for NSW owned land adjacent the railway and the Ryde-Eastwood Leagues Club can act as the major catalysts for this area by allowing a density of development that responds in scale to the adjacent heritage conservation areas. Ground floor retail in these buildings could help create a more vibrant active frontage along Ryedale Road and the Leagues Club could act as a gateway from the north into the town centre.

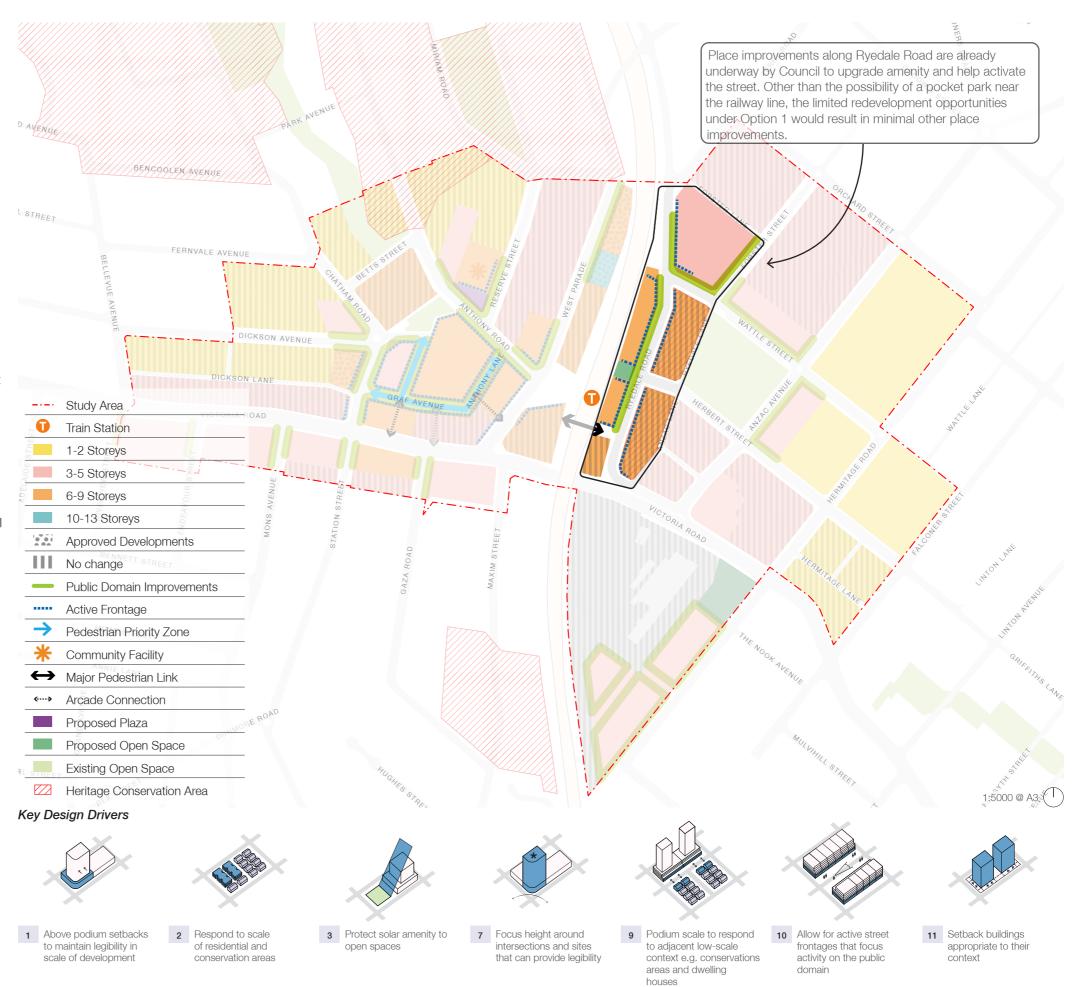
This scale of development would only provide limited public domain improvements and and possibly a small pocket park (subject to the redevelopment of the State Government owned land along the railway line) but may contribute to an improved connectivity across the station. It is unlikely to encourage further renewal due to limited development capabilities in heritage conservation areas. In addition, Council is investing in the public domain along Ryedale Road to help upgrade the area and encourage activation.

Character Area Principles

- Maintain and enhance fine-grain character along Ryedale Road through heritage preservation and new fine-grain ground floor retail and commercial active frontages
- 2. Provide small green open space on Ryedale Road
- 3. Ensure new developments are an appropriate scale and height near the Heritage Conservation Area.
- Protect the eastern footpath of Ryedale Road from overshadowing from 11am - 1pm during the winter solstice
- 5. Protect Anzac Park from overshadowing from 10am 2pm during the winter solstice

Built Form Typologies





Victoria Road West

Scale: Low

Public Benefits: Low Height General: 1-9 storeys Height Maximum: 6-9 storeys

This area looks to maximise built form along the south side of Victoria Road to meet existing LEP controls whilst maintaining the fine-grain character and scale of development on the north side.

The majority of the northern side of Victoria Road under this Option would result in limited change. This is due to the significant increase in building heights that would be needed to encourage the amalgamation of the small, fragmented lots. As the community has indicated its desire to restrict highrise within West Ryde, this area is unlikely to change until the planning controls become viable to redevelopment under this lower-scale.

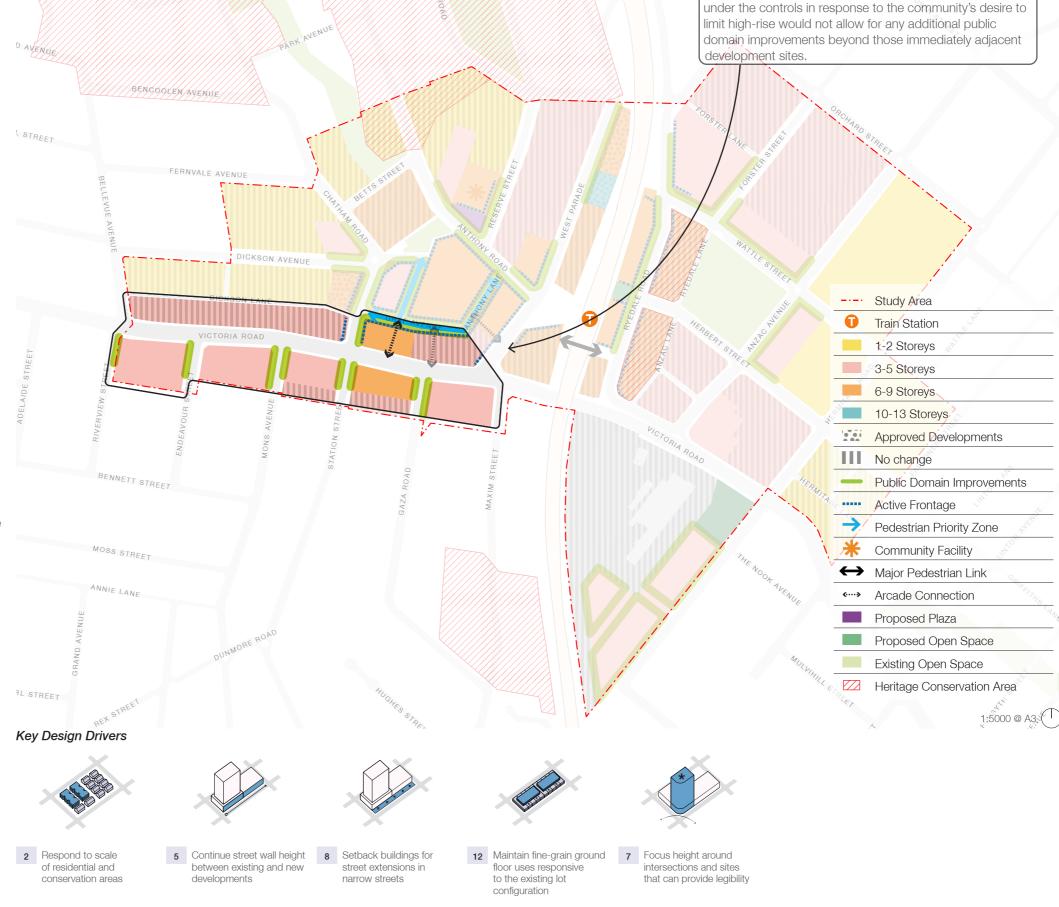
The southern side of Victoria Road is more likely to redevelop up to the existing planning controls due to the lot configurations and ownership patterns. This may result in some improvements to the streetscape along Victoria Road should sites redevelop. The land on the corners of Victoria Road and Chatham Road, and Victoria Road and Station Street, are considered catalyst sites under this option due to their strategic location. An increase in height is proposed here to encourage redevelopment, and to create a marker (or 'gateway') into the town centre. This will also help improve the legibility of the town centre when driving along Victoria Road.

Character Area Principles

- Increase development to meet existing LEP controls where possible
- 2. Maintain existing fine-grain character along northern extent of Victoria Road
- 3. Encourage through site links from Victoria Road into the Town Centre Core to increase connectivity
- 4. Incentivise greater development at the corner of Chatham Road and Victoria Road to create a gateway

Built Form Typologies





The limited redevelopment opportunities here due to the constraints of small, fragmented lots and low feasibility

Victoria Road East

Scale: Low

Public Benefits: None Height General: 1-5 storeys Height Maximum: 3-5 storeys

The majority of sites within this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to building height and/ or density are delivered, there is little incentive for sites to redevelop and and deliver renewal unless increases to the height and density are proposed.

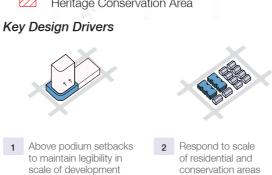
The limited renewal opportunities would result in little to no place improvements.

Character Area Principles

 Assess any potential development under the existing planning controls and ensure it responds to height and scale of the surrounding context

Built Form Typologies







Setback buildings appropriate to their context

place improvements. BENCOOLEN AVENUE STREET FERNVALE AVENUE DICKSON LANE Study Area Train Station 1-2 Storeys 3-5 Storeys 6-9 Storeys 10-13 Storeys Approved Developments No change Public Domain Improvements Active Frontage Pedestrian Priority Zone Community Facility ← Major Pedestrian Link Arcade Connection Proposed Plaza Proposed Open Space Existing Open Space Heritage Conservation Area 1:5000 @ A3. Key Design Drivers

The limited renewal opportunities would result in little to no

North-Eastern Residential

Scale: Low

Public Benefits: None Height General: 3-5 storeys Height Maximum: 3-5 storeys

The majority of sites within this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to the building height and density are proposed, there is little incentive for sites to redevelop and deliver renewal unless increases to the height and density are proposed. There may be some redevelopment in the future along Wattle Street as the existing developments have not been built to the current height controls.

This would provide a slight increase in residential dwellings but minimal development overall in this area would not provide any public benefits and will not encourage further renewal.

Character Area Principles

- Assess any potential development under the existing planning controls and ensure it responds to height and scale of the surrounding context
- 2. Protect Anzac Park from overshadowing from 10am 2pm during the winter solstice

Built Form Typologies

Mid-Rise Residential



Eastern Residential

Scale: Very Low Public Benefits: None Height General: 1-2 storeys Height Maximum: 3-5 storeys

This area aims to provide a slight increase to dwellings and a diversity of dwelling typologies through the use of 'missingmiddle' typologies.

There may be some redevelopment in the future along Anzac Avenue as the existing developments have not been built to the current height controls, whilst some changes to the existing low density residential area to the east of will help encourage the development of 'missing middle' typologies such as dual occupancies.

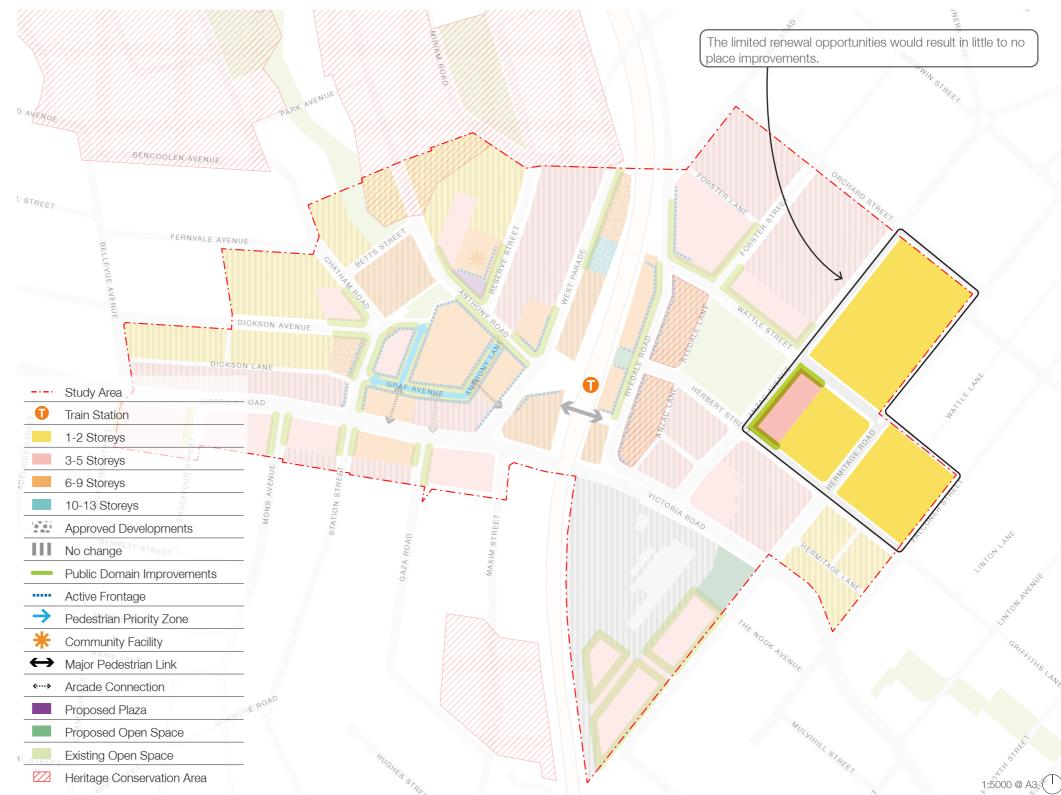
As these are primarily developed by individual private land holders, there would be no requirement for public domain improvements adjacent the 'missing-middle' sites. Due to its location at the fringe of the Town Centre and the existing low scale character, further renewal would not be encouraged for any major redevelopment

Character Area Principles

- Assess any potential development under the existing planning controls and ensure it responds to height and scale of the surrounding context
- Enable the development of 'missing-middle' typologies (e.g. dual occupancy) to increase the diversity in dwelling typologies

'Missing-Middle' Residential

Built Form Typologies



Key Design Drivers



2 Respond to scale of residential and conservation areas

North-Western Residential

Scale: Medium
Public Benefits: None
Height General: 3-13 storeys
Height Maximum: 10-13 storeys

The majority of sites in this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to the building height and density are proposed, there is little incentive for sites to redevelop and deliver renewal unless increases to the height and density are proposed. The exception to this is the Land and Housing Corporation site which is an existing approved development that is yet to commence construction.

As this area sees no change as part of this masterplan option, there would be no further public benefits other than minor public domain upgrades by the Land and Housing Corporation development and it would not encourage further renewal.

Character Area Principles

1. Preserve existing character

Built Form Typologies

As there are no changes beyond approved and existing developments, there are no built form typologies applied to this area for this option



Key Design Drivers

As there are no changes beyond approved and existing developments, there are no design drivers applied to this area for this option

Western Residential

Scale: Very Low
Public Benefits: None
Height General: 1-5 storeys
Height Maximum: 3-5 storeys

This area maintains the existing character and built form as it currently stands due to its location within a Heritage Conservation Area. No changes are proposed to be sympathetic to the existing context.

A minor increase in height on Council owned land (7 Anthony Road) is proposed to explore the option of delivering a new mixed use development with upgraded community facilities in the future. This site potentially could be considered in conjunction with the adjacent site that currently accommodates the West Ryde Community Centre.

As there is limited change, it would provide no additional public benefits and would not encourage further renewal.

Character Area Principles

- Protect West Ryde Plaza from overshadowing from 10am - 3pm during the winter solstice
- 2. Limit impacts on Darvall Park (Steam Locomotive Society)
- 3. Preserve existing character

The limited renewal opportunities on the majority of sites would result in little to no place improvements. However it importantly would retain the existing heritage and landscaped character of the area. Some community facilities may be provided subject to the future of the Council site at 7 Anthony Road. BENCOOLEN AVENUE STREET Study Area Train Station 1-2 Storeys 3-5 Storeys 6-9 Storeys 10-13 Storeys Approved Developments No change Public Domain Improvements Active Frontage Pedestrian Priority Zone Community Facility ← Major Pedestrian Link Arcade Connection Proposed Plaza Proposed Open Space Existing Open Space Heritage Conservation Area 1:5000 @ A3 Key Design Drivers

Built Form Typologies



2 Respond to scale of residential and conservation areas

3 Protect solar amenity to open spaces

11 Setback buildings appropriate to their context

Sydney Water

Scale: Low

Public Benefits: Low Height General: 3-5 storeys Height Maximum: 3-5 storeys

The Sydney Water area could provide some new industrial/commercial scale buildings along its eastern edge, with potential for a new public open space on the corner of Victoria Road and Hermitage Road.

Additional public benefits such as a greater open space are unlikely to occur without a direct connection to the Town Centre. Further renewal is unlikely to impact the Town Centre due to the character of this development primarily relating to the industrial precinct to the east.

Note: The Greater Sydney Commission is leading a masterplan process in this area and Council is not proposing change in this area as part of the West Ryde Town Centre Masterplan process. The intended outcomes of the Meadowbank Education and Employment Precinct (MEEP) as it currently is drafted has been shown in this document for reference, Further information about the MEEP masterplan is available from www.greater.sydney/project/meadowbank.

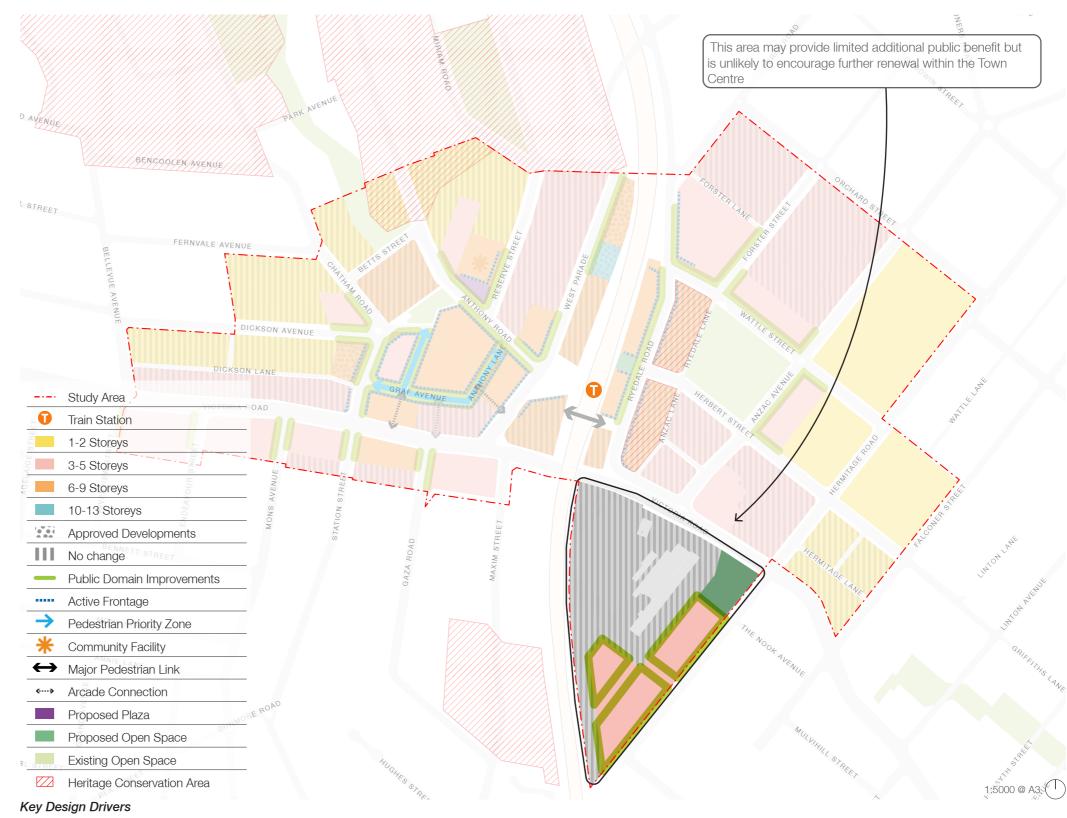
Character Area Principles

- Provide a supporting role to the existing and future education and employment uses to the east and southeast
- Protect, enhance and celebrate the unique heritage character of the Sydney Water Pumping Station site; respond sensitively to any buildings with heritage significance

Built Form Typologies



Business Development







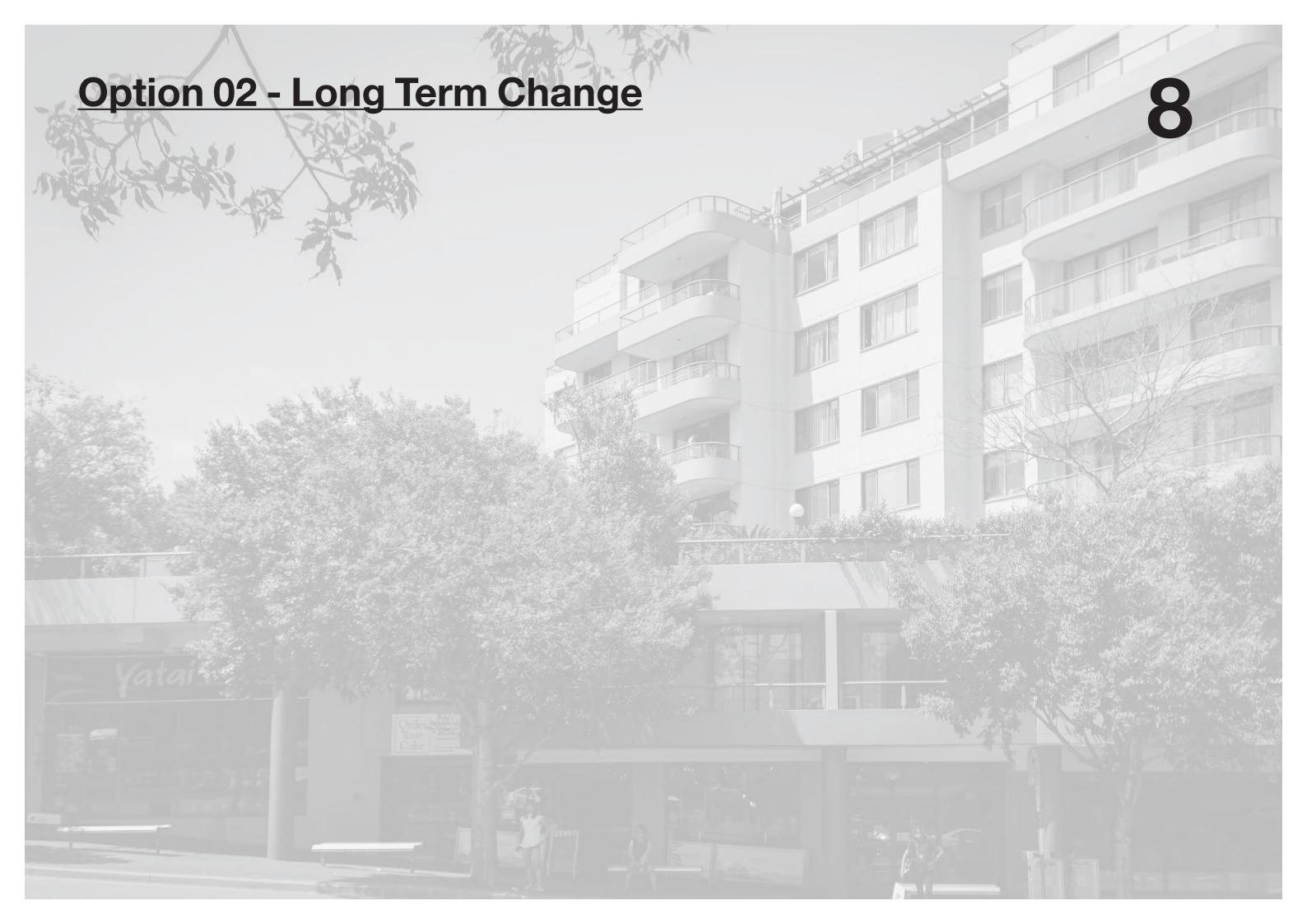


11 Setback buildings appropriate to their

7.4 Summary

This summary provides a more detailed understanding of what the option can provide for West Ryde in terms of infrastructure and public benefits but also what are the built form outcomes necessary to create this change, how long will that change take and in what way will the town centre grow, and most importantly, how does this work in terms of feasibility and current market conditions.

Infrastructure and Public Benefits		
What is the level of change?	LOW	The lack of significant and consistent development reduces potential for change or ability to provide wide- spread place improvements and public benefits that deliver on the community's aspirations.
What opportunities does this create to deliver improvements via development contributions?	LOW	The lack of significant and consistent development reduces the potential to use contributions or Voluntary Planning Agreements to provide wide-spread place improvements and public benefits that deliver on the community's aspirations. This option is likely to only deliver place improvements on the private development sites, for example, through street improvements or embellishments immediately outside the development site.
Holistically, does it deliver on community aspirations for West Ryde?	NO	It is unlikely to deliver the level of change or place improvements expected by the community for revitalisation of key policies within the LSPS.
Built Form Outcomes		
What scale will it produce?	INCONSISTENT	Sporadic development will be hard to control in terms of a cohesive scale and built form.
What is the impact on amenity and movement?	LOW	There would be little impact on public spaces along with minor impacts on parking, pedestrian and vehicular movement. It also does not provide additional services or substantial quality public spaces.
What is an appropriate reference for scale?	WEST RYDE	Development will be sporadic with few sites being developed whilst the remainder being maintained as-is, therefore it is more or less business as usual.
Time and Delivery		
How fast is the change?	INTERMITTENT	Sporadic development will be developed via planning proposals and will therefore be intermittent and inconsistent in timing.
Will it happen rapidly?	NO	Redevelopment is reliant on changes in market conditions and up-front investment that changes property price which is unlikely to forge rapid changes in opportunities.
Does it require long-term strategy to ensure delivery?	NO	This option only relies on existing planning controls and planning proposals to some key sites that can be amalgamated or used as catalysts immediately, hence it requires no long-term strategy.
Feasibility		
Does it work under current market conditions?	NO	Redevelopment is reliant on changes in market conditions that would adjust property prices. Key sites or 'Catalyst' sites that have ideal redevelopment conditions (i.e. corner sites, large land holdings, and/or sites under single ownership) may be able to be delivered in the short to medium term via Site Specific Planning Proposal process. However most sites would not be viable for development due to the low return on investment in the current development market.
Does it require significant planning changes?	YES	Key sites or 'Catalyst' sites may require a Site Specific Planning Proposal to increase building height and/or density to allow redevelopment to be feasible.
What types of sites are used to create change?	CATALYSTS/ GOVERNMENT/ PRIVATE	The amalgamation (or consolidation) of the small and fragmented sites in West Ryde is not entirely possible in this Option due to land values and the expected return on investment under the existing planning controls. However, key catalyst sites including government land, corner sites, large land holdings, and/or sites under single ownership could be redeveloped first. However, this option also relies on private development on existin low-density lands to provide the 'missing-middle' type of dwellings for increased diversity.



8.1 Illustrative Masterplan

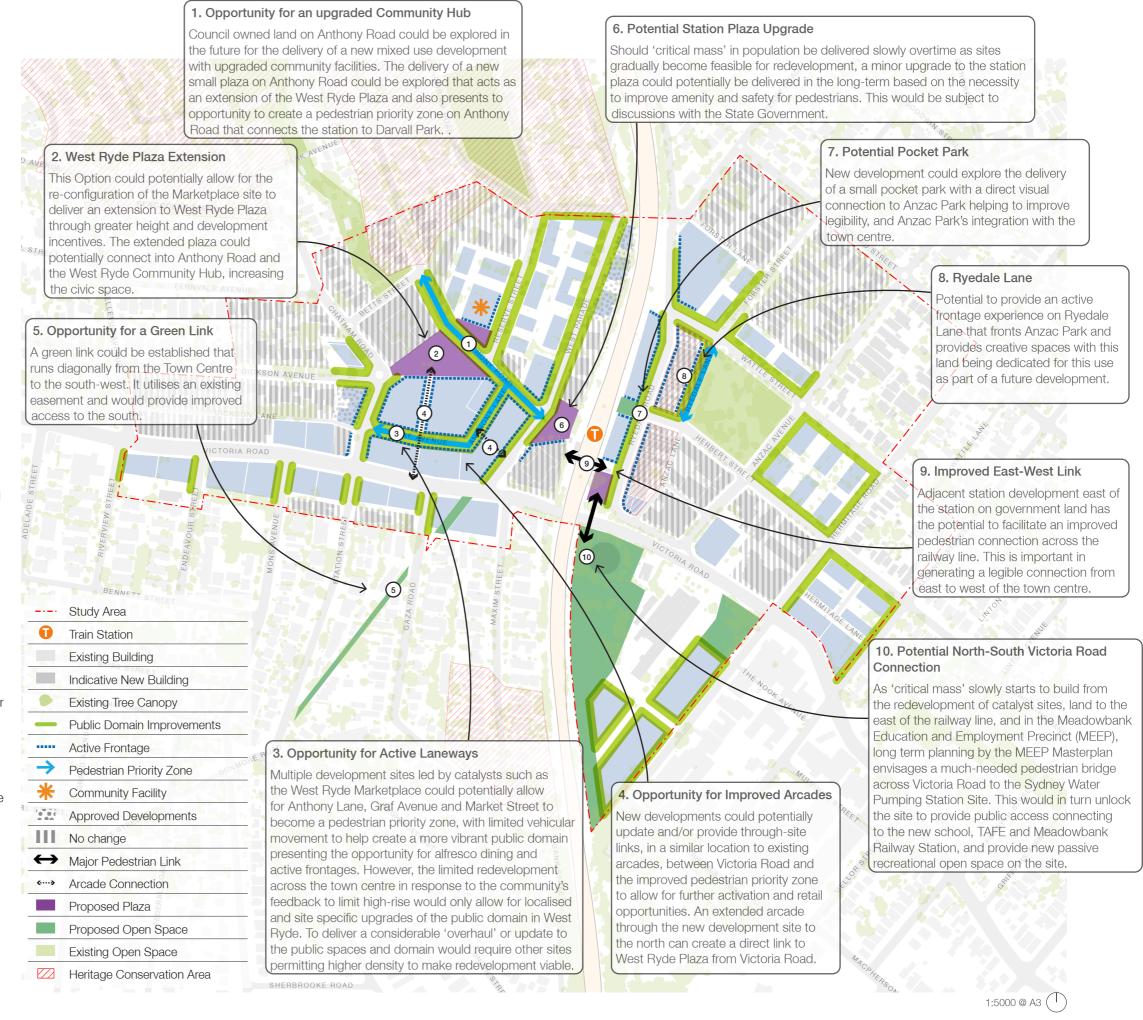
Option 2 translates and builds on the Incentivised Scenario in the draft Strategy. Option 2 proposes to deliver gradual change resulting in a consistent built form over the long term across the West Ryde Town Centre. This option proposes to deliver some increase in height and density on select sites to encourage greater growth and public benefit across the town centre. Due to the current development market and feasibility of development in West Ryde it is anticipated that redevelopment would occur gradually over a long time frame.

Under this option, development would likely first occur on the outer areas of the study area (i.e. east of the railway line) to deliver the critical mass (i.e. population) needed to trigger the redevelopment of sites within the core of the town centre. As sites slowly redevelop one by one, this will encourage change on other sites, enabling them to become feasible and further instigate growth and revitalisation of the town centre. 'Long term' in this option means that the masterplan would encourage some development each year over 10+ years. The result would be a more self-sufficient and vibrant Town Centre, less reliant on customers driving longer distances to the centre and less susceptible to competition from other nearby centres.

Like Option 1, this option also responds to the community's feedback to limit high-rise and over-development. This option will allow more change and place improvements than Option 1, however it would also occur over an extended time frame. Some place improvements may not be delivered for a number of decades until the market conditions change and this scale of development is feasible to encourage renewal.

Compared to Option 1, Option 2 provides greater ability for improved public domain and infrastructure in West Ryde, however this is most likely to be delivered long-term. As some areas redevelop sooner, the critical mass (population) will reach a point that allows market conditions to shift, further enabling development that would facilitate the delivery of these improvements.

Note: New building footprints are indicative only and require detailed urban design testing to determine build form and Apartment Design Guideline compliance



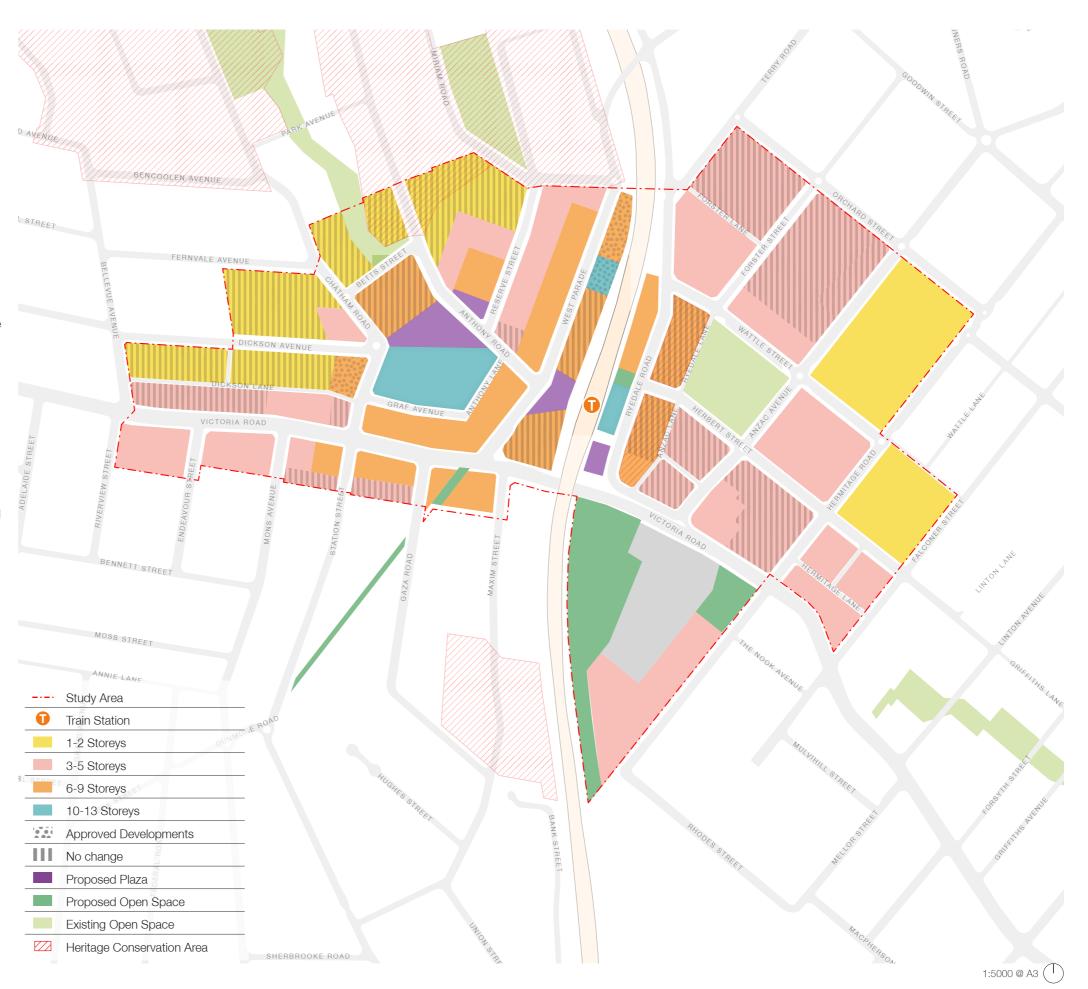
8.2 Heights

The height plan for Option 02 sees greater height in the town centre core area west of the station, with others areas having broader implementation of heights, compared to Option 01, to allow for more appropriate height transitions between low density areas.

Some areas to the west and north-east see little or no change from their existing heights primarily due to inability to meet long-term feasibility criteria.

The tallest areas in the centre are on the current West Ryde Marketplace site, the already approved development by the Land and Housing Corporation to the north and the Transport for NSW site to the east of the station. This distribution of height helps enables an attractive skyline that provides visual interest, identity and legibility within the centre.

The following pages express the indicative height and outcomes of several character areas along with principles and built form design drivers that have been recommended be adopted to achieve the height and density shown here.



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8.3 Character Areas

Town Centre Core

Scale: Medium-High Public Benefits: High Height General: 2-13 storeys Height Maximum: 10-13 storevs

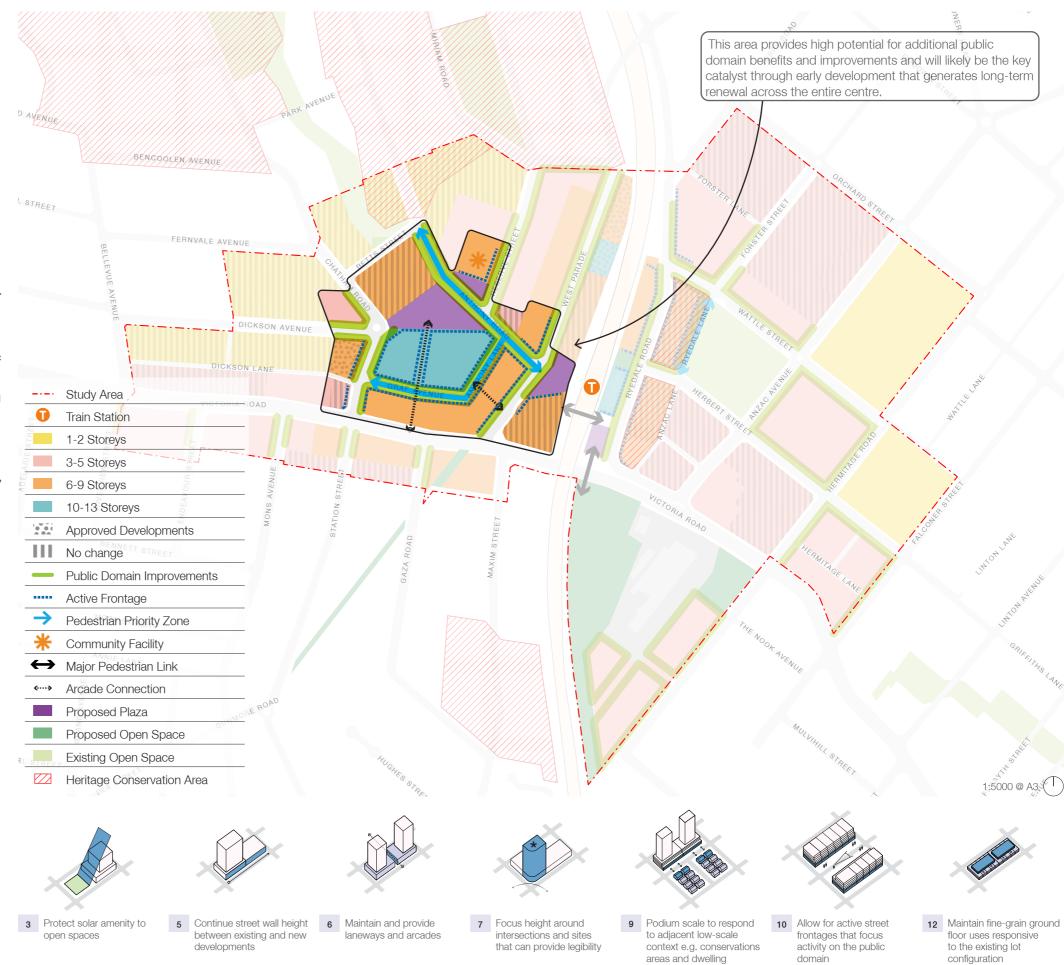
This area is proposed to have the greatest change in the town centre. Increases in building heights and density controls in this central location will help support the existing mixture of uses and retail core of the town centre. This will help increase activity, and in the long term help improve market values and feasibility. It also supports the existing laneway network and promotes the delivery of improved civic and open spaces.

As the current planning controls do not encourage renewal, providing greater building heights and density to this core mixed use area will increase the chance of renewal by incentivising change to private landowners. As Council has limited ability to deliver town centre wide change (other than on its own land or the public domain), private developments are the key driver of revitalisation in the town centre. The Marketplace site serves as a catalyst site due to its configuration, central location, and ownership. Therefore enabling change here will help make renewal on other sites more feasible over the long term as the market matures and evolves.

Character Area Principles

- Protect West Ryde Plaza from overshadowing from 10am -3pm during the winter solstice
- Protect the Station Plaza from overshadowing from 10am -12.00pm during the winter solstice
- Increase building heights and density on the West Ryde Marketplace site to help 'kick start' renewal and to deliver additional place improvements such as the expansion of the
- Potential for the delivery of a consolidated community hub on Council land on Anthony Road to co-locate facilities
- 5. Promote the regeneration of laneways with new development along Victoria Road/Graf Avenue through the provision of additional active street frontages to allow alfresco dining
- Provide an appropriate scale of new buildings which allow for the transition of built form towards existing and approved developments
- Promote the delivery of a cohesive skyline throughout the

core by responding to existing buildings unlikely to redevelop Key Design Drivers **Built Form Typologies** Mid-Rise Mixed Use 1 Above podium setbacks Residential to maintain legibility in scale of development



houses

Ryedale Road

Scale: Low-High

Public Benefits: Medium
Height General: 1-13 storeys
Height Maximum: 10-13 storeys

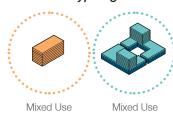
This area aims to maintain the fine-grain 'village' characteristics of the Heritage Conservation Area whilst enabling development on sites that would provide greater uplift and an improved public domain. The Transport for NSW land adjacent the railway and the Ryde Eastwood Leagues Club could potentially act as the major catalyst for renewal (and associated place improvements) in this area by providing a development that has density to trigger redevelopment, yet responds sensitively in scale to the adjacent Heritage Conservation Areas through appropriate built form design. Ground floor retail in these buildings present the opportunity to create a more vibrant active frontage along Ryedale Road; and the Ryde-Eastwood Leagues Club could continue to serve as an attractor or 'Gateway' into the north of the town centre

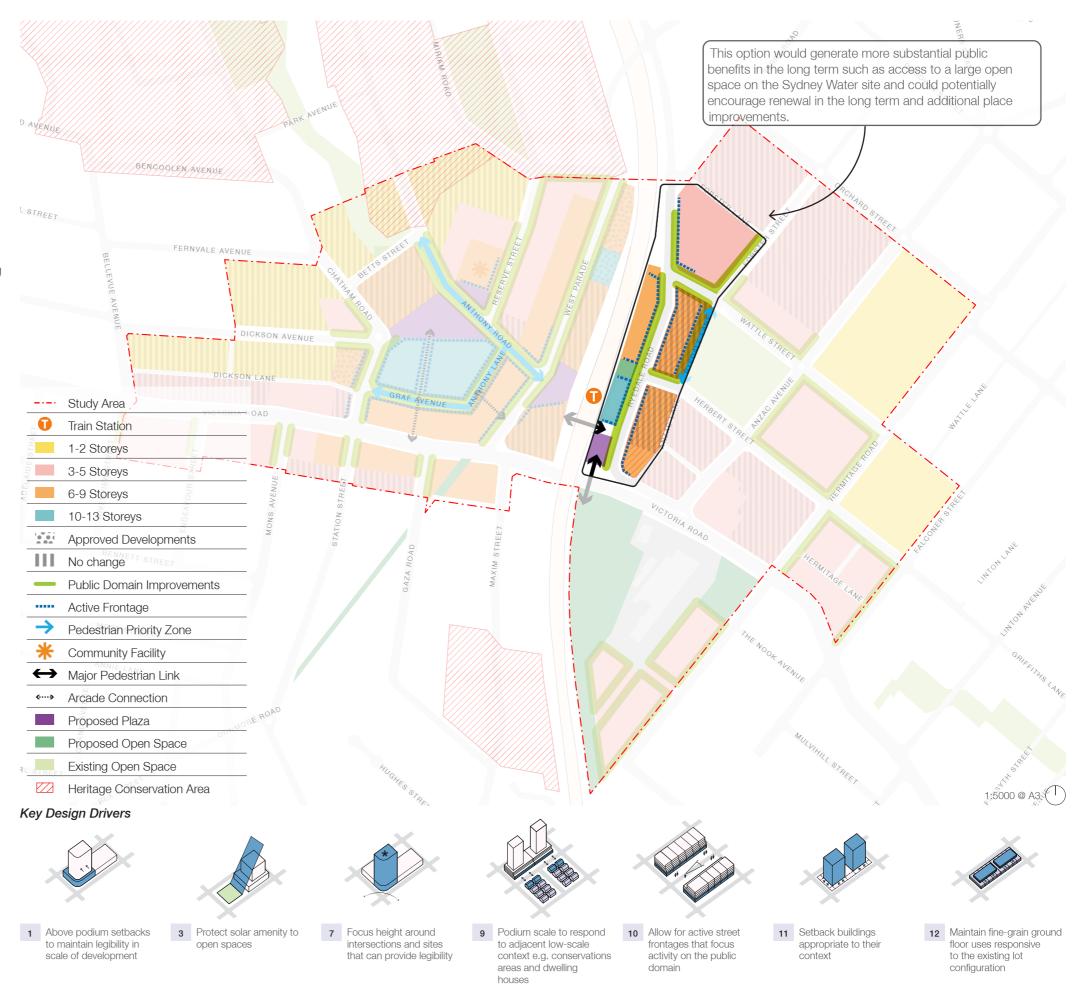
This option provides an increased opportunity for public benefits through long-term change and greater uplift on key sites within this area of the town centre. The increase in activity and development may also help unify the eastern and western sides of the town centre and improve identity.

Character Area Principles

- Maintain and enhance fine-grain character along Ryedale Road through heritage preservation and new fine-grain ground floor retail and commercial active frontages
- Promote the provision of small green open spaces on Ryedale Road
- 3. Enhance connectivity to the Sydney Water Site by continuing to investigate the delivery of a new pedestrian bridge
- 4. Ensure new developments are an appropriate scale and height for their context
- 5. Promote the protection of part of the eastern footpath of Ryedale Road from overshadowing from 11am 1pm during the winter solstice
- 6. Promote the protection of Anzac Park from overshadowing from 10am 2pm during the winter solstice

Built Form Typologies





Victoria Road West

Scale: Low-Medium
Public Benefits: Low
Height General: 1-9 storeys
Height Maximum: 6-9 storeys

This area looks to maximise the chance of redevelopment along the south side of Victoria Road to increase diversity of commercial floorspace and to improve legibility and wayfinding at key intersections.

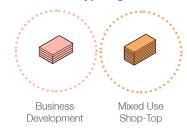
This option sees a greater extent of development along the northern side of Victoria Road and increased heights along the southern side. A more consistent outcome of building heights is possible due to long-term changes to market conditions that enable more sites to become viable for renewal.

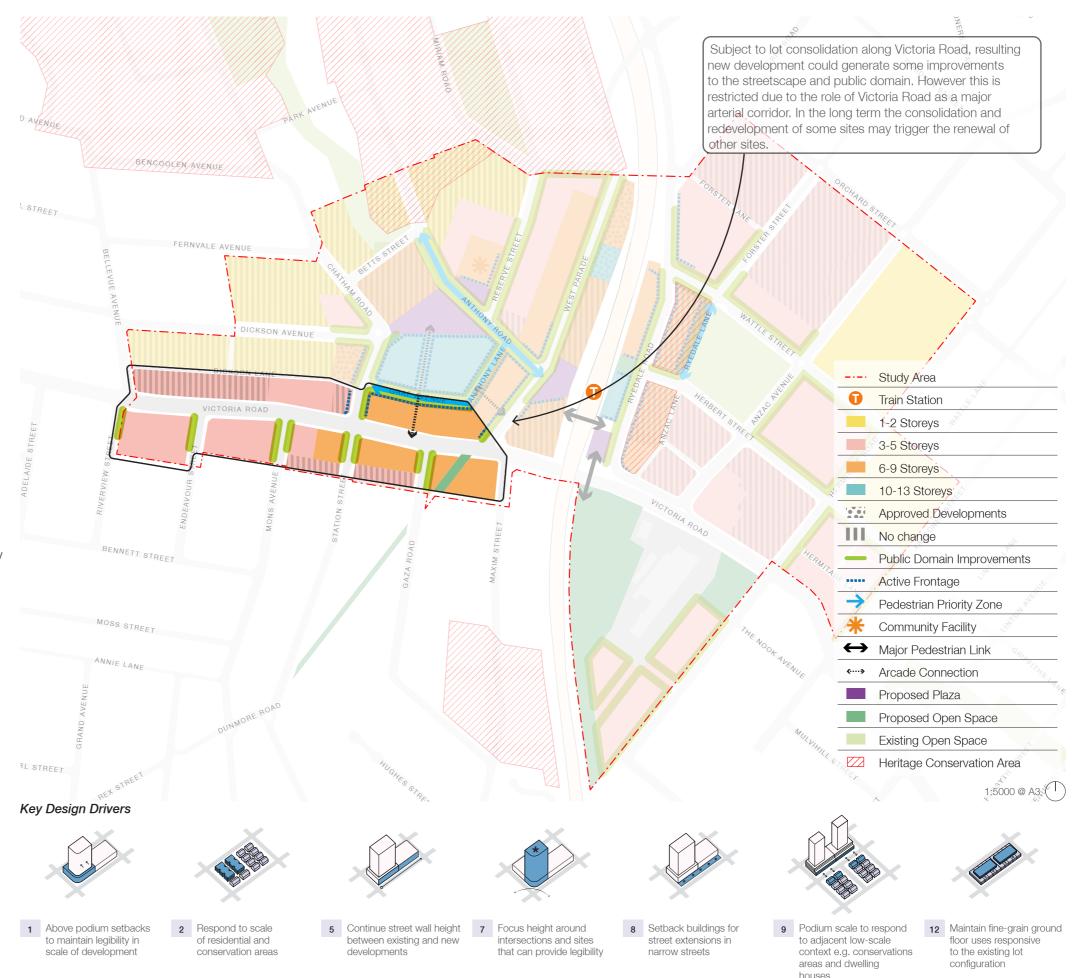
Due to its location on Victoria Road, development would be limited in its potential to create an optimal and desirable public domain and streetscape however, a green link to the south-east could potentially be established. Change here may generate renewal however only in the long-term (i.e. over the coming decades).

Character Area Principles

- Facilitate the delivery of a new connection and greenlink that connects the corner of Victoria Road and West Parade with the residential area to the southwest
- Maintain existing fine-grain character along northern extent of Victoria Road whilst new developments are encouraged to replicate the current lot configuration and active street frontages
- 3. Built form to ensure a gradual transition between proposed developments and existing residential areas

Built Form Typologies





Victoria Road East

Scale: Low

Public Benefits: Low Height General: 3-5 storeys Height Maximum: 3-5 storeys

This area utilises sites to infill gaps in the built form street wall and to signify changes in condition for wayfinding and legibility towards the Town Centre along Victoria Road.

Development at the corner of Victoria Road and Hermitage Road signifies the entrance to the Town Centre as a gateway. Height transition between this and the low-density development to its north-east could be buffered by additional development along Herbert Street.

This area may provide some improvements to the streetscape and public domain associated with specific development sites and may provide a minor incentive for other sites to redevelop, but only in the long-term as population increases.

Character Area Principles

- Incentivise larger development at intersections to create interest and aid in wayfinding into the centre
- New developments are to respond to the height and scale of the surrounding context and existing developments
- 3. Aim to maintain a consistent street wall height along Victoria Road for legibility and scale

Some public benefits can be provided and may provide minor incentive to renewal, but only in the long-term as population increases. BENCOOLEN AVENUE STREET FERNVALE AVENUE DICKSON LANE Study Area Train Station 1-2 Storeys 3-5 Storeys 6-9 Storeys 10-13 Storeys Approved Developments No change Public Domain Improvements Active Frontage Pedestrian Priority Zone Community Facility ← Major Pedestrian Link Arcade Connection Proposed Plaza Proposed Open Space Existing Open Space Heritage Conservation Area 1:5000 @ A3 Key Design Drivers 1 Above podium setbacks 5 Continue street wall height 7 Focus height around 2 Respond to scale to maintain legibility in of residential and between existing and new intersections and sites

that can provide legibility

Built Form Typologies



scale of development

conservation areas

developments

North-Eastern Residential

Scale: Low

Public Benefits: None Height General: 3-5 storeys Height Maximum: 3-5 storeys

The majority of sites within this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to the building height and density are proposed, there is little incentive for sites to redevelop and deliver renewal unless increases to the height and density are proposed. There may be some redevelopment in the future along Wattle Street as the existing developments have not been built to the current height controls.

This area is identical to that presented in Option 01 and similarly, provides a slight increase in residential dwellings but minimal development overall in this area would not provide any public benefits and will not encourage further renewal.

Character Area Principles

- Assess any potential development under the existing planning controls and ensure it responds to height and scale of the surrounding context
- Promote the protection of Anzac Park from overshadowing from 10am - 2pm during the winter solstice

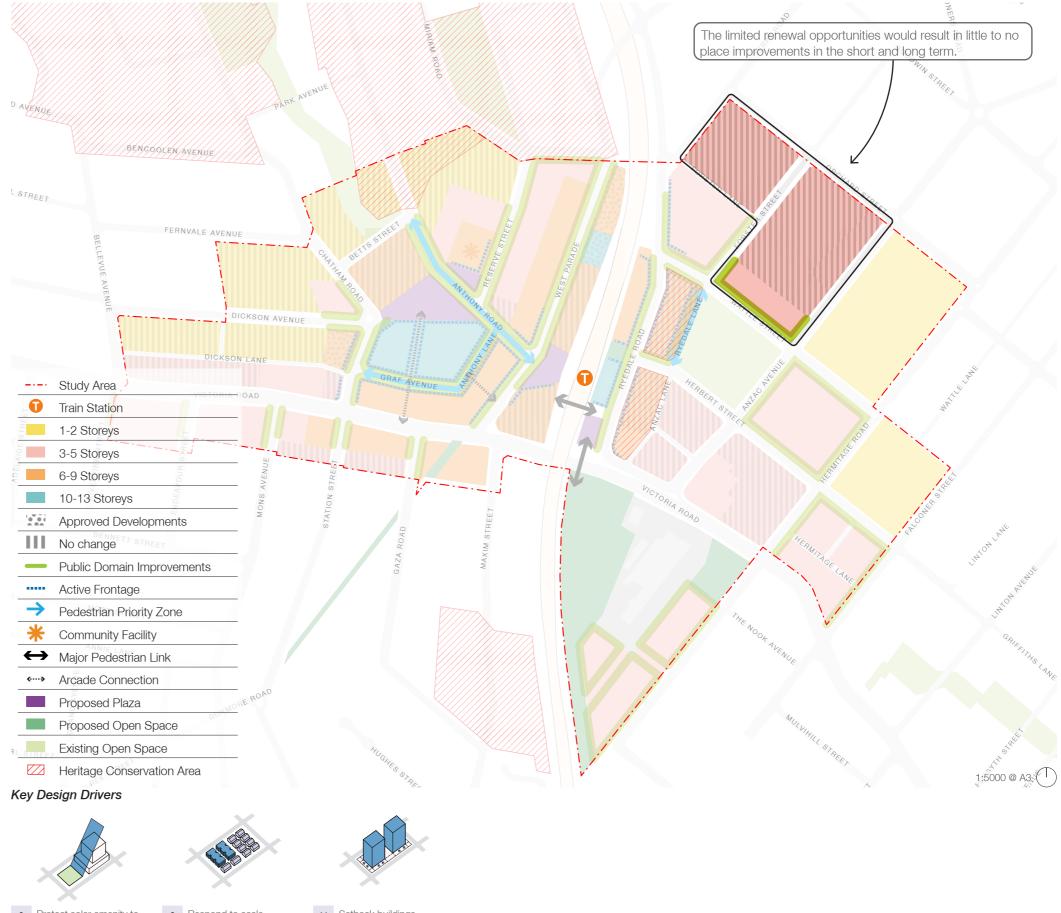
Built Form Typologies







11 Setback buildings appropriate to their



Eastern Residential

Scale: Very Low Public Benefits: None Height General: 1-5 storeys Height Maximum: 3-5 storeys

This area aims to provide a slight increase to dwellings and a diversity of dwelling typologies through the use of 'missingmiddle' typologies.

Similar to Option 01, this option has a slightly greater extent of the 3-5 storey mid-rise residential area that extends from Anzac Avenue. Changes to the existing low-density residential area to the east will encourage the development of 'missingmiddle' typologies such as dual occupancies to the same extent as Option 01.

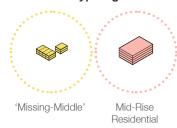
There would be slightly greater benefits than Option 01 due to the larger extent of residential flat buildings, however this is limited and would only seek to encourage further renewal in the long-term as the population increases.

Character Area Principles

- Enable higher density residential developments on existing low density areas to increase residential uplift and provide for a diversity of housing
- Ensure new development responds to height and scale of the surrounding context



Built Form Typologies









2 Respond to scale of residential and conservation areas

North-Western Residential

Scale: Medium-High Public Benefits: Low

Height General: 3-13 storeys Height Maximum: 10-13 storeys

This area looks at converting the existing land zoned R4 High Density Residential into higher density residential flat buildings by providing greater height and FSR and encourage amalgamation. The proposed built form creates a gradual height transition to surrounding residential areas.

The result of this would be some minor public benefits associated with development sites but would overall not able to provide significant public benefits.

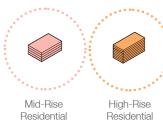
This option would however generate long-term renewal as population increases and encourages other developments to provide amenity for a higher population within close proximity to the core of the Town Centre.

Character Area Principles

- Increase building height and/or density to encourage new residential development and site turnover in the long-term
- 2. Protect the Station Plaza from overshadowing from 10am 12.00pm during the winter solstice
- 3. Built form should respond to height and scale of existing condition and approved developments

streetscape if and when sites redevelop. It may also trigger further renewal in the long term as the population slowly increases and the market conditions improve. BENCOOKEN AVENUE STREET FERNVALE AVENUE DICKSON LANE Study Area Train Station 1-2 Storeys 3-5 Storeys 6-9 Storeys 10-13 Storeys Approved Developments No change Public Domain Improvements Active Frontage Pedestrian Priority Zone Community Facility ← Major Pedestrian Link Arcade Connection Proposed Plaza Proposed Open Space Existing Open Space Heritage Conservation Area 1:5000 @ A3 Key Design Drivers 3 Protect solar amenity to 2 Respond to scale 11 Setback buildings open spaces of residential and appropriate to their conservation areas

Built Form Typologies





This may provide some minor improvements to the

Western Residential

Scale: Very Low

Public Benefits: Medium
Height General: 1-5 storeys
Height Maximum: 3-5 storeys

Like Option 1, this area maintains the existing character and built form as it currently stands due to its relationship with the Heritage Conservation Area. There is a slight change with the provision of a small area of 3-5 storey mid-rise residential areas.

An increase in height on Council owned land on Anthony Road is proposed to explore the option of delivering a new mixed use development with upgraded community facilities in the future. This site potentially could be considered in conjunction with the adjacent site that currently accommodates the West Ryde Community Hall.

The potential development of Council land, along with other development within the adjacent Town Centre Core area, can help facilitate a better connection from the station to Darvall Park.

Character Area Principles

- Protect West Ryde Plaza from overshadowing from 10am - 3pm during the winter solstice
- 2. Limit impacts on Darvall Park (Steam Locomotive Society)
- 3. Preserve existing character

Built Form Typologies



Mid-Rise Residential



Sydney Water

Scale: Low

Public Benefits: High Height General: 3-5 storeys Height Maximum: 3-5 storeys

The Sydney Water area could provide some new industrial/commercial scale buildings along its eastern edge, with potential for a new public open space on the corner of Victoria Road and Hermitage Road and a larger open space on the western edge of the site.

Compared to Option 01, this option could help incentivise the creation of a large open space to the west via a direct pedestrian connection to the north. A bridge over Victoria Road could connect the eastern part of the Town Centre to the Sydney Water Site and further active transport connections further to the south.

Th activation of this site would likely encourage long-term renewal of the centre as the level of amenity would significantly increase and market conditions change to accommodate this.

Note: The Greater Sydney Commission is leading a masterplan process in this area and Council is not proposing change in this area as part of the West Ryde Town Centre Masterplan process. The intended outcomes of the Meadowbank Education and Employment Precinct (MEEP) as it currently is drafted has been shown in this document for reference, Further information about the MEEP masterplan is available from **www.greater.sydney/ project/meadowbank**.

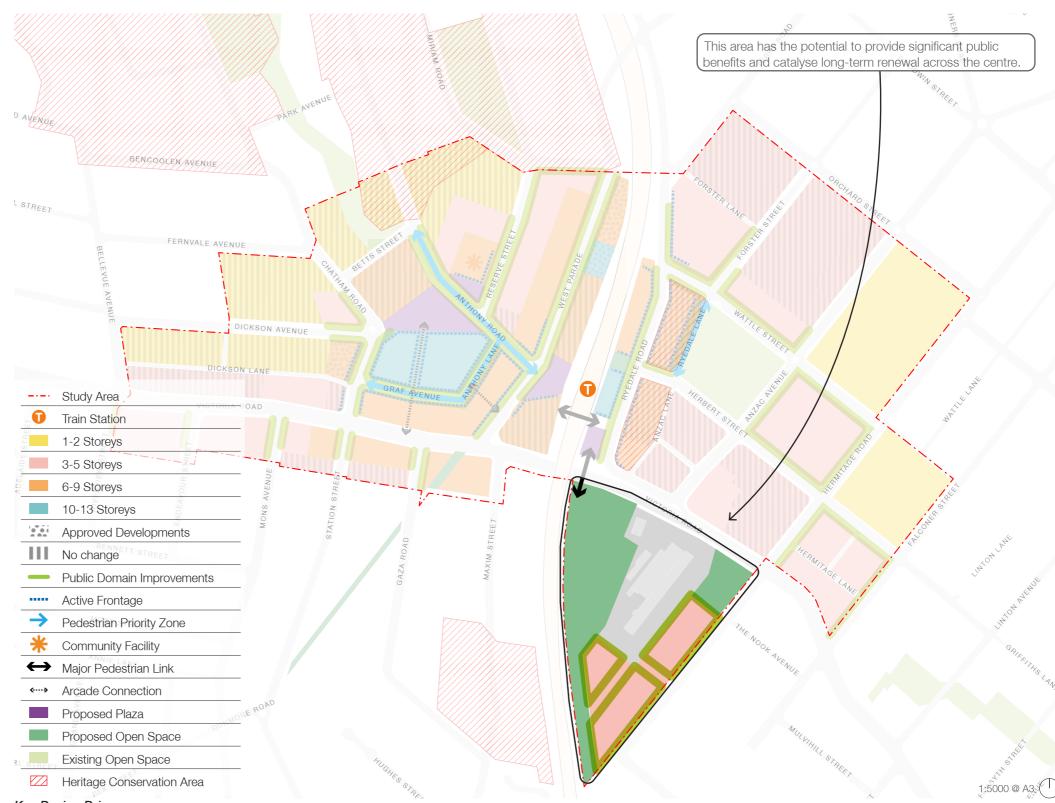
Character Area Principles

- Provide a supporting role to the existing and future education and employment uses to the east and southeast
- Protect, enhance and celebrate the unique heritage character of the Sydney Water Pumping Station site; respond sensitively to any buildings with heritage significance
- Investigate a bridge connection across Victoria Road to Ryedale Road and the station for pedestrians and cyclists and unlock public access through the Pumping Station site

Built Form Typologies



Business Development



Key Design Drivers







11 Setback buildings appropriate to their

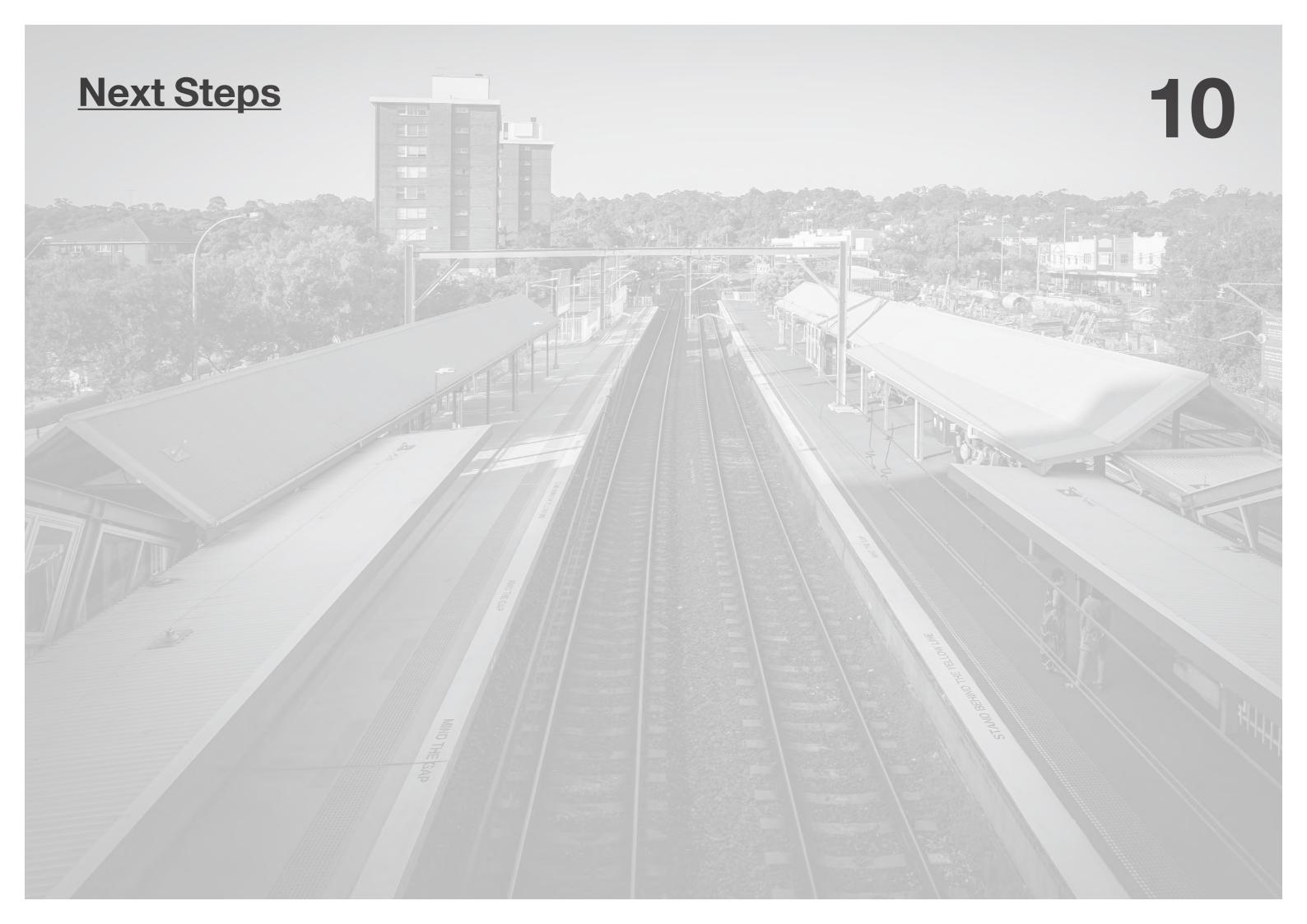
8.4 Summary

This summary provides a more detailed understanding of what the option can provide for West Ryde in terms of infrastructure and public benefits but also what are the built form outcomes necessary to create this change, how long will that change take and in what way will the town centre grow, and most importantly, how does this work in terms of feasibility and current market conditions.

Infrastructure and Public Benefits		
What is the level of change?	MEDIUM - HIGH	Medium level of change in the medium term and higher levels of change in the long-term. Under this option, development would likely first occur on the outer areas of the Town Centre (i.e. east of the railway line) to deliver the critical mass (i.e. population) needed to trigger the redevelopment of sites within the core of the town centre 'Long term' in this option means that the masterplan would encourage some development each year over 10+ years.
What opportunities does this create to deliver improvements via development contributions?	HIGH	This option can deliver place improvements over the long-term. However, the opportunity to fully capitalise on contributions and Voluntary Planning Agreements to provide wide-spread place improvements and public benefits that deliver on the community's aspirations is still limited. Due to the low-medium scale of development overall, it would require changes to market conditions that occur over a long time frame.
Holistically, does it deliver on community aspirations for West Ryde?	YES	This option will allow more change and place improvements than Option 1, however over a much longer time frame. Some place improvements may not be delivered for a number of decades until the market conditions change and this scale of development is feasible to encourage renewal.
Built Form Outcomes		
What scale will it produce?	MEDIUM - HIGH	Overall the scale of development to be delivered would be medium on the outskirts of the town centre which then transitions into higher development in the town centre in the long term, once critical mass of population is achieved to increase development feasibility and land values.
What is the impact on amenity and movement?	MEDIUM	The option will gradually increase overall amenity and population. This will also impact on movement constraints such as parking and accessibility with a Traffic and Parking Study being prepared to considered any improvements needed to support change. Public spaces may have some impacts related to solar access depending on the design of taller buildings in the town centre.
What is an appropriate reference for scale?	LANE COVE or FIVE DOCK	The majority of development will be medium scale on the edge of the town centre with few taller buildings within the town centre core.
Time and Delivery		
How fast is the change?	SLOW - MEDIUM	Some change may occur in the medium-term on catalyst sites or those that can be amalgamated with ease due to planning changes, however majority of development will occur slowly as a result of market changes.
Will it happen rapidly?	NO	Most likely to happen predominantly in the long-term with development spread out rather than multiple development occurring simultaneously.
Does it require long-term strategy to ensure delivery?	YES	Development and planning controls will need to be responsive to changes in market conditions and community needs as the town centre and demographics evolve over a long period of time.
Feasibility		
Does it work under current market conditions?	NO	Some key catalyst sites may be able to be delivered sooner under current market conditions but the majority would require changes to the planning controls which may influence land value or changes in development requirements such as a reduced on site car parking rate.
Does it require significant planning changes?	YES	Yes it requires changes to enable the redevelopment of the 'missing middle' typology on the eastern edge of the town centre to deliver critical mass, and to the town centre core to allow renewal. This could be managed in the long-term via Site Specific Planning Proposals to be responsive to market needs.
What types of sites are used to create change?	CATALYSTS/ AMALGAMATION/ GOVERNMENT/ PRIVATE	Key catalyst sites including government land, corner sites, large land holdings, and/or sites under single ownership could be redeveloped first to deliver change. However, amalgamation (or consolidation) of the small and fragmented sites in West Ryde will be more likely to occur once redevelopment of the existing low-density land on the edge of the town centre redevelop to provide the 'missing-middle' typology. This would help create the critical mass (i.e. population) needed to encourage redevelopment of sites within the town centre by increas market viability in the long term.



Option 01 Option 02 **Option Comparison** --- Study Area Train Station 1-2 Storeys 3-5 Storeys 6-9 Storeys 10-13 Storeys Approved Developments III No change Public Domain Improvements Active Frontage Pedestrian Priority Zone Community Facility ← Major Pedestrian Link Arcade Connection Proposed Plaza Proposed Open Space Existing Open Space Heritage Conservation Area Infrastructure and Public Benefits What is the level of change? LOW Due to lack of significant and consistent development **MEDIUM - HIGH** Over the long-term as market conditions change LOW What opportunities does this create to deliver improvements via development HIGH Over a long time period it could deliver greater benefits but only Only likely to deliver place improvements and street once market conditions enable development to occur contributions? improvements adjacent private development sites Holistically, does it deliver on community aspirations for West Ryde? NO Unlikely to deliver on place improvements or key LSPS policies YES Over the long-term as market conditions change **Built Form Outcomes** What scale will it produce? INCONSISTENT Sporadic development will be hard to control MEDIUM - HIGH Medium on out-skirts gradually transitioning to high in the core LOW **MEDIUM** What is the impact on amenity and movement? Minor impact on open space, movement and parking, but also Would increase gradually and will impact movement, traffic and open spaces but in a controlled manner does not provide additional services What is an appropriate reference for scale? WEST RYDE LANE COVE or Displays a more controlled and gradual height that is Sporadic development would maintain as-is **FIVE DOCK** representative of a well designed town centre **Time and Delivery** How fast is the change? INTERMITTENT SLOW - MEDIUM Sporadic development will be intermittent and inconsistent Some may happen medium-term but mostly long-term Will it happen rapidly? NO Reliant on changes in market conditions which takes time NO Likely to happen predominantly in the long-term Does it require long-term strategy to ensure delivery? NO YES Relies on existing planning controls and mechanisms Will have to respond to changing needs and aspirations **Feasibility** NO NO Does it work under current market conditions? Some key sites could but most rely on market changes Some key sites could but most rely on market changes YES YES Does it require significant planning changes? Some key sites would require site specific Planning Proposals to It would require enabling the 'missing-middle' typology and site change current controls specific Planning Proposals to change current controls CATALYSTS/ What types of sites are used to create change? Key catalysts sites can generate change faster, this includes CATALYSTS/ Due to long-term changes, amalgamation of small fragmented GOVERNMENT/ government owned land and private holdings, however small AMALGAMATION/ lots would become more viable, joining key catalysts, **PRIVATE** GOVERNMENT/ fragmented lots would be difficult to amalgamate government and large private landholdings to deliver change **PRIVATE**



Next Steps

Following this period of engagement, the consultant team will review and assess all received feedback from all sources and collate this into a further refined design brief.

This refined design brief will form our assumptions for the next stage of work that will refine and prepare a Preferred Masterplan that takes into account all aspirations and objectives as previously defined, and the renewed understanding from the refined design brief.

Following the preparation of a Preferred Masterplan a series of recommendations will be made to Council that investigates planning control changes that enable development that is of the correct and desired scale.

