An aerial photograph of the West Ryde Town Centre, showing a dense residential area with numerous houses, streets, and some commercial buildings. The image is in grayscale and serves as the background for the document.

West Ryde Town Centre Masterplan Draft Options

Prepared for
City of Ryde

Issued
21 April 2021

**We would like to acknowledge the Wallumedegal people, the
traditional custodians of the land in the City of Ryde, and pay our
respects to Elders, past, present and future**

In particular we would like to acknowledge the 60,000+ years of continuous engagement of this land by Aboriginal and Torres Strait culture. The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated

Contents

1	Introduction	4	5	Structure Plans	27
1.1	Project Background	4	5.1	Concept	28
1.2	Strategic Alignment	5	5.2	Activity & Use	29
1.3	West Ryde and the Meadowbank Education and Employment Precinct	6	5.3	Movement	30
1.4	Consultant Team	7	5.4	Built Form Character	31
1.5	Masterplan Process	8	5.5	Built Form Heights	32
2	What We Know	9	5.6	Open Space & Public Domain	33
2.1	Stage 01 Summary	10	5.7	Public Domain Aspirations	34
2.2	Analysis & Benchmarking	11	6	Masterplan Options	39
2.3	Spatial Issues	12	6.1	Methodology	40
2.4	Document Review	13	6.2	Design Drivers	41
2.5	Draft West Ryde Town Centre Revitalisation Strategy	14	6.3	Built Form Typologies	42
2.6	Previous Engagement Results	15	7	Option 01 - Key Sites Only	45
2.7	What You Told Us	16	7.1	Illustrative Masterplan	46
3	Challenges to Delivering Revitalisation	17	7.2	Heights	47
3.1	Balance	18	7.3	Character Areas	48
3.2	Understanding the Economics	19	7.4	Summary	57
3.3	Economics of Revitalisation	20	8	Option 02 - Long Term Change	58
3.4	What Does Change Look Like?	21	8.1	Illustrative Masterplan	59
4	Vision	22	8.2	Heights	60
4.1	Vision	23	8.3	Character Areas	61
4.2	Principles	24	8.4	Summary	70
			9	Option Comparison	71
			10	Next Steps	73

Introduction

1.1 Project Background

The Purpose

Council is preparing a Masterplan for the West Ryde Town Centre. This is in response to Council's Local Strategic Planning Statement (LSPS); and will build on the draft West Ryde Town Centre Revitalisation Strategy (draft strategy).

The West Ryde Town Centre Masterplan will investigate the ideas from the draft Strategy and consider the land use and urban design changes that may need to be made to the planning controls to encourage revitalisation, whilst also responding to the community's aspirations for place improvements, and their concerns around over-development.

This purpose of this masterplan process is to determine the level of change in West Ryde that the community is comfortable with and to encourage private investment that can facilitate growth and the provision of public benefits.

Why Masterplan?

West Ryde Town Centre is currently at risk of decline due to stagnation in development and growth. In efforts to encourage revitalisation, Council has made significant investment in West Ryde such as the funding of assets including the library, community centre, West Ryde Plaza, and Graf Avenue and Ryedale Road public domain improvements. Council has limited capacity to continue to deliver community aspirations due to an imbalance in public and private investment. However, Council can influence growth in West Ryde by informing changes to planning controls that affect height, FSR and land zoning within the West Ryde Town Centre.

The Challenge

A review of community feedback on the draft Strategy and LSPS, along with ongoing engagement as part of the masterplan process, has enabled an understanding of the community's current desires and aspirations for West Ryde. These include improvements to public domain, local infrastructure and revitalisation of activity and use. This engagement also revealed that the community does not want over-development and high-rise that has the potential to undermine the current village character and identity, but rather wants to see future plans for West Ryde which enhance and support its local, fine grain character, and delivers scale and density that is responsive to these characteristics.

This approach to development however has limitations on the ability to encourage revitalisation. With less development, not all community aspirations can be delivered. Therefore, it is necessary to strike a balance between investment through development and the quantity of aspirations to be delivered.

Council is restricted with the level of change it can directly deliver in West Ryde as it owns limited sites in the town centre. The public domain has been embellished by Council, but this is not enough to

stimulate the market as demonstrated by the lack of private renewal. The planning controls within the Ryde Local Environmental Plan 2014 are the primary 'lever' Council has to influence the level and type of change across the West Ryde Town Centre.

Change and renewal in West Ryde needs to be delivered by private landowners deciding to redevelop their landholdings. Understanding the economics that drive revitalisation and redevelopment will help determine what planning controls are needed to encourage or incentivise this renewal process. It is evident the current planning controls, and the likely scale of development, is not enough in the current market to stimulate private investment and change.

Our Approach

To understand this in more detail, this document has been developed to convey our understanding of community aspirations and compile them into a vision and a series of structure plans from which two draft masterplan options have been developed. Each of these options explores a different methodology of feasibility and scale of development.

An understanding of the economics of change have also been included to express how development typically occurs and to express the need to understand that community aspirations cannot be delivered without some form of development.

The consultation on the draft masterplan options hopes to understand the current balance of public versus private investment in West Ryde, and the acceptable scale of development versus the delivery of place improvements, that the community is willing to support. By incorporating feedback from the community, a preferred masterplan can be developed to enable private investment under this particular scale of development.

The economics of revitalisation, and the community's desire to prevent over-development and high-rise, are constraints to the masterplan process. This Masterplan document responds to these constraints or 'pre-conditions', and subsequently present two draft options that may enable some change and deliver on some of the community aspirations for place improvements (but not all), over an uncertain and long time frame.

The scale and height of buildings the community is willing to accept will determine the level of renewal, revitalisation, and delivery of the place improvements aspired by the community. A balance between the community's aspiration for change and place improvements, and the economic feasibility of redevelopment, needs to be established through this community consultation process. However, it is important to remember that the intent of change is to facilitate the community aspirations identified to deliver a vibrant and liveable centre.

The Problem

01

West Ryde Town Centre is stagnating and risks decline

02

There are concerns about over-development

03

Council is limited in its ability to continue investment

04

There is a lack of private investment in West Ryde

The Opportunity

01

Understand the opportunities and constraints around renewal and why there is a lack of private investment

02

Establish guiding principles, design drivers, and investigate changes to the land use and built form controls to help encourage revitalisation

03

Prepare draft masterplan options that propose different development scales to be delivered over different time scales

04

Receive feedback from the community on the draft masterplan options

The Solution

Drive the vision for West Ryde by striking a balance between aspiration and development that enables revitalisation and encourages private investment through continued engagement with the community

Introduction

1.2 Strategic Alignment

This document is part of an ongoing process to deliver a masterplan for West Ryde Town Centre. Strategically, this follows a series of other strategic and policy documents that aim to deliver a holistic overview and decision making process that drives revitalisation on various scales.

Starting from the Greater Sydney Region Plan and the North District Plan, the Local Strategic Planning Statement (LSPS), developed a series of priorities and actions to allow Ryde to grow in accordance with the Community Strategic Plan.

The LSPS outlined the following action in regards to this process:

H2.1 - Prepare new masterplans for West Ryde and Eastwood

And the following target:

A West Ryde Master Plan will be prepared by 2025

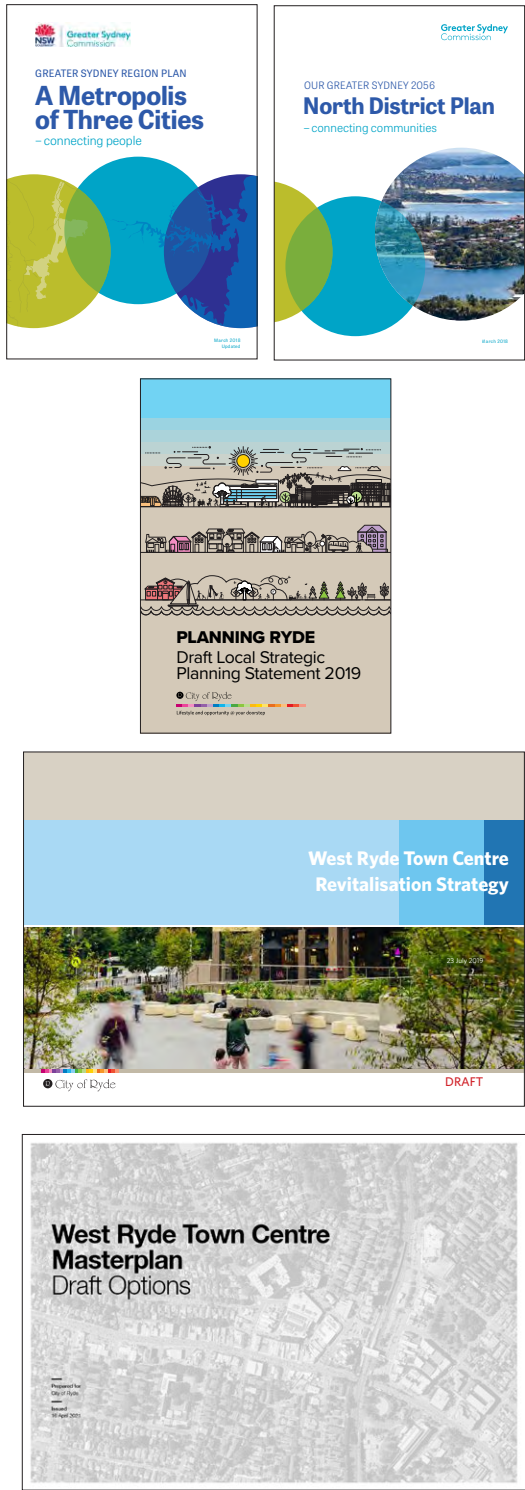
The West Ryde Town Centre Revitalisation Strategy was a draft appendix to the LSPS and the first step in the masterplan process. That document laid the foundation on which this masterplan is developed.

Greater Sydney Region Plan & North District Plan
To meet the needs of a growing and changing population, the Greater Sydney Region Plan and North District Plans are a vision to transform Greater Sydney into a metropolis of three cities through new thinking towards land use and transport and to boost liveability, productivity and sustainability

Planning Ryde - Draft Local Strategic Planning Statement 2019
A 20-year plan setting out Council's vision and planning priorities for the City of Ryde, and the actions Council will take to achieve them. It also bridges the gap between the Ryde Community Strategic Plan and current planning processes

West Ryde Town Centre Revitalisation Strategy
An appendix to the LSPS, the Revitalisation Strategy was the first step in generating interest in developing a strategy and vision for West Ryde and lay the foundations for a more in-depth study and masterplan process

West Ryde Town Centre Masterplan (this process)
In response to engagement on the Revitalisation Strategy and actions in the LSPS, this masterplan is the next step in evolving the vision for West Ryde and understanding the economic context that enables that development



Introduction

1.3 West Ryde and the Meadowbank Education and Employment Precinct

The West Ryde Town Centre Masterplan considers not only the town centre mixed use core but also its surrounding area. This includes both sides of the railway station as show in the map.

It is split into four quadrants via the railway line and Victoria Road, and also incorporates the Sydney Water site to the south-east.

The Sydney Water site is also part of the Meadowbank Education and Employment Precinct (MEEP) masterplan area being managed by the Greater Sydney Commission (GSC). This is a separate masterplan process and investigates ways to improve connectivity to industry and local employment, connectivity, open spaces, the location of industry and business in and around the precinct, and infrastructure to support the precinct.

The MEEP Masterplan has a core boundary area made up of the NSW TAFE and school site, Sydney Water Pumping Station, and the industrial land between Hermitage Road and Mellor Street.

Whilst the Sydney Water site is part of the West Ryde Town Centre masterplan area, its future is guided by the final outcome of the MEEP masterplan process.

- West Ryde Town Centre Masterplan Study Area
- Meadowbank Education and Employment Precinct core boundary
- Meadowbank Education and Employment Precinct frame boundary



Introduction

1.4 Consultant Team

The consultant team commissioned to deliver the masterplan options brings together experience in urban design, economic development, feasibility and community engagement.

The development of these masterplan options has been a collaborative one between the consultant team and City of Ryde. This report outlines the process that has been undertaken to arrive at these options.

CLIENT



LEAD CONSULTANT



ECONOMICS & FEASIBILITY
PROJECT MANAGEMENT

SUB-CONSULTANTS



URBAN DESIGN
PLANNING & PUBLIC DOMAIN



COMMUNITY ENGAGEMENT

Introduction

1.5 Masterplan Process

The masterplan was prepared across of a number stages to allow the appropriate review of the relevant studies, policies, and strategies all informing the future of West Ryde. This information was distilled into principles and options to help deliver a preferred masterplan.

Stage 1 - Refining the Design Brief

A document review of relevant studies, policies and strategies; a benchmarking analysis of other town centres; and a site analysis was carried out to understand the aspirations of the community and the decisions that will help drive renewal in West Ryde. Collectively, this represents the vision for West Ryde, that was then distilled into a series of design principles that form the design brief. This design brief builds on the previous work undertaken by the City of Ryde in the draft West Ryde Revitalisation Strategy.

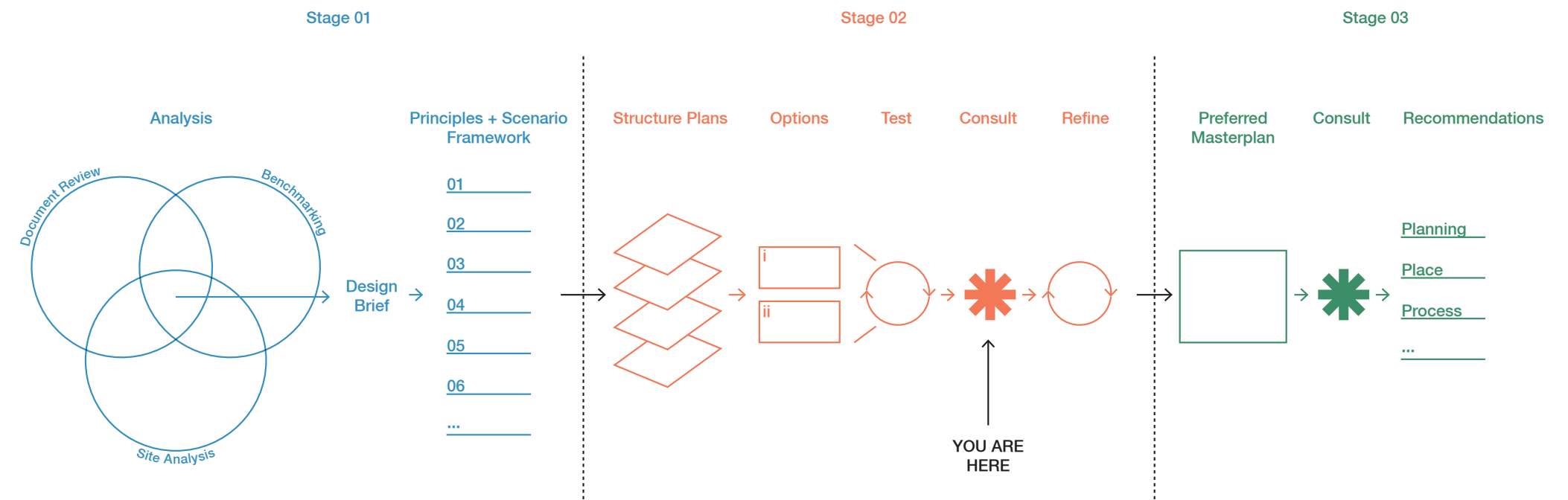
Stage 2 - Draft Masterplan Options

Using the urban design principles, and the refined design brief, two draft masterplan options were prepared that tested different approaches to the future of the town centre. Each option sought to achieve the aspirational vision for West Ryde, through a series of different lens that will consider development and economic feasibility alongside maintaining and enhancing culture and character.

We are now at an important stage of the project, where feedback from the community is sought to inform the preferred way forward for the town centre.

Stage 3 - Preferred Masterplan

The final stage is the consolidation of all previous work, including the refinement of a masterplan that takes into account the community feedback and reflects back on the urban design principles and the learnings from the Stage 1 research and analysis.



What We Know

2

This section outlines the questions that we have sought to address through the formation of Structure Plans and Masterplan Options. Based on a distillation of information from an in-depth baseline analysis, these questions respond to the visions and aspirations of Council and the community, but also embed within them an understanding of best-practice methodology in urban design and masterplanning



What We Know

2.1 Stage 01 Summary

The Stage 01 process considered three pieces of concurrent work. Each piece of work is built upon knowledge gained from existing work done for West Ryde and Ryde Local Government Area or is based on industry experience of best practice approach to masterplanning and urban design methodology. Together, these three pieces of work are consolidated into the design brief that informs the urban design principles and the masterplan options leading to a preferred masterplan.

Site Analysis

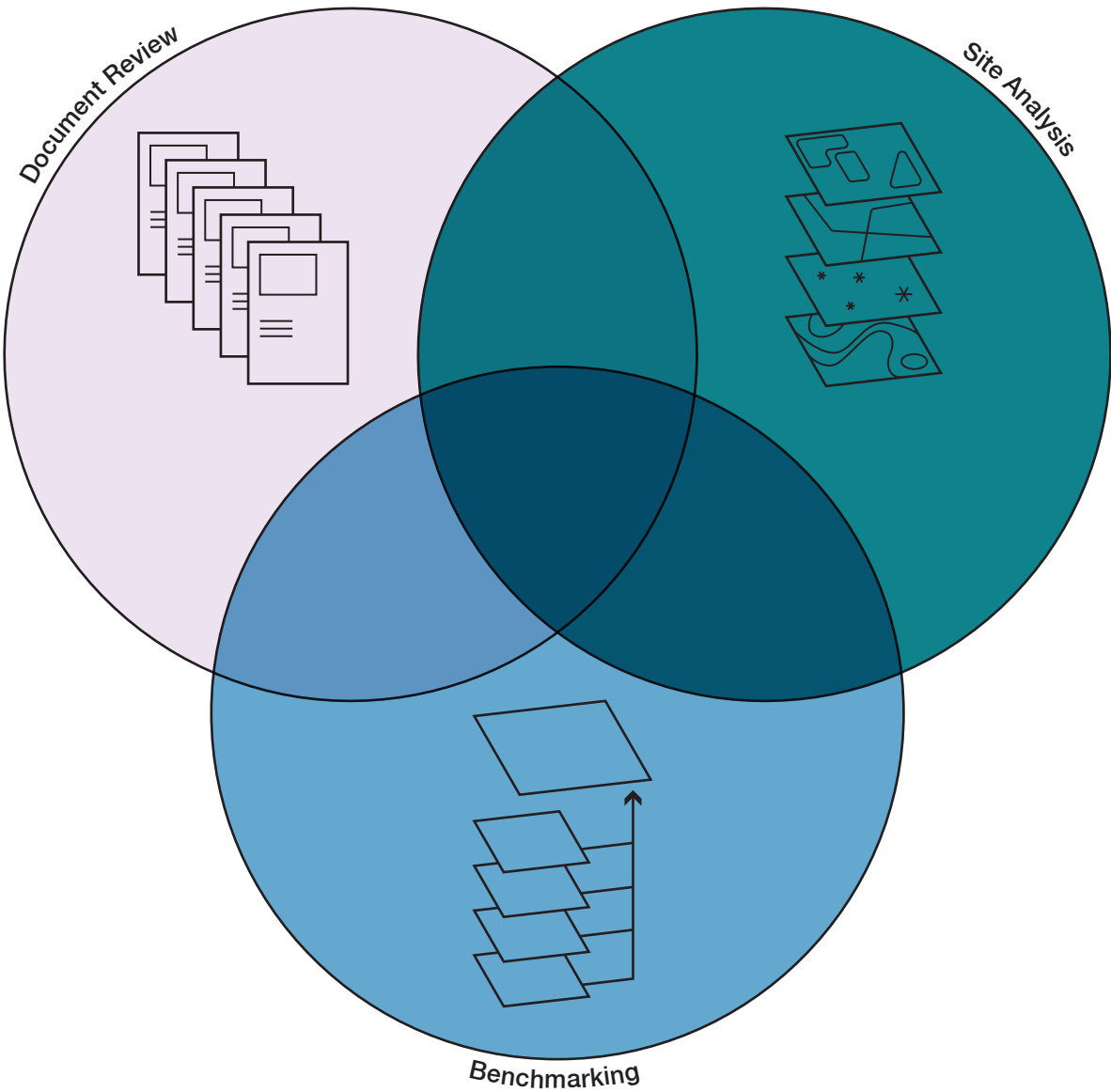
A detailed overview of West Ryde and surrounds considers the constraints and opportunities for the masterplan process. It is built upon existing analysis prepared for the West Ryde Town Centre Revitalisation Strategy. This methodology will limit overlap of work already prepared but rather focuses on more detailed aspects of West Ryde’s character and will reflect recent changes and community aspirations towards the town centre.

Benchmarking

A more refined analysis method of comparing and analysing a series of defining attributes against other town centres and desirable locations is used to determine key elements of place and character. The attributes are determined through a best practice approach to urban design, informed by considerable experience and understanding of what parts of place and character are most important to town centre masterplans. Correlations between outcomes tells us what aspects of the built form and natural environment are impacted by others.

Document Review

Considerable existing work has been done by council and previous consultants to deliver a series of key strategy documents that can be used to inform the design brief. Each of the relevant documents is reviewed and a summary of it’s content and relevant objectives are synthesised and consolidated under common themes. All objectives are then compared to each other and reduced to the common elements that are evident across all documents.



What We Know

2.2 Analysis & Benchmarking

The analysis and benchmarking in Stage 01 was used to determine an understanding of the current condition of West Ryde, along with its opportunities, and to benchmark that against other town centres to understand where West Ryde can achieve similar growth whilst maintaining it's own identity.

Site Analysis

Founded on considerable work already undertaking in the draft Strategy, the site analysis looked at West Ryde through multiple lenses. It determined a series of constraints and opportunities, and what attributes of place and locations need to be improved to create a welcoming and functional town centre.

The result of this was a series of key observations that were used to inform the design principles and objectives.

Benchmarking

To further facilitate the site analysis, a detailed comparison of West Ryde to other town centres was done to understand what attributes of other places can be imposed on West Ryde and the desired result which could potentially be achieved. These town centres were Eastwood, Crows Nest, Petersham, Dee Why, Gladesville and Lindfield. This was done through two parallel works that looked at each town centre through a qualitative and quantitative lens. The diagrams to the right are just some of the methods of analysis used to understand tree canopy coverage, connectivity, access to open space, topography, land use, built form and growth capacity.

The results of this showed use the attributes and values that are key to successful town centres and have been used to inform the design principles and objectives.

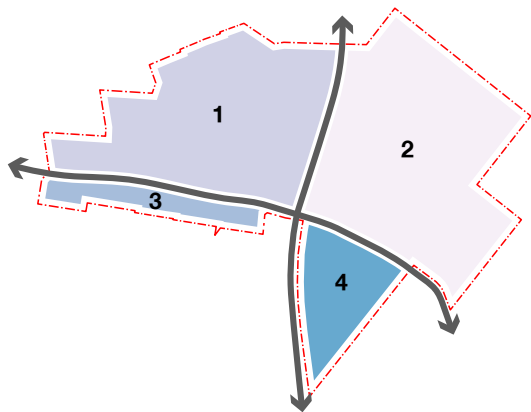


What We Know

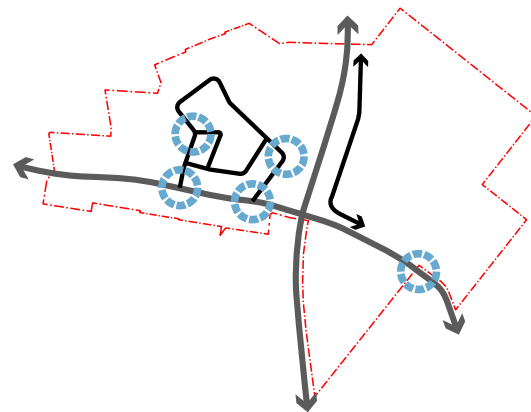
2.3 Spatial Issues

Through the site analysis and benchmarking work, a series of key spatial issues in West Ryde were evident.

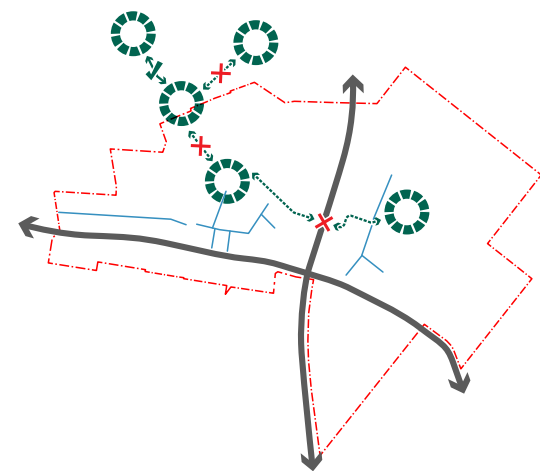
In addition to the values and criteria that make town centres successful, these spatial issues would also need to be addressed as part of any masterplan option to ensure that growth within the town centre can occur.



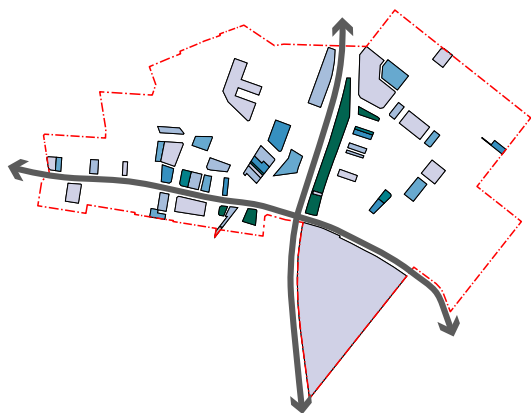
1 Railway and Victoria Road are major physical barriers that split the town centre into four distinct quadrants



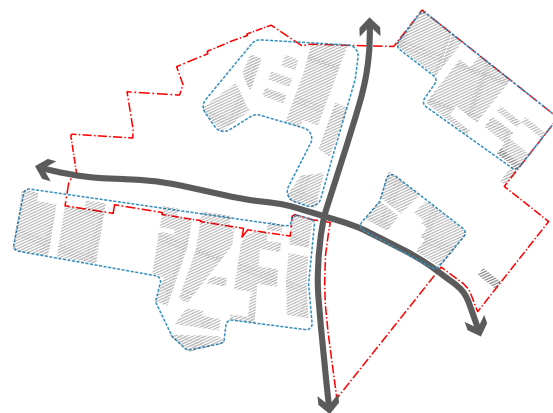
2 Vehicles and pedestrians moving through the town centre have a poor experience due to the conflicts with each other, congestion and pollution



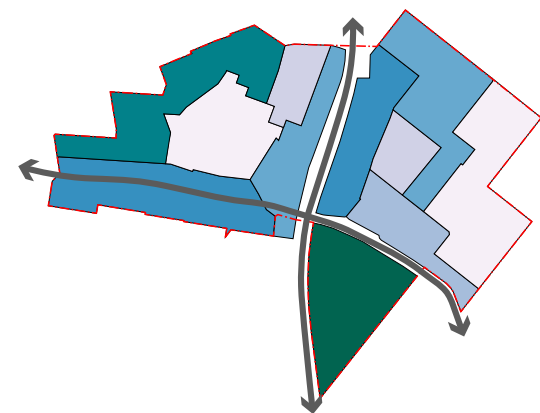
3 The existing open space network is disconnected by the railway line, large developments and impermeable street blocks. Arcades and laneways have poor legibility and activation, often not leading anywhere



4 Amalgamation sites are limited with the remainder being strata or small fragment lots with single ownership



5 Existing strata flat buildings and fragmented ownership within and nearby the town centre has limited development based on the existing planning controls



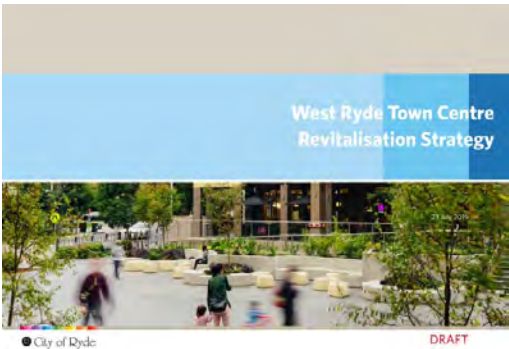
6 The existing Town Centre has no cohesive character and identity with most areas being defined by era of development which has occurred in a fragmented way

What We Know

2.4 Document Review

This project and the future of West Ryde sits within an expansive, rigorous and endorsed framework of planning policy and strategies that extend across geographies and areas of community interest. As part of this project a thorough document review was undertaken to understand the current planning approach to West Ryde and the Ryde Local Government Area, along with the various approaches to strategy already undertaken. This is further expanded on through an understanding of the current housing and economic strategy for the LGA and the needs and desires of the community through the community facilities plan and previous community engagement on the Revitalisation Strategy and Local Strategic Planning Statement (LSPS).

Planning



Draft West Ryde Revitalisation Strategy
City of Ryde



LSPS
City of Ryde



Town Centre Structure Plans
City of Ryde

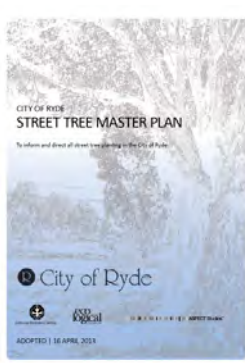


MEEP Masterplan
Greater Sydney Commission

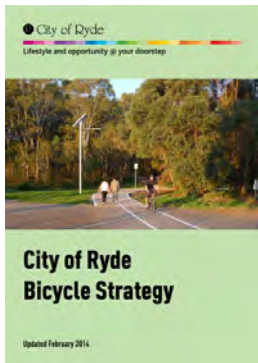
Open Space & Active Transport



REM Green Links Masterplan
McGregor Coxall / City of Ryde



Street Tree Masterplan
City of Ryde



Bicycle Strategy
City of Ryde

Housing & Economics



Housing Issues Paper
City of Ryde



DRAFT Housing Strategy
Hill PDA / City of Ryde



Economic Development Plan
City of Ryde

Community Engagement & Facilities



Our Vision for Ryde 2028 - Community Strategic Plan
City of Ryde



LEP Community Insights Reports
PlaceScore



Planning Ryde - Engagement Outcomes
Elton Consulting / City of Ryde



Social & Cultural Infrastructure Framework
City of Ryde



Halls & Facilities Strategy
City of Ryde

What We Know

2.5 Draft West Ryde Town Centre Revitalisation Strategy

Previous consultation on the draft West Ryde Town Centre Revitalisation Strategy (draft Strategy) presented two different options for a future vision for West Ryde that explored different approaches to scale in the town centre.

Option 01

This option presented the “minimum feasible development capacity required to trigger urban renewal in the Town Centre through new planning controls”, however stated this would be informed by an economic feasibility study.

Option 02

An alternative approach was labelled the ‘Incentivised Option’ and allowed for greater height and density on key catalyst sites and thereby public benefits could be delivered through the incentives for development.

The masterplan options presented in this document have built on these initial options, testing and adding to them through additional analysis and community engagement along with an insight to the economics of development to ensure successful development could occur. The proposed draft masterplan options in this document are therefore completely new options, but are informed by the options in the draft Strategy.

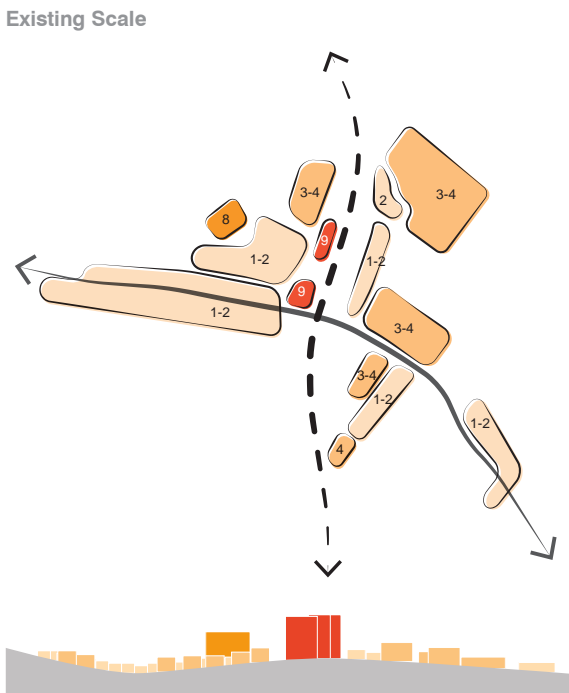


Figure 32. Indicative city skyline of West Ryde along Victoria Road (existing condition)

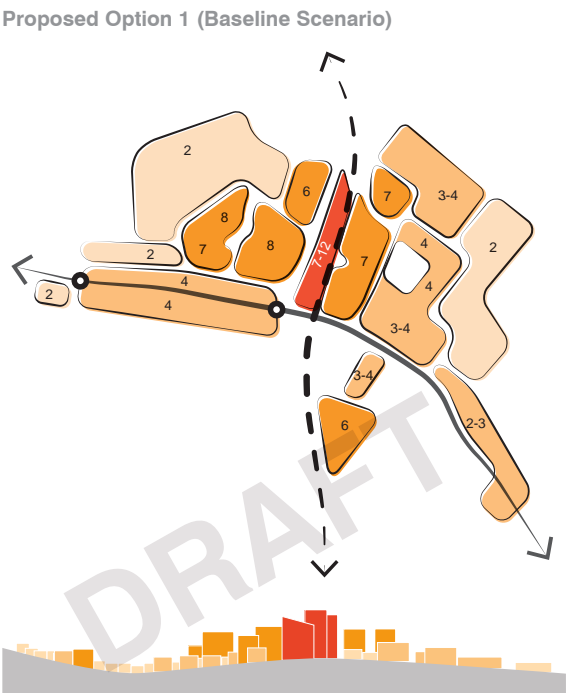


Figure 33. Indicative city skyline of West Ryde along Victoria Road (Proposed future baseline scenario)

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.

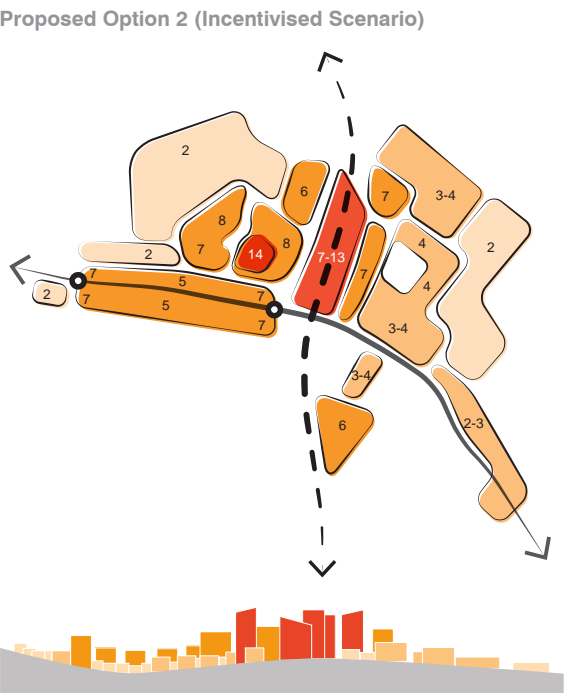


Figure 34. Indicative city skyline of West Ryde along Victoria Road (Proposed future incentivised scenario)

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.

What We Know

2.6 Previous Engagement Results

City of Ryde have previously engaged in multiple community consultations that provide an overview of what the community wants for the future of West Ryde and the Town Centre. The following three reports have been summarised, and the results presented on the right hand side of the page, are key to informing the masterplan options and how they respond to community aspirations and issues for West Ryde

Planning Ryde - Community and Stakeholder Engagement Outcomes Report

The Engagement Outcomes Report is a consolidation of engagements activities undertaken as part of a review of the Ryde LSPS in 2019. It also explores and understands community reactions to the Revitalisation Strategy, which at the time was an appendix to the LSPS.

It included various methods of engagements including community sessions, online survey, hard copy survey, telephone surveys, workshops and social media engagements.

Our Vision for Ryde 2028 - Community Strategic Plan

This Community Strategic Plan (CSP) builds on The City of Ryde 2021 CSP and responds to forecasts on how the city will grow and change, and the feedback and inputs received from residents and community leaders over several months of consultation.

Place Score - City of Ryde LEP Community Insights

Place Score assessed City of Ryde Local Government Area (LGA) with two data collection tools - Care Factor and Place Experience (PX) Assessments. Care Factor captured community values and PX Assessments measure the community's lived experience. Over 1,000 community responses were distilled to provide a set of strengths, issues and priorities for the LGA and West Ryde.



Need to revitalise the Town Centre

The community sentiment indicated a high need to revitalise the centre into a vibrant and attractive place for all. The community indicated that if no improvements happened in West Ryde, the Town Centre will continue to stagnate



Improved traffic & parking

The community expressed a desire for increase in car parking, more effectively timed traffic lights and timed parking and opposition to relocation of Avenue/Riverview Street intersection. Community sentiment indicated that an increase in parking in West Ryde will help renew the Town Centre



Better walking and cycling infrastructure

The community would like to improve active transport infrastructure including making pedestrian overpasses at key junctions; more active transport links to key destinations; promote community safety including the widening of footpaths, increased passive surveillance, implementation of appropriate lighting, neighbourhood watch within school areas and safe connections to open spaces of parks



Improved and green public domain

The community expressed a desire for more trees and improved sustainability, good design and maintenance of public space, more and better street furniture, and public space that is safe for everyone



More things to do

The community expressed a desire for new activities such as markets was the second most commonly chosen response to achieving urban renewal in West Ryde, promotion of local community activities such as a little community library to share books, the revitalisation of West Ryde through the introduction of an 'Eat Street' initiative, and spaces for community to congregate



Fine grain character

The community expressed a desire to protect the existing fine grain character of the area and to use this character to build an identity for West Ryde



Medium density housing

Support for housing on top of retail along Victoria Road with a preference for medium density housing over high density housing



Preserve heritage

Preservation of heritage buildings and adaptive reuse of heritage buildings was one of the top priorities in the Town Centre's renewal

What We Know

2.7 What You Told Us

As part of the West Ryde Town Centre Masterplan (this project), we engaged with over 113 local residents and businesses between 25 November 2020 and 22 January 2021 to seek feedback on the future look and feel of the West Ryde Town Centre. This engagement was also on top of previous engagement by others in regards to Council's Local Strategic Planning Statement (LSPS) and the Revitalisation Strategy.

The community told us the following is important in preparing a masterplan for West Ryde Town Centre:

- Improve pedestrian and cycle connection to and within the Town Centre
- Provide spaces for social connections and better connect to surrounding open space
- Provide more trees and shade
- Creating activated laneways and preserving the heritage and fine-grain character
- Improved traffic movement and parking throughout the Town Centre
- Integrate cultural activities and improve social infrastructure within the Town Centre
- Reflecting and representing the multi-cultural community of West Ryde

In addition, the community have conveyed a number of spatial aspirations or improvements that have been taken into consideration in the development of masterplan options. These are listed to the right and are categorised under the following themes that are also present on the vision board later in this document:

**Movement**
Connections and transport

**Public Domain**
Open space and public domain improvements

**Activity and Use**
Land use, amenity and community services



Online survey results from Stage 1 engagement for West Ryde Town Centre Masterplan (from 113 responses)

Community Spatial Aspirations	
	Victoria Road Bridge (aligned to Sydney Water site)
	Walking/cycling link from West Ryde to Meadowbank Ferry terminal
	Embellishment of the Sydney Water site
	Improved bus interchange
	Station upgrades / increased connectivity from east to west
	Increased community amenity and co-location of services
	Public domain upgrades including cycleways and tree planting to increase tree canopy coverage
	Increased and diverse commercial floorspace for local business development
	Increased housing supply and diversity of typologies to meet diverse demographic needs including affordable housing mix
	Increased general visitor parking and increased commuter parking for the train station
	Extend/Connect West Ryde Plaza to Victoria Road
	Embellishment of the Steam Locomotive Society (Darvall Park)
	Space for alfresco dining
	Community Gardens
	Public plaza for events / gatherings

Challenges to Delivering Revitalisation

3



Challenges to Delivering Revitalisation

3.1 Balance

Delivering the aspirations through the town centre revitalisation process requires a balance of constraints and opportunities.

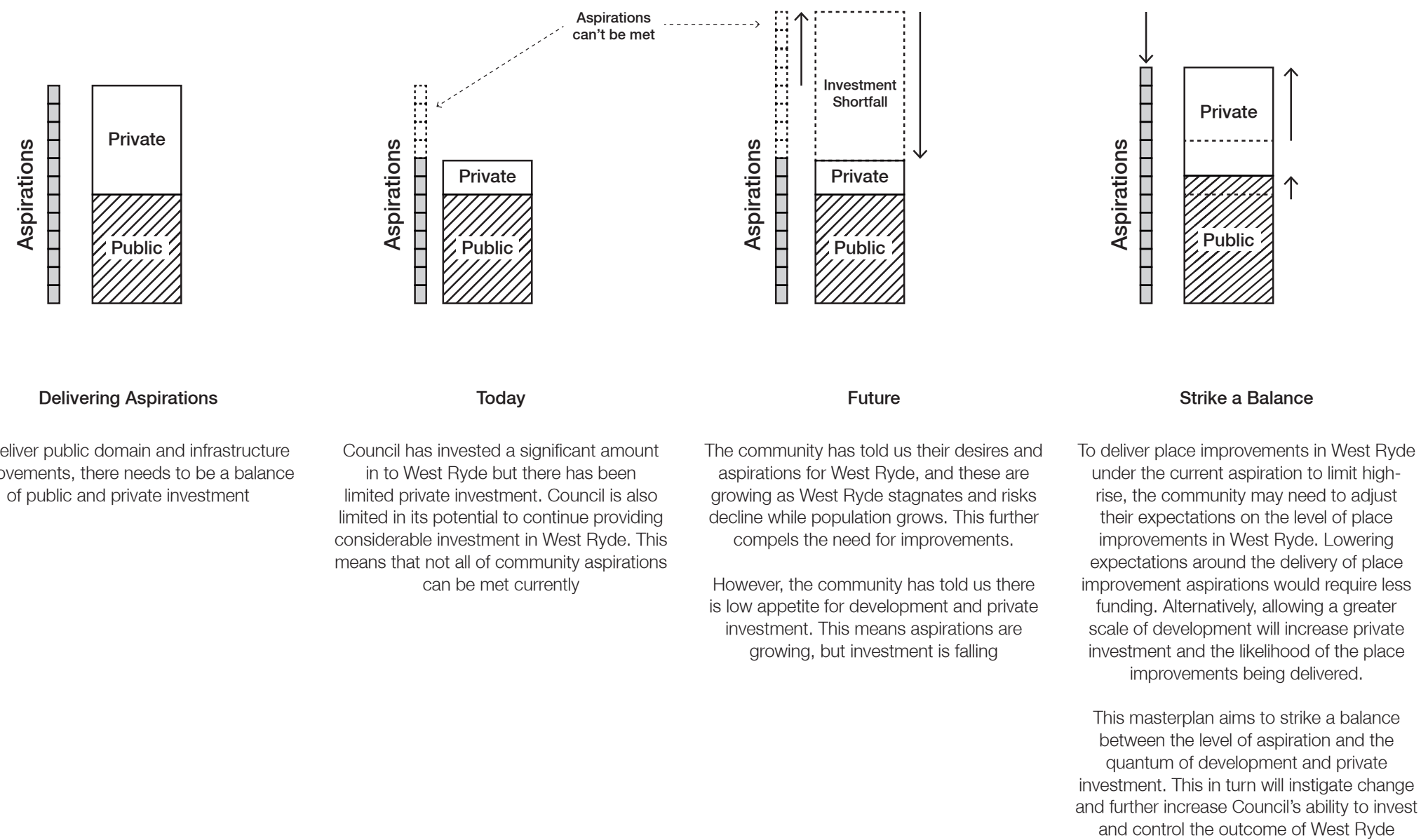
The masterplan must respond to the aspirations of the community, identified through previous community engagement. These aspirations are both opportunities in the form of new community infrastructure and public domain improvements, and constraints in the form of expectations of built form scale.

As a Council, the City of Ryde has little ownership of town centre sites. It is therefore constrained by what it can directly deliver through Council-led development. The revitalisation of the town centre is therefore reliant on landowners delivering on the community's aspirations through incremental development of key sites throughout the town centre.

This requires planning controls that inform building heights, densities and land uses to be set at sufficient levels to make development financially feasible. Without financially feasible development, the delivery of the town centre aspirations will be constrained.

The realisation of the masterplan therefore must balance a number of competing objectives and may require an adjustment of community aspirations to deliver a town centre of scale that is acceptable.

The following pages aim to express the need for an increase in private investment and to provide insight into how revitalisation and change within the Town Centre can happen.



Challenges to Delivering Revitalisation

3.2 Understanding the Economics

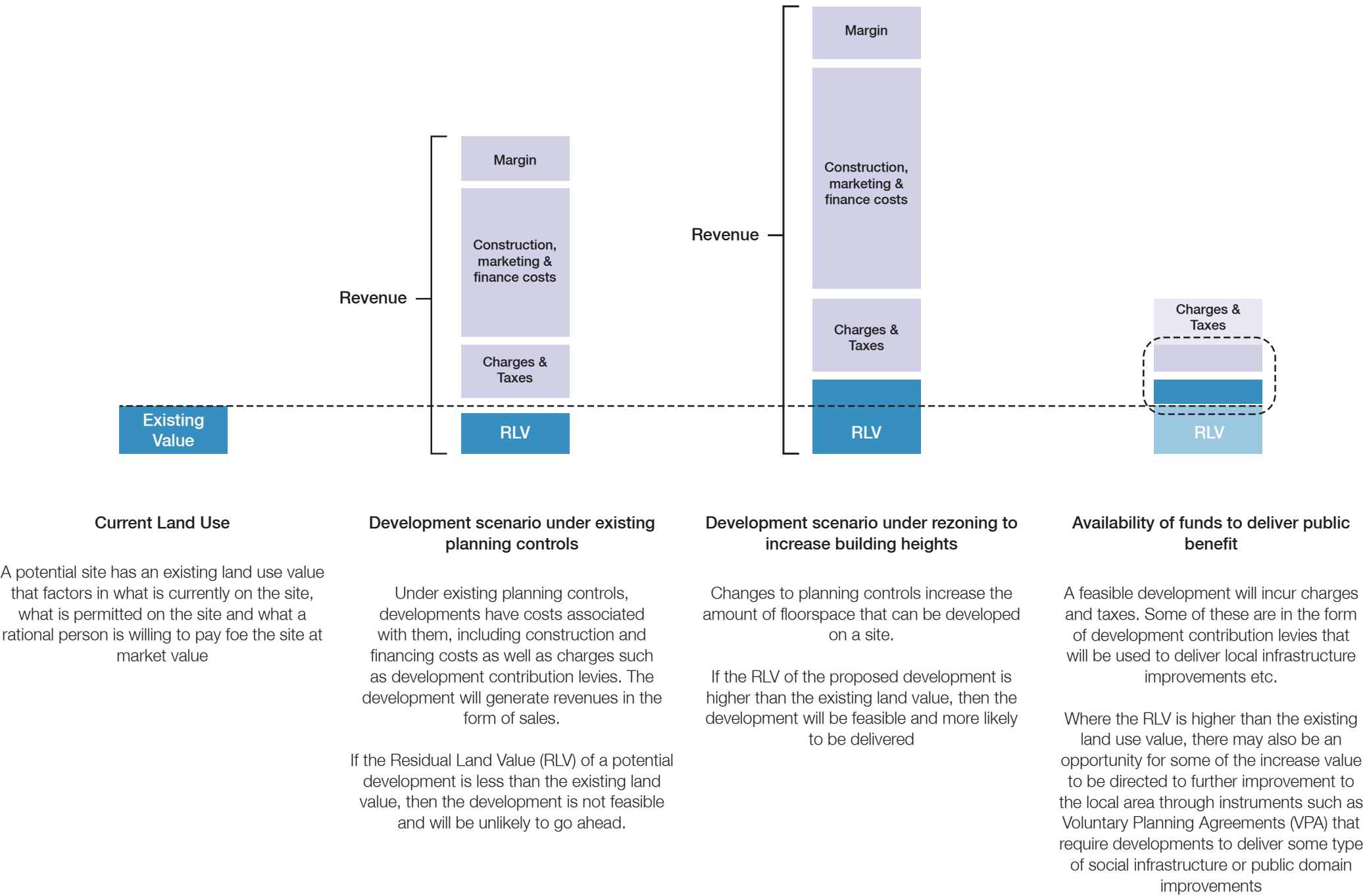
To understand why changes to development density and height are a necessary part of the revitalisation process, it is important to understand the principles of development feasibility.

This diagram illustrates the concept of feasibility. It explains that development will only occur when there is an overall increase to land value once development costs are factored in. A town centre revitalisation process that relies on private land owners to deliver change. Therefore, it requires development to be sufficiency feasible for development to be considered.

Without sufficient feasibility, development will not occur and nor will the delivery of public domain improvements and provision of new or improved social infrastructure.

In order to create a situation where development can occur, a future vision for West Ryde will need to explore what aspects of this feasibility equation can be changed. This may take several aspects:

- **Changes to planning controls to increase building heights.** The increase in building height increases the amount of floorspace that a development can deliver and increases the amount of revenue that a future development can generate. To facilitate change in West Ryde, it is important that the future scale of the Town Centre balances community aspiration with a scale of development that will be feasible.
- **Taking a long-term view.** Development feasibility often takes a short-term view. Over time, as market conditions change, both revenues and development costs can change too. Considering the development of West Ryde as an incremental, long term process may then assume that development that may not be feasible today may become feasible as other up-front investments to the town centre are made, that have positive influences on property prices.
- **Re-thinking what developments must provide.** One of the biggest costs associated with multi-storey development is underground parking. By re-thinking what new developments should provide in terms of parking, building costs decrease and this has an impact on how high buildings need to be to be considered feasible.



Challenges to Delivering Revitalisation

3.3 Economics of Revitalisation

Town centre revitalisation can be realised in different ways.

Some town centres rely on ad-hoc, site specific developments to deliver change. The Coles development in West Ryde is an example of this.

Other town centres undergo extreme change through significant increases to building heights. This fundamentally changes the look and feel of a place, and increases population densities. It also creates the opportunity for higher density development to deliver a ‘density dividend’ to the centre through the delivery of public domain upgrades, new community infrastructure etc. this is because the feasibility of the developments creates the ability to deliver a wider range of public infrastructure.

There is also a middle path, which delivers change through incremental increases to heights. This revitalisation approach tends to deliver change over a longer timeframe, with less ability to deliver public infrastructure investment but delivering a built form scale that is more sympathetic to the existing town centre and it surrounds.



West Ryde

Pathway 1 - Ad-hoc

Example

West Ryde

Benefits

- Private proponents don't require broad planning changes
- Focus on single sites

Issues

- Sporadic development with inconsistent outcomes
- Overall returns a poor quality of place with a lack of identity and character
- Does not enable changes in market conditions or property prices that further instigates change in the long-term



Lane Cove

Pathway 2 - Long-term Revitalisation

Example

Lane Cove or Five Dock

Benefits

- Change delivered incrementally
- Enables market conditions to adapt, allowing more sites to become feasible for development
- Built form scale and height is more sympathetic

Issues

- Requires a long-term vision and Council control to implement
- Less ability to deliver public benefits and infrastructure



Rhodes

Pathway 3 - Short-term Revitalisation

Example

Rhodes

Benefits

- Greater potential to deliver public benefits sooner
- Significant increase in population creates active places and amenity

Issues

- Public benefits delivered via greater height and scale of development
- Extreme change tend to erode existing character and identity
- Increases traffic and movement, placing stress on existing infrastructure rapidly

Challenges to Delivering Revitalisation

3.4 What Does Change Look Like?

These different approaches to revitalisation look different in different centres. With lower density revitalisation, development is likely to be delivered incrementally over a long time frame. This means that centres will gradually see a change to the scale of the town centre through site-by-site development.

Eastwood, Five Dock and Leichhardt are examples of what this looks like



Five Dock



Eastwood



Leichhardt



Five Dock

Vision

4



Vision

4.1 Vision

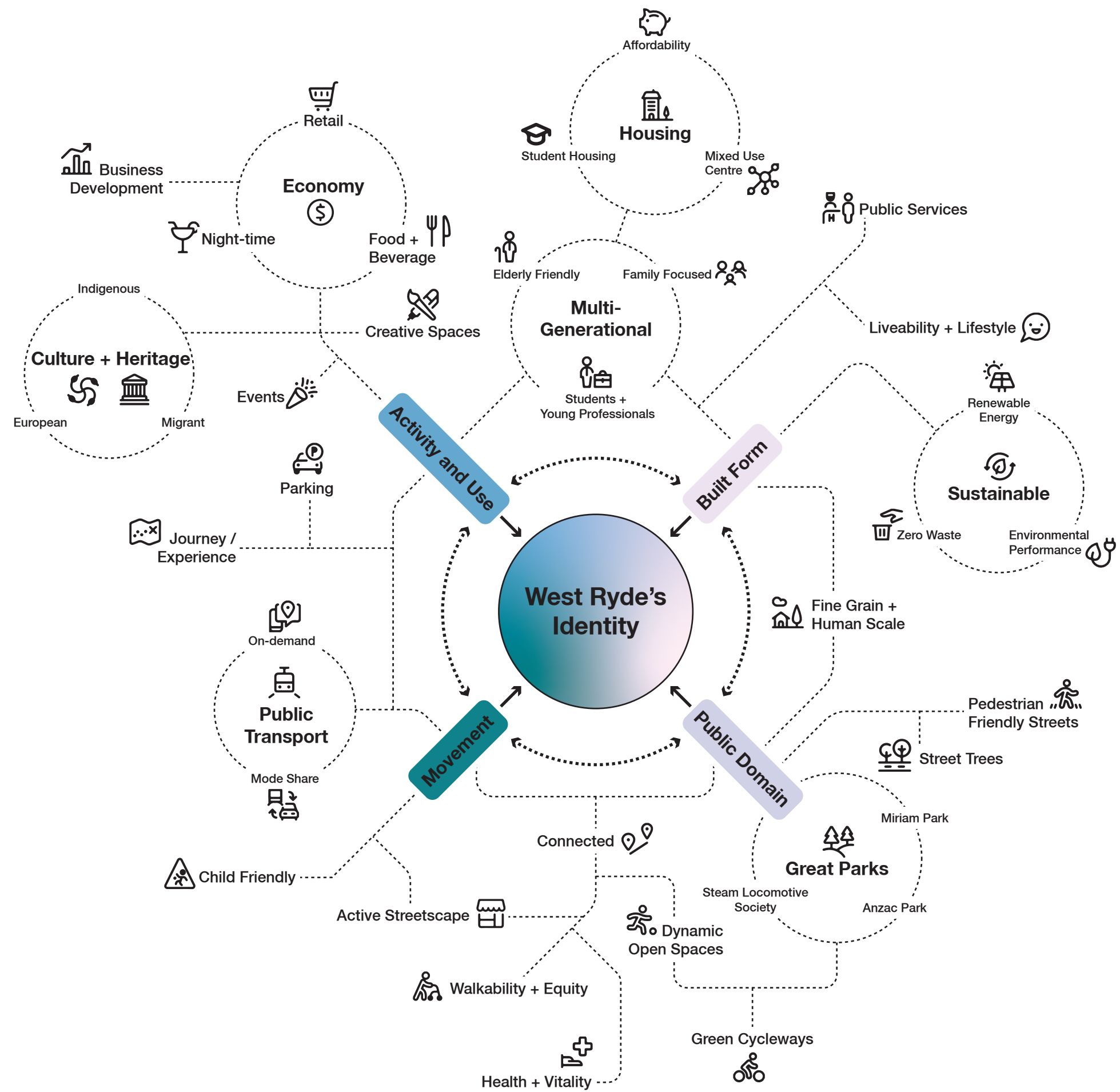
Throughout the Stage 01 process and previous community engagement, the aspirations of the community are clear. The process so far has provided an insight into the qualities and characteristics that are desirable for West Ryde.

These have typically fallen under four themes:

- Activity and Use
- Built Form
- Movement, and
- Public Domain

Collectively, these aspirational items and themes form the foundation for the draft masterplan options and will help to evolve West Ryde's identity.

The draft masterplan options have taken this into consideration and aim to not only maintain the existing character and quality of the town centre, but build upon it, allowing change and revitalisation that delivers a place for the people of West Ryde.









4.2 Principles




Through the process of determining objectives, findings and observations, we can understand the parameters that define and create great town centres. Along with the thorough analysis that has been done specifically in relation to West Ryde, these are also benchmarked against a detailed and experienced understanding of town centre development and masterplanning processes.

Each component is important in and of itself, however when combined they facilitate growth and enable the revitalisation and continued economic development needed for a town centre to flourish. This in turn creates more welcoming, diverse and attractive destinations that cater for their communities.

The urban design principles are high-level and visionary statements catered to the needs and opportunities as identified through the Stage 01 process. They are used to determine broad level changes needed to create the vision. From these principles, objectives that specifically relate to West Ryde have been developed. These have also been referenced to the LSPS to understand how these principle and objectives are placed within the broader strategic planning framework for Ryde.

<div></div> <div><h3>1. Connectivity</h3><p>Increasing access to the town centre whilst enabling new, improved and more legible connections will enable greater movement. Facilitation and focus on the development of active transport routes, mode sharing, green infrastructure and walkability will all play a factor in increased connectivity and creating a more comfortable, pedestrian friendly network</p></div>	<div></div> <div><h3>2. Scale</h3><p>The scale of built form should respond to a number of dynamic factors such as location, amenity, impacts, character, grain, legibility, use and ownership. The delicate balance of these will determine the appropriate scale of built form, creating legible and coherent places that aid navigation and help to form an identity and local character within the town centre</p></div>	<div></div> <div><h3>3. Public Domain</h3><p>A variety of experiences within the town centre should be easily accessible and supported by green infrastructure and a network of local open spaces. Increased street tree planting and native vegetation will increase pedestrian comfort and safety whilst open spaces will facilitate gathering and interactions for social and community well-being</p></div>
<div><h4>Objectives</h4><div><div>1.1</div><div>Improve connectivity and access from, to and within the town centre <small>LSPS objectives: T2.1, T2.2</small></div></div><div><div>1.2</div><div>Improve legibility and safety of connections to enable greater movement using built form, landmarks and wayfinding <small>LSPS objectives: C2.3, C4.4</small></div></div><div><div>1.3</div><div>Develop a highly walkable town centre and surrounds, supported by active transport routes, green infrastructure and mode sharing opportunities <small>LSPS objectives: T2.1, C4.1, C4.2, C4.7</small></div></div><div><div>1.4</div><div>Enhance connections from West Ryde to other centres and activity hubs <small>LSPS objectives: C2.1</small></div></div><div><div>1.5</div><div>Establish strong active transport connections between MEEP and West Ryde that aligns with the current MEEP Masterplan <small>LSPS objectives: C2.1</small></div></div><div><div>1.6</div><div>Utilise existing parking infrastructure and new infrastructure, where necessary, with a focus on reducing car use and encouraging public and active transport use <small>LSPS objectives: T1.6, C2.2, C3.2, C3.3</small></div></div></div>	<div><h4>Objectives</h4><div><div>2.1</div><div>Recognise and celebrate the older building stock and fine grain nature of the town centre <small>LSPS objectives: C7.1, HE1.5</small></div></div><div><div>2.2</div><div>Encourage the amalgamation of small, fragmented lots only if development delivers appropriate ground floor forms and uses</div></div><div><div>2.3</div><div>Increase the permeability of large blocks and increase through site links for sites greater than 2,000sqm to aid in pedestrian flow and connectivity</div></div><div><div>2.4</div><div>Allow granularity in scale of buildings to create active street frontages and diversity in built form, character and aesthetic that responds to areas of high amenity and pedestrian movement</div></div><div><div>2.5</div><div>Frame and contain the Victoria Road corridor with appropriate built form scale, height and markers/gateways at key locations</div></div><div><div>2.6</div><div>Leverage government, council and other lots, that can accommodate significant uplift, as catalyst sites to determine and manage height and transition of scale <small>LSPS objectives: CW4.2</small></div></div></div>	<div><h4>Objectives</h4><div><div>3.1</div><div>Ensure all dwellings are within 200m to 1,500sqm of open space for high density or within 400m to 1,500 sqm of open space for low-medium density <small>LSPS objectives: OS5.3</small></div></div><div><div>3.2</div><div>Create a network of small open spaces and green infrastructure that connects places throughout the centre with clear legibility <small>LSPS objectives: IN1.6, E1.1</small></div></div><div><div>3.3</div><div>Provision of open spaces should be able to host a diversity of events, are safe, encourage social interaction and create a sense of local identity <small>LSPS objectives: C6.1, D4.1, OS2.1, OS4.1</small></div></div><div><div>3.4</div><div>Improve access to and functionality of existing open spaces to maximise their benefit to the local community, including Anzac Park, Darvall Park and the Sydney Water site <small>LSPS objectives: C2.1, OS1.1, OS2.4</small></div></div><div><div>3.5</div><div>Provide a minimum of 12% tree canopy coverage within the town centre and 30% within surrounding areas <small>LSPS objectives: H6.1, E2.1, E2.3</small></div></div></div>

<div></div> <div><h3>4. Amenity</h3><p>A provision of amenity and diversity of amenity within the town centre enables an active precinct and lifestyle that accommodates day time and night time activity. It also supports the local community with a mix of services and community infrastructure closer to home and work</p></div>	<div></div> <div><h3>5. Land Use</h3><p>Mixed use developments are key to creating activity and culture within town centres. Providing a range of typologies from residential to commercial and community enables long term activation and a range of experiences that facilitate connections and interactions</p></div>	<div></div> <div><h3>6. Sustainability</h3><p>A strong focus on social, economic and environmental sustainability proves to the community that the town centre cares about their future. Long term goals that enable developments and infrastructure to achieve sustainability targets will create cleaner and more comfortable environments whilst places that foster interactions increase social sustainability</p></div>
<div><h4>Objectives</h4><div><div>4.1</div><div>Provide a diverse range of high quality amenities and local services within the town centre to support identified community need, and that are flexible enough to accommodate a range of uses <small>LSPS objectives: IN1.1, IN1.5, IN1.6</small></div></div><div><div>4.2</div><div>Support night-time activities to create a town centre with a distinct evening economy for local residents, workers and visitors</div></div><div><div>4.3</div><div>Improve and, where appropriate, co-locate community infrastructure facilities such as libraries, community hubs, local service providers and youth-focused services in parts of the town centre that are highly accessible and which will drive daytime, night-time and weekend activity <small>LSPS objectives: IN1.5, IN1.6, CW2.1, CW4.2, CW4.3</small></div></div><div><div>4.4</div><div>Support remote working community needs through appropriate services and amenities such as community work hubs and support services</div></div><div><div>4.5</div><div>Increase activation of public spaces through active frontages and consideration of anchor ground-floor uses</div></div></div>	<div><h4>Objectives</h4><div><div>5.1</div><div>Target a minimum increased housing supply of between 1,200 - 1,900 new dwellings or as required to turnover development. This is a long-term growth target determined within the LSPS</div></div><div><div>5.2</div><div>Ensure all new dwellings are within 400m of public transport and more specifically within 800m of West Ryde train station <small>LSPS objectives: IN1.4, T1.5, H1.2, H6.2</small></div></div><div><div>5.3</div><div>Provide a minimum of 5% affordable housing <small>LSPS objectives: H5.2</small></div></div><div><div>5.4</div><div>Utilise housing diversity to meet a range of identified housing needs and explore novel typologies such as live-work developments, long-term rental homes and cooperative housing <small>LSPS objectives: H4.3, H5.2, EM1.1</small></div></div><div><div>5.5</div><div>Explore alternative approaches to mixed-use that do not necessarily increase ground floor retail floorspace but consider alternative ground floor uses that support the aspiration for an increased diversity of land uses</div></div></div>	<div><h4>Objectives</h4><div><div>6.1</div><div>Ensure all new dwellings are within 400m of multiple active and public transport opportunities <small>LSPS objectives: H6.2</small></div></div><div><div>6.2</div><div>Explore opportunities to facilitate circular economy aspirations into the design through considerations such as shared and/or community waste collections and sorting facilities or minimisation of construction waste through adaptive re-use, where possible and appropriate <small>LSPS objectives: H7.1, E3.1</small></div></div><div><div>6.3</div><div>Establish West Ryde as the local centre supporting future MEEP functions to reduce car-based trips <small>LSPS objectives: EM1.1</small></div></div><div><div>6.4</div><div>Create a centre that prioritises pedestrian and active transport movement by connecting into the regional active transport network and providing suitable cycle infrastructure such as end of trip facilities in new developments <small>LSPS objectives: C2.1, C4.3, C4.4, C4.7</small></div></div><div><div>6.5</div><div>Encourage design excellence and sustainable design through planning incentives <small>LSPS objectives: H7.2, H7.3</small></div></div></div>

<div></div> <div><h3>7. Employment</h3><p>The key land use of any town centre is it's commercial core and it's ability to foster a variety of businesses that hire locally and interact with the local community. Restaurants, cafes, shops, gyms, offices and more all enable day time and night time activity whilst invigorating the local economy and ensuring growth</p></div>	<div></div> <div><h3>8. Diversity</h3><p>A diversity of places, character, uses, activation, amenity and scale all offer new and interesting aspects of interactions with the town centre. Local character and quality play a defining role in enabling local businesses and residents with the ability to create culture and a pride in place. This should however be done to enable legibility to maintain a town centre vision as a whole</p></div>	<div></div> <div><h3>9. Collaboration</h3><p>To create an attractive town centre that considers all the needs and desires of the community, council, business owners and align with the strategic growth of Sydney, collaboration is key. Engagement with community and stakeholders along with acknowledgement of developer economics will drive growth and enable informed discussions that allow the town centre to thrive</p></div>
<div><h4>Objectives</h4><div><div>7.1</div><div>Retain and strengthen the local employment and services function of West Ryde through the accommodation of local restaurants, cafes, bars, gyms and small businesses <small>LSPS objectives: C5.1, EM2.2, EM3.3</small></div></div><div><div>7.2</div><div>Provide commercial floorspace that is fit for purpose and flexible for current and future business functions, acknowledging that business are likely to be small and/or local in nature</div></div><div><div>7.3</div><div>Support remote working community needs through appropriate services and amenities such as community work hubs and support services</div></div><div><div>7.4</div><div>Provide flexible employment floorspace that caters to a diverse range of creative and light industrial functions within and on the periphery of the town centre</div></div></div>	<div><h4>Objectives</h4><div><div>8.1</div><div>Identify and build upon a series of local character areas that each have their own identity but also fit into the identity and legibility of the town centre as a whole <small>LSPS objectives: D1.2</small></div></div><div><div>8.2</div><div>Allow developments to align with local character but offer a diversity of heights, scales, transitional elements along with active street frontages to create a more interesting urban experience <small>LSPS objectives: D1.2</small></div></div><div><div>8.3</div><div>Provide a diversity of public spaces and streetscapes that are adaptable and responsive to alternating cultural events and activities throughout the year <small>LSPS objectives: D4.1</small></div></div></div>	<div><h4>Objectives</h4><div><div>9.1</div><div>Continue to engage the community and stakeholders throughout the masterplan process to ensure that it is responsive to their changing aspirations for West Ryde</div></div><div><div>9.2</div><div>Provide opportunities to promote and educate the community in regards to cultural and Aboriginal heritage within West Ryde <small>LSPS objectives: H1.7, HE2.1</small></div></div></div>

Structure Plans

5

The Structure Plans form the basis for the Masterplan Options. They inform the desired outcome for movement, activity, open space and built form and take into account the community and council aspirations for West Ryde. Collaboratively, the Structure Plans are a detailed vision for West Ryde that all the Masterplan Options will deliver



Structure Plans

5.1 Concept

The leading concept for the Structure Plans identifies West Ryde as the nexus of three precincts. These precincts are connected by a series of ‘green-links’ and diverse open and civic spaces.



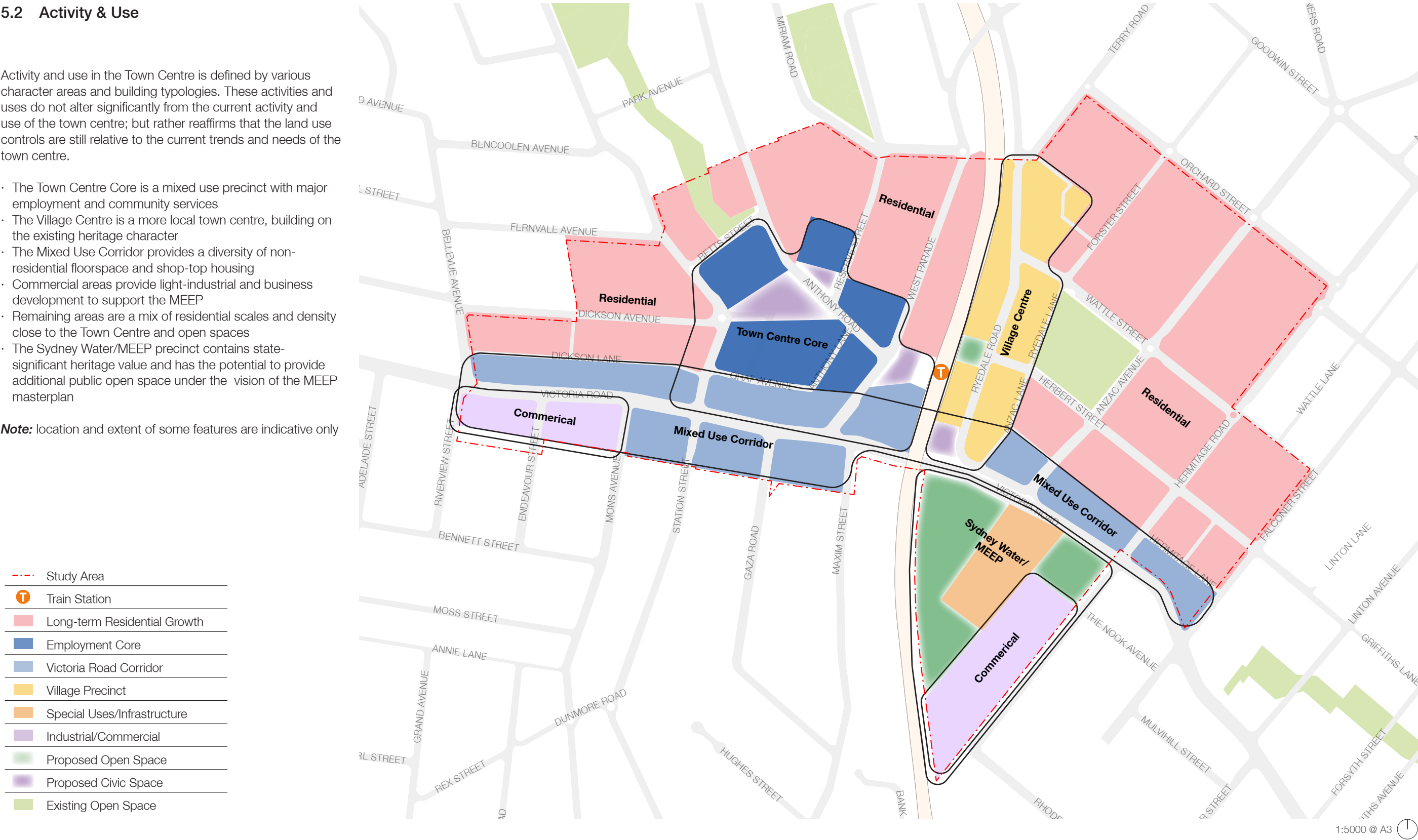
Structure Plans

5.2 Activity & Use

Activity and use in the Town Centre is defined by various character areas and building typologies. These activities and uses do not alter significantly from the current activity and use of the town centre; but rather reaffirms that the land use controls are still relative to the current trends and needs of the town centre.

- The Town Centre Core is a mixed use precinct with major employment and community services
- The Village Centre is a more local town centre, building on the existing heritage character
- The Mixed Use Corridor provides a diversity of non-residential floorspace and shop-top housing
- Commercial areas provide light-industrial and business development to support the MEEP
- Remaining areas are a mix of residential scales and density close to the Town Centre and open spaces
- The Sydney Water/MEEP precinct contains state-significant heritage value and has the potential to provide additional public open space under the vision of the MEEP masterplan

Note: location and extent of some features are indicative only



Structure Plans

5.3 Movement

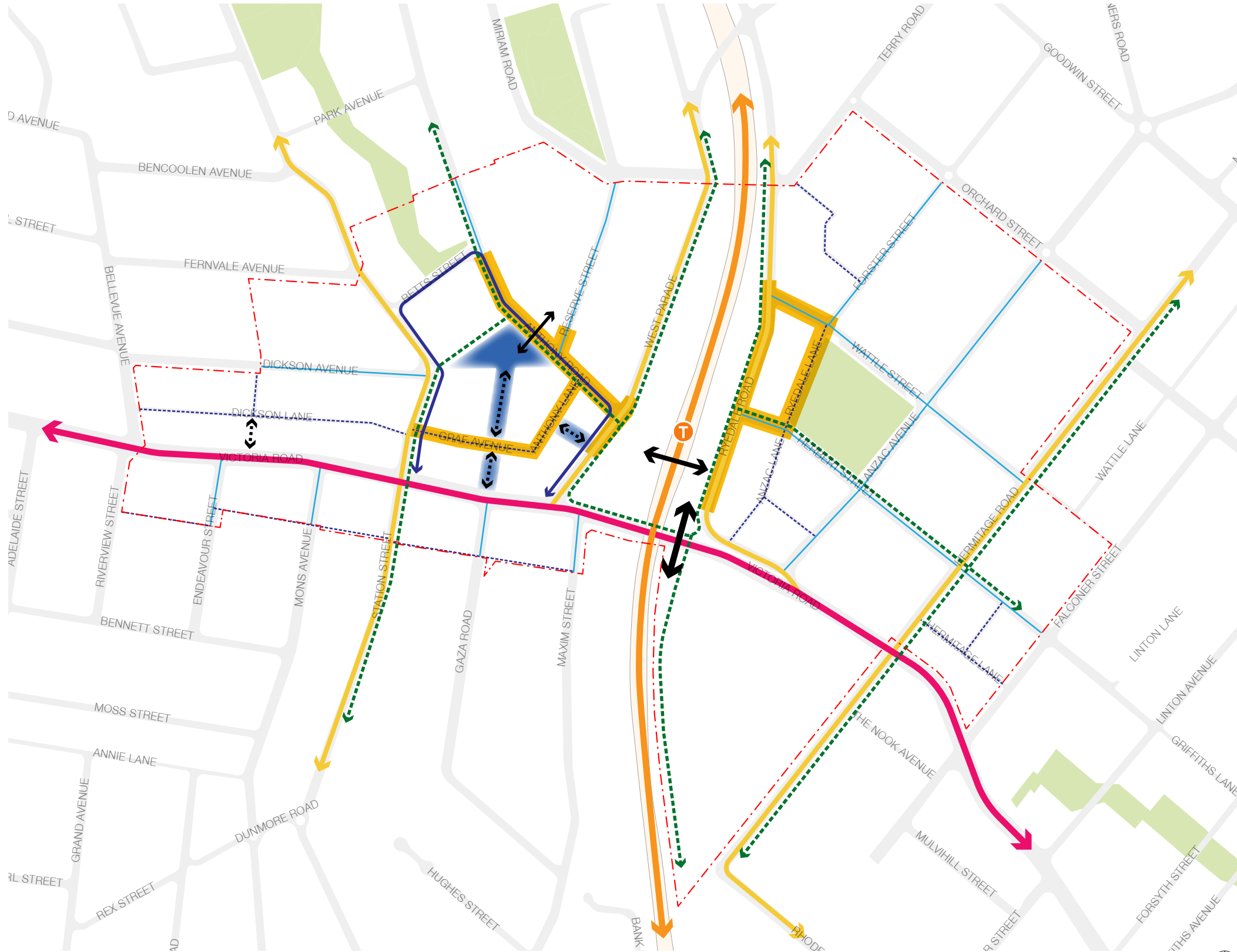
Movement throughout West Ryde could be defined by a series of secondary roads stemming from the primary route on Victoria Road. Some ideas for investigation are the use of local and service roads to provide for local businesses and service needs with a service loop around the Town Centre core providing controlled vehicular access.

A series of pedestrian priority zones could be investigated to help to define clear and safe areas for active transport movement between open and civic spaces and areas within the Town Centre. These ideas are yet to be tested and validated.

Intersections and road changes/upgrades are being explored as part of a Traffic and Parking study. The findings of this study will inform the final masterplan, and what local traffic arrangements are suitable to deliver on the vision for West Ryde

Note: location and extent of some features are indicative only

- Study Area
- Train Line / Station
- Primary Road
- Secondary Road
- Local Road
- Service Road
- Town Centre Service Loop
- Dedicated Cycleway
- Pedestrian Connection
- Arcade/Covered Connection
- Pedestrian Only Zone
- Pedestrian Priority Zone
- Existing Open Space



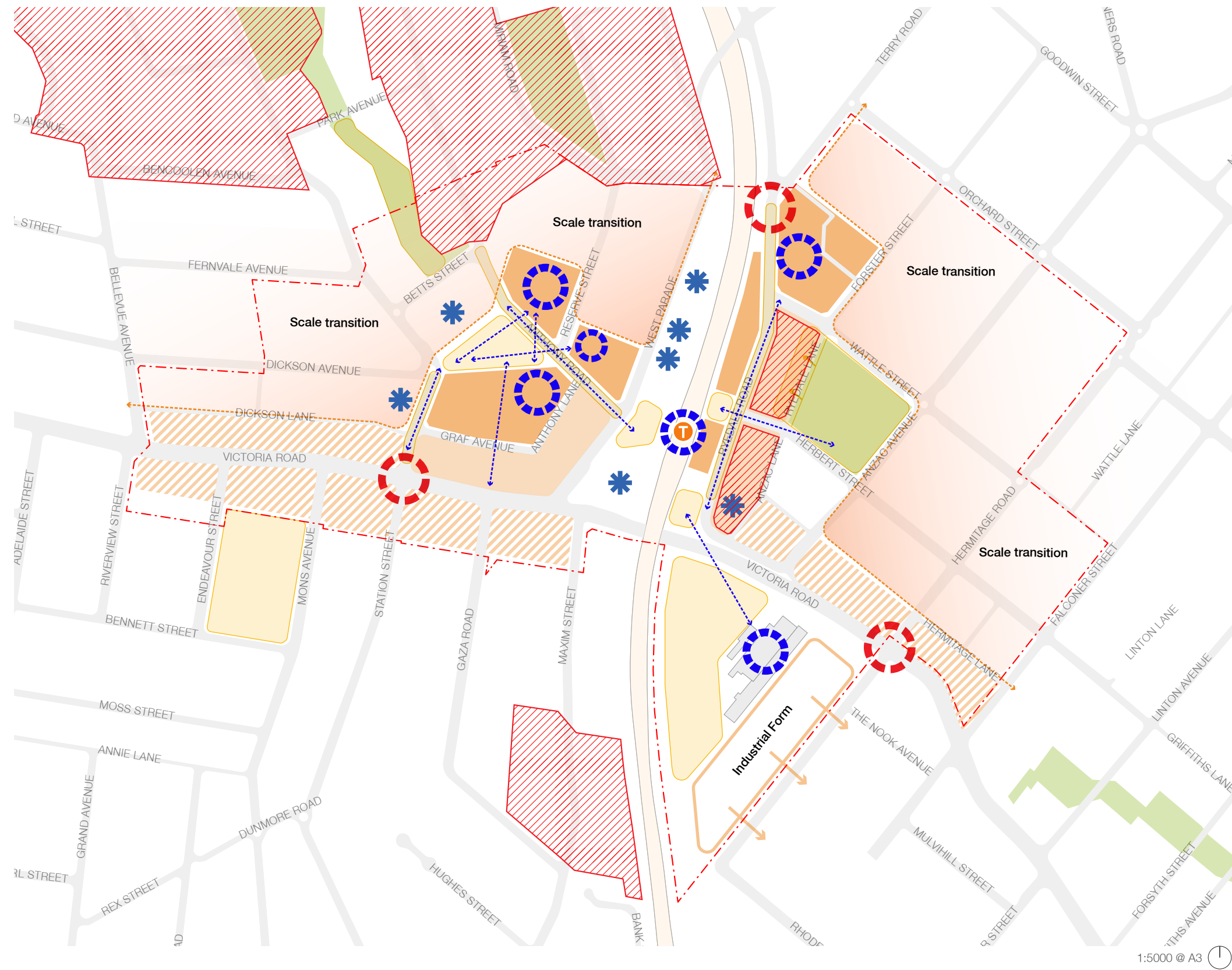
Structure Plans

5.4 Built Form Character

Built form character builds upon the existing fine-grain and heritage qualities present in the Town Centre, whilst also responding to a number of existing buildings that are relatively new and unlikely to be redeveloped. New buildings will maintain existing fine-grain characteristics and aid in legibility and permeability via gateways and built form markers. Higher scale development will primarily be located within the Town Centre Core and along the Victoria Road corridor. Transition of building height and scale will be managed in surrounding residential areas.

Note: location and extent of some features are indicative only

- Study Area
- Train Station
- Built Form Markers
- Gateways
- Existing/Approved Tall Buildings
- Heritage Conservation Area
- Industrial Interface
- Corridor Development
- Solar Protection Areas
- Existing Fine-grain
- New Fine-grain
- Height Transition
- Line of Sight Views



Structure Plans

5.5 Built Form Heights

Height and scale will transition up from the periphery of the Town Centre towards the Town Centre Core, west of the railway station. This will aid in creating legibility as to the location of the core activity areas of West Ryde and focus development in convenient and accessible locations. The proposed transition of heights also considers existing buildings that are relatively new and unlikely to be redeveloped (e.g. the Coles site) to respond sensitively to the existing built form and attempts to deliver a cohesive town centre.

Note: location and extent of some features are indicative only



Structure Plans

5.6 Open Space & Public Domain

The open space and public domain structure plan highlights a series of ‘green-links’ that could potentially connect the Town Centre and surrounding regions with diverse open and civic spaces and pedestrian friendly connections. New and improved open/civic spaces can be explored that fill the gaps in existing open space provision and rely on private landowners through the renewal process for providing some of these links or open/civic spaces. Those proposed within the Town Centre aim to provide a diverse range of spaces that can be adapted and used as required by the community.

Note: location and extent of some features are indicative only

- Study Area
- Train Station
- Green Link
- Investigate Potential Link
- Pedestrian Connection
- Arcade/Covered Connection
- Increased Street Tree Planting
- Existing Open Space
- Proposed Open Space
- Proposed Civic Space
- Investigate New O.S. Location
- Pedestrian Priority Zone
- Alfresco Dining
- Active Street Frontages
- Community Points of Interest
- Area NOT Within 400m of Existing Open Space



Structure Plans

5.7 Public Domain Aspirations

Council has heard from the community as part of the LSPS and draft West Ryde Revitalisation Strategy preparation that the following ideas are important to prevent the further decline of the town centre and to promote revitalisation:

- Improve pedestrian and cycle connections.
- Provide more and improved public space to promote social and cultural events and opportunities.
- Provide more trees and improve connections to surrounding open space.
- Create activated laneways and preserving the heritage and fine-grain character.
- Improve traffic, transport, and parking.
- Provide diversity in housing options, affordability, and built form.

These aspirations for the town centre were explored in the Open Space and Public Domain Structure Plan and the Movement Structure Plan. Some example photos of other town centres with these public domain outcomes are included here. These precedent photos explore the potential public domain opportunities in West Ryde should the final masterplan and resulting planning controls incentivise renewal for landowners. However, these improvements can only be delivered if the masterplan delivers planning controls that make redevelopment economically viable. As discussed in ‘Methodology’, the draft options prepared are constrained in the level of place improvements that can be delivered due to their response to community feedback to limit the amount of high-rise within the Town Centre.

Note: The exact extent and location of these elements would be determined through the masterplan options

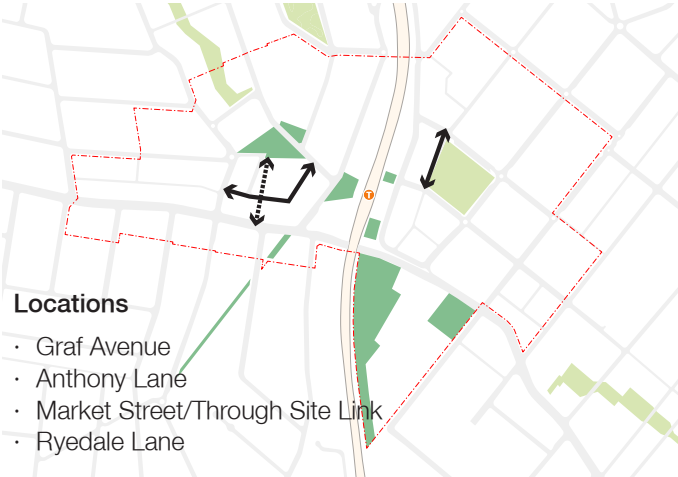
‘Eat Street’ & Markets



Spice Alley, Chippendale



Night Winter Markets, Melbourne



Locations

- Graf Avenue
- Anthony Lane
- Market Street/Through Site Link
- Ryedale Lane

Green Links



Linear Park, Buffalo, New York



Constitution Avenue, Canberra



St John Boulevard, Barcelona

Locations

- Anthony Road
- Reserve Street
- Dickson Avenue
- Chatham Road
- Herbert Street
- Hermitage Road
- Sydney Water Site
- Station Street

Structure Plans

Laneways / Arcades



Santiago, Chile



Melbourne laneway



Liberty Place, Sydney

Locations

- Graf Avenue
- Anthony Lane
- Market Street
- Existing and Proposed Arcades

Active Street Frontages



Surry Hills, Sydney



Kiaora Lane, Double Bay



Central Park, Chippendale

Locations

- Graf Avenue
- Anthony Lane
- West Ryde Plaza
- Chatham Road
- Victoria Road
- West Parade
- Ryedale Road

Structure Plans

Diverse Open Spaces



Kaunas, Lithuania



Solvallsparken, Sweden



Anzac Park, West Ryde

Alfresco Dining



Verity Lane, Canberra



Bourke Street, Surry Hills



The Rocks, Sydney



- Locations**
- Proposed West Ryde Plaza Expansion
 - Proposed Bus Interchange Upgrade
 - Proposed Parks on Ryedale Road
 - Proposed Sydney Water Site Areas
 - Proposed Easement Link to S.E.
 - Existing Darvall Park
 - Existing Miriam Park
 - Existing Anzac Park
 - Existing Charity Creek Cascades



- Locations**
- Market Street/Through Site Link
 - Graf Avenue
 - Anthony Lane
 - Ryedale Road
 - Existing/Proposed Arcades
 - Ryedale Lane

Structure Plans

Pedestrian Priority Zones



Mariahilfer Street, Vienna



Brighton, UK



Kensington Street, Chippendale

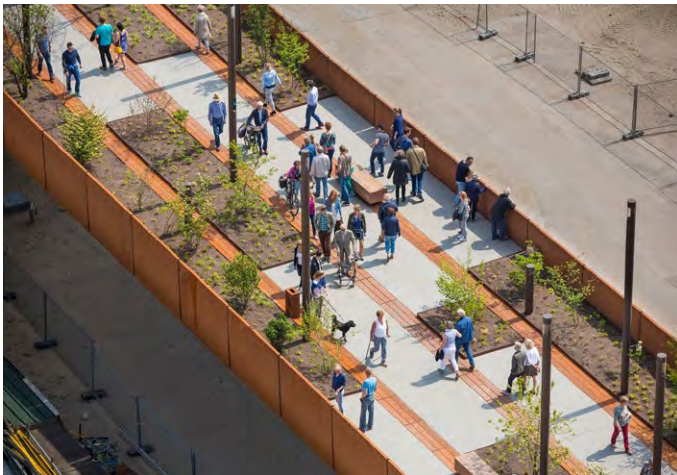
Locations

- Anthony Road
- Graf Avenue
- Anthony Lane
- Bus Interchange
- Ryedale Road
- Ryedale Lane

Bridge Connections



Torrens River Bridge, Adelaide



Railway Overpass, The Netherlands



Haifa, Israel

Locations

- Ryedale Road to Sydney Water Site
- Train Station Overpass

Structure Plans

Mode Separation



Japan



Bourke Street Cycleway, Surry Hills



Bourke Street Cycleway, Surry Hills

Locations

- Anthony Road
- Chatham Road
- West Parade
- Ryedale Road
- Herbert Street
- Hermitage Road

Creative Spaces



Community Garden and Education, New York



Sydney Art Month



Makerspace, Sydney

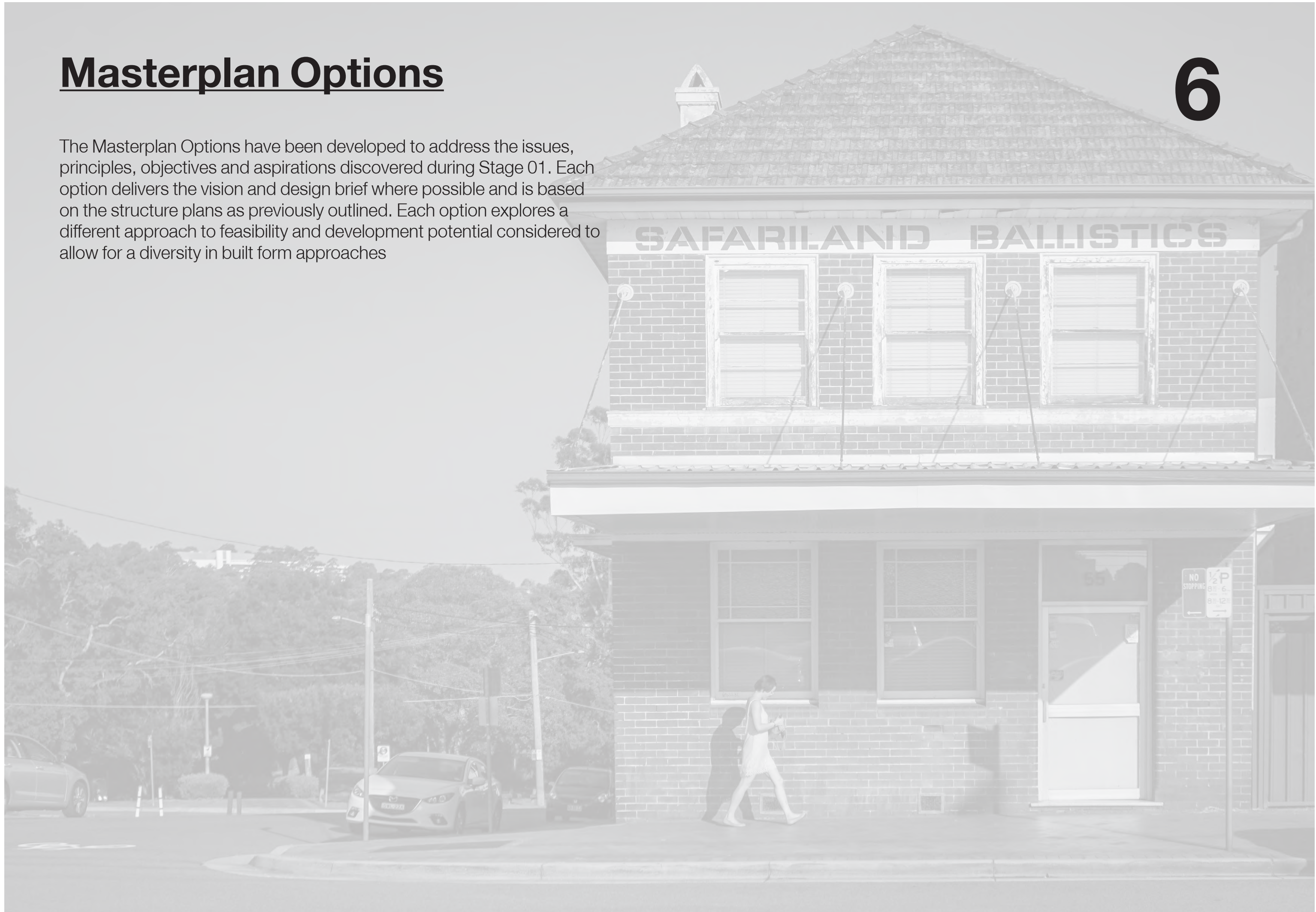
Locations (properties along)

- Graf Avenue
- Anthony Lane
- Ryedale Lane
- New Community Hub

Masterplan Options

6

The Masterplan Options have been developed to address the issues, principles, objectives and aspirations discovered during Stage 01. Each option delivers the vision and design brief where possible and is based on the structure plans as previously outlined. Each option explores a different approach to feasibility and development potential considered to allow for a diversity in built form approaches



Masterplan Options

6.1 Methodology

Council as part of its LSPS process consulted with the community on the draft West Ryde Town Centre Revitalisation Strategy (draft Strategy). The West Ryde Town Centre (WRTC) Masterplan process investigated the ideas from the draft Strategy and consider the land use and urban design changes that may need to be made to the planning controls to help encourage renewal.

Based on the draft Strategy, a number of structure plans were created to help inform the desired outcome for movement, activity, open space and built form to help guide the preparation of the masterplan options and respond to the community aspirations for West Ryde. The structure plans present potential outcomes for West Ryde and inform what the draft masterplan options aim to deliver across the town centre.

The draft Strategy included two development scenarios. The masterplan process has further explored these scenarios in more detail and has taken the following key factors into consideration:

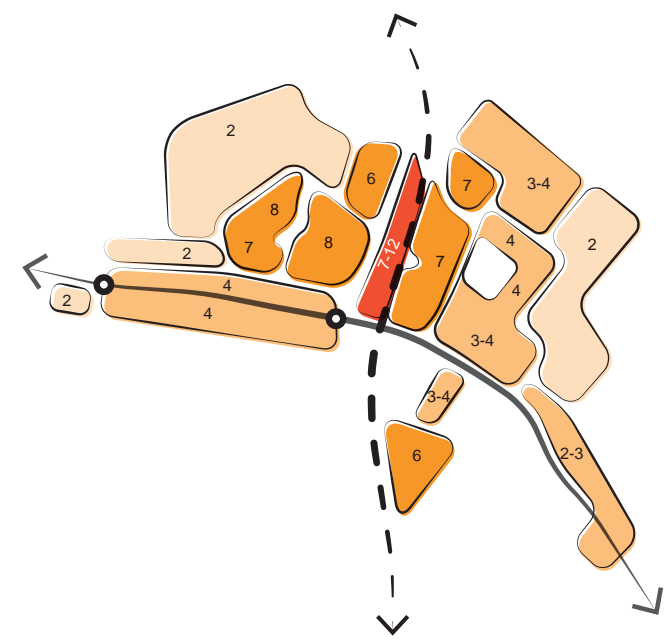
- Previous community feedback (including the community aspirations for place improvements and the strong opposition to high-rise development),
- Traffic and transport movements,
- Infrastructure provision, and
- Other planning matters (such as economic feasibility)

These factors all influence renewal opportunities in the WRTC.

Two draft masterplan options have been prepared that consider the opportunities and constraints of redevelopment within the WRTC and have used the scenarios in the draft Strategy as the starting point. Further analysis and testing have driven the height of buildings shown in the draft options. In addition, the options take into consideration the community feedback from previous consultation and the preparation of the Local Strategic Planning Statement, traffic and transport movements, infrastructure, and other planning matters (such as economic feasibility).

Each option presents a different scale of development (and associated public benefit and place improvements) to be delivered across different timelines. The two options have responded to the community’s feedback to not ‘overdevelop’ West Ryde. As the planning controls (i.e. building heights, and floor space limits) are the primary ‘lever’ Council has to deliver renewal and redevelopment, this serves as a significant constraint to renewal as the market feasibility analysis carried out indicates that increases in building heights and density are needed to incentivise or encourage private landowners to redevelop their land to stimulate change.

The ‘economics of revitalisation’ mean the masterplan options prepared based on the community’s desire to keep a low-scale of development at West Ryde are unlikely to deliver on all the community aspirations for place improvements across the town centre. In order to deliver on the community aspirations with greater certainty, more significant increases in height and density are needed to respond to the current development feasibility of West Ryde, and maturity of the current market.



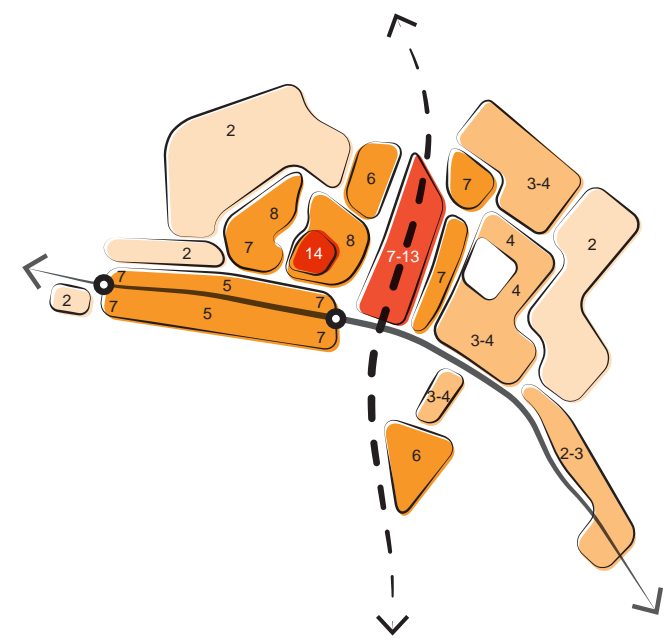
Proposed Option 01 (Baseline Scenario) - Revitalisation Strategy



Development will be sporadic and inconsistent

Option 01 - Key Sites Only

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 ‘turn 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. It would likely result in limited and sporadic redevelopment over an uncertain and extended time frame. However, this option responds to the community’s feedback to limit high-rise and over development, while still allowing some change and some limited place improvements (i.e. through street improvements associated with the pedestrian infrastructure adjoining the development sites).



Proposed Option 02 (Incentivised Scenario) - Revitalisation Strategy



Development will be consistent and contextual in height and scale

Option 02 - Long Term Change

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.

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.

Masterplan Options

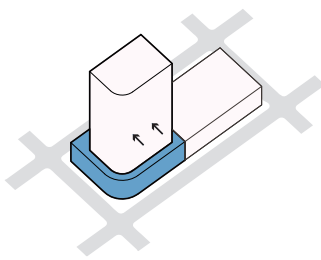
6.2 Design Drivers

A series of key design drivers have been used to develop the masterplan options to be consistent in built form outcomes with particular focus on how the built form will impact the public domain.

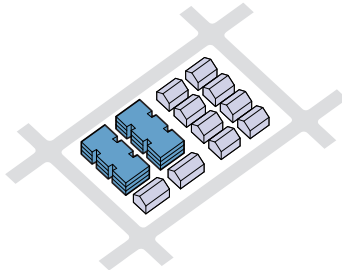
This drivers consider various aspects of built form including character, scale, height, solar, setbacks, fine-grain, way-finding and legibility.

The approach to each distinct area within each option may be slightly different based on the context and proposed development massing but all approaches are founded in these key design drivers.

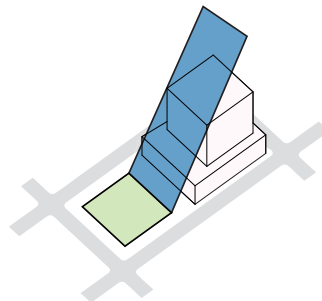
These design drivers are based on best practice in urban design and place making and have been crafted to help deliver a liveable and vibrant town centre.



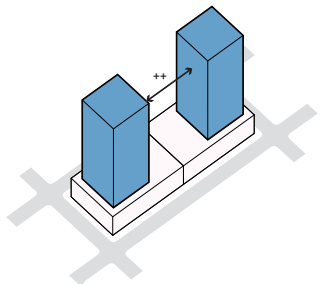
1 Above podium setbacks to maintain legibility in scale of development



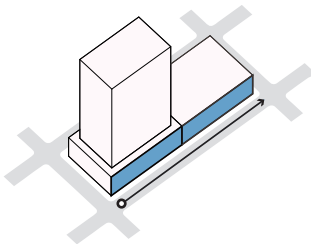
2 Respond to scale of residential and conservation areas



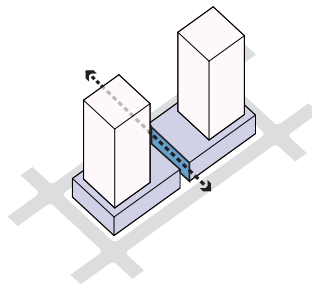
3 Protect solar amenity to open spaces



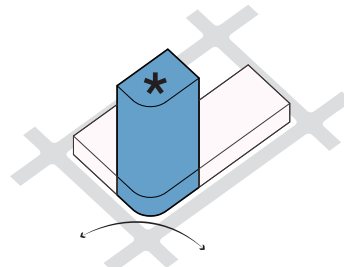
4 Maximise tall building separations where possible



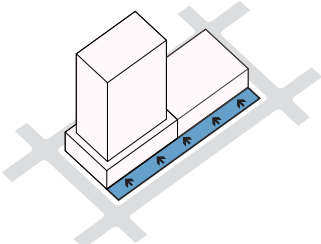
5 Continue street wall height between existing and new developments



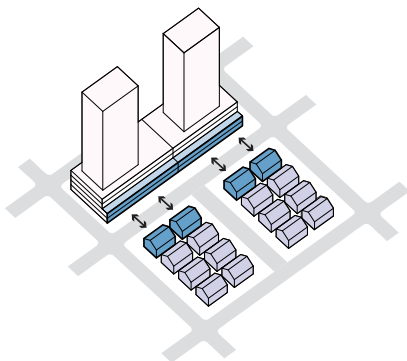
6 Maintain and provide laneways and arcades



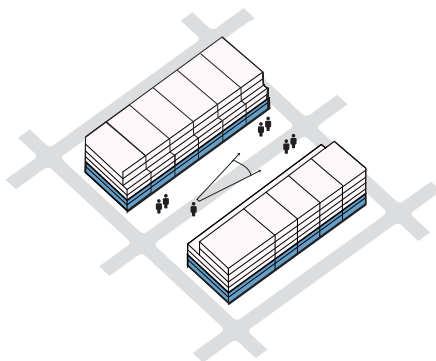
7 Focus height around intersections and sites that can provide legibility



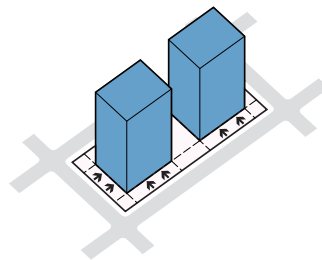
8 Setback buildings for street extensions in narrow streets



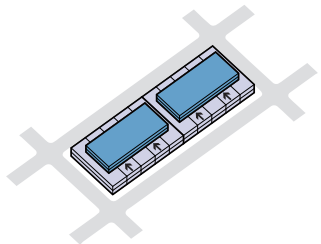
9 Podium scale to respond to adjacent low-scale context e.g. conservation areas and dwelling houses



10 Allow for active street frontages that focus activity on the public domain



11 Setback buildings appropriate to their context



12 Maintain fine-grain ground floor uses responsive to the existing lot configuration

Masterplan Options

6.3 Built Form Typologies

Each masterplan option has indicative building heights in storeys and general typology, i.e. residential, mixed use or commercial.

In order to understand the bulk and scale of future development, a snapshot of built projects categorised by height and typology help envision the aspirations of the options.

The colours represented here refer to the height in storeys on the draft masterplan options. It is recommended the built form typologies be referred to when reviewing the draft options.

These typologies have been developed on a firm understanding of current development trends in NSW and take into account multiple factors that change building density, form and amenity.

Within each category there are characteristics that are typical of the scale of development including;

Dwellings
Residential dwellings within the development

Private Open Space
May be terrace space for row houses or balconies for apartments

Communal Open Space
Shared open space for all residents within the development with outdoor seating and planting

Mixed Use
Provides multiple uses within the building footprint such as residential, commercial, retail and restaurants

Amalgamation
Site area of development increases with the built form height and determines the extent of amalgamation required to produce a feasible development



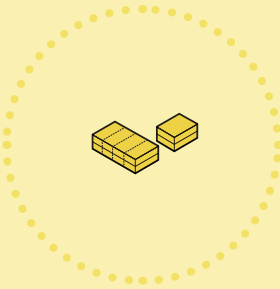
White Gum Valley, David Barr Architects





Putney Hill


‘Missing Middle’ 1-2 Storeys

The ‘missing-middle’ is an emerging typology of low-rise residential development that increases density through the use of dual occupancies with a maximum of 2 storeys




Dwellings


Private Open Space


No Amalgamation



Drummoyne, PCA Architects



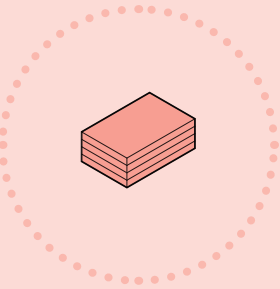
Waterloo, SJB



Ersineville, DKO

Mid-Rise Residential 3-5 Storeys

This is a version of high density residential that limits height to 5 storeys and is used in areas to achieve appropriate height and scale transition between higher density areas and existing low density residential




Dwellings


Private Open Space


Communal Open Space


Minimal Amalgamation

Masterplan Options



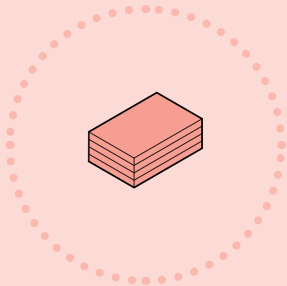
Zetland, Turner



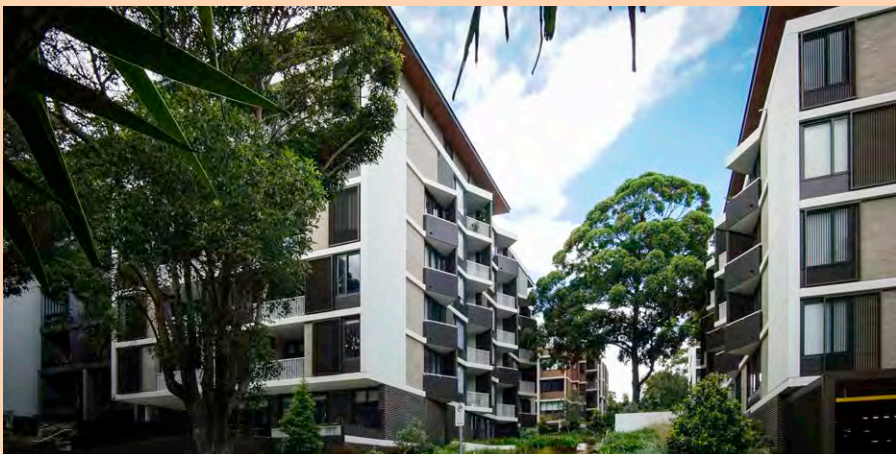
Potts Points, SJB

Business Development 3-5 Storeys

Commercial development that typically hosts service buildings such as car yards, industrial and innovation premises to a maximum of 5 storeys



- Mixed Use
- No Amalgamation



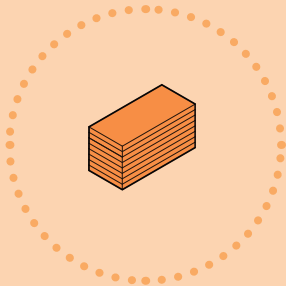
Lane Cove



Harold Park, MIRVAC

High-Rise Residential 6-9 Storeys

Residential only buildings that are of greater height and density and support greater population growth near public transport but also require greater amenity



- Dwellings
- Private Open Space
- Communal Open Space
- Moderate Amalgamation



Victoria Park



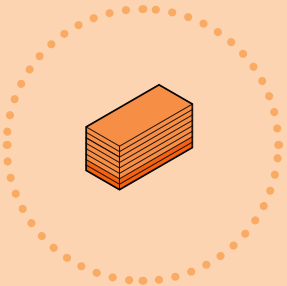
Surry Hills, Woods Bagot



Victoria Park

Mixed Use 6-9 Storeys

Typically found in higher density areas with good accessibility to provide local services, mixed use buildings are a mix of commercial and residential floor space where lower levels support diverse commercial uses including retail



- Dwellings
- Private Open Space
- Communal Open Space
- Mixed Use
- Moderate Amalgamation

Masterplan Options



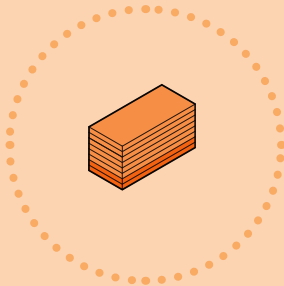
Neutral Bay




Gladesville

Shop-Top Housing 6-9 Storeys

Busy movement corridors usually support shop-top housing that has retail and commercial at ground and residential above. The bulk of the buildings also provide shelter to other areas from noise and other pollutants



-  Dwellings
-  Private Open Space
-  Mixed Use
-  Moderate Amalgamation



Meadowbank

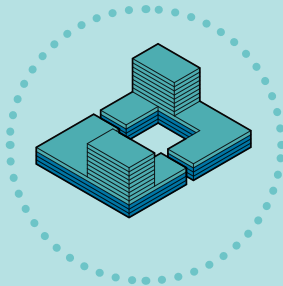







Surry Hills, SJB



Mixed Use 10-13 Storeys

Higher density version of mixed use that is typically seen as a tower and podium typology with greater quantity of commercial floorspace and supports bigger floorplates for community services such as libraries and supermarkets



-  Dwellings
-  Private Open Space
-  Communal Open Space
-  Mixed Use
-  Large Amalgamation