

Option 01 - Key Sites Only

7



Option 01 - Key Sites Only

7.1 Illustrative Masterplan

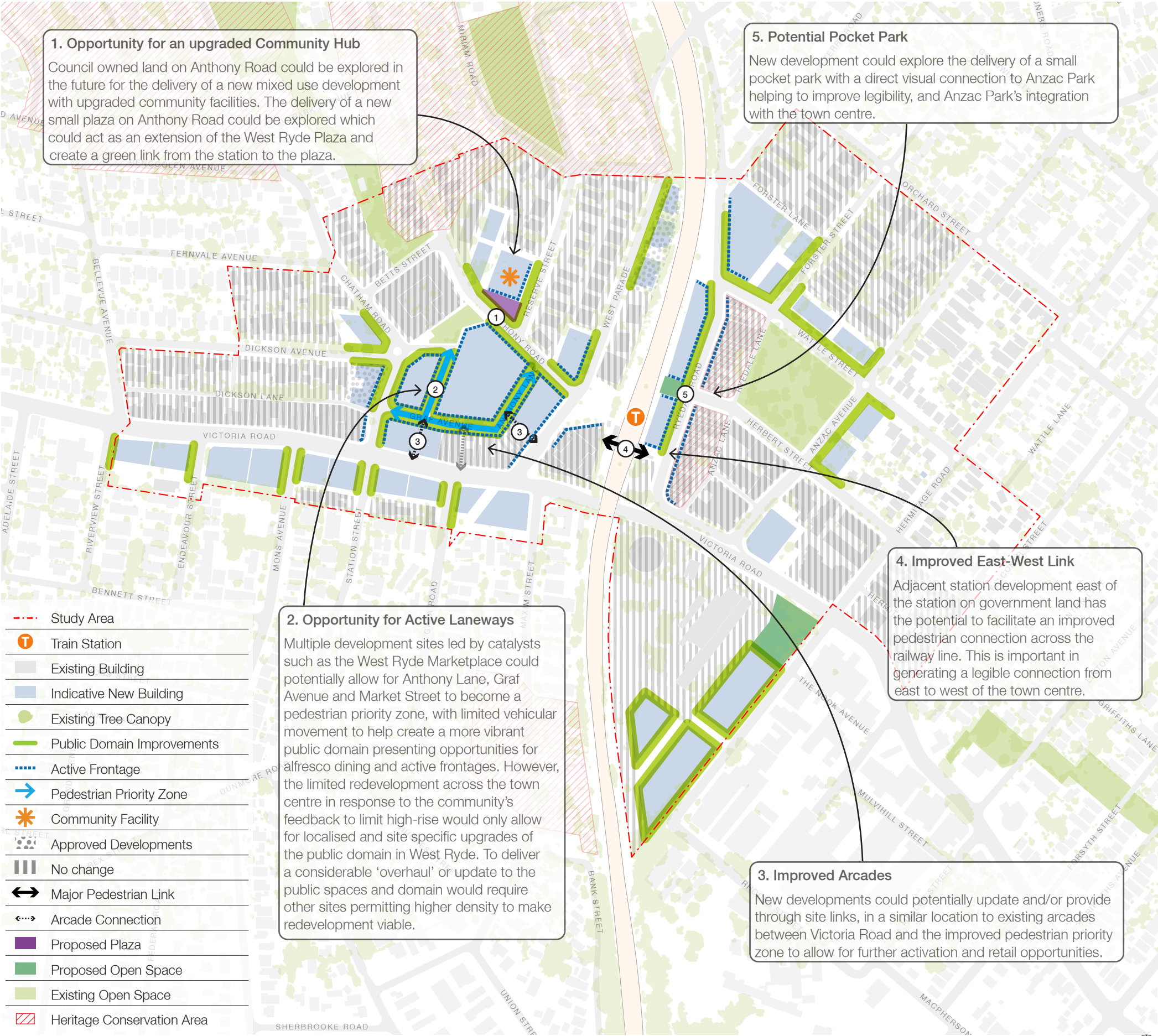
Option 1 builds on the Baseline Scenario in the draft Strategy. Option 1 focuses on the delivery of change within the West Ryde Town Centre from the redevelopment of a few key sites that are likely to be redeveloped (or ‘turned over’) in the short-medium term as the site conditions (i.e. size, location, 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



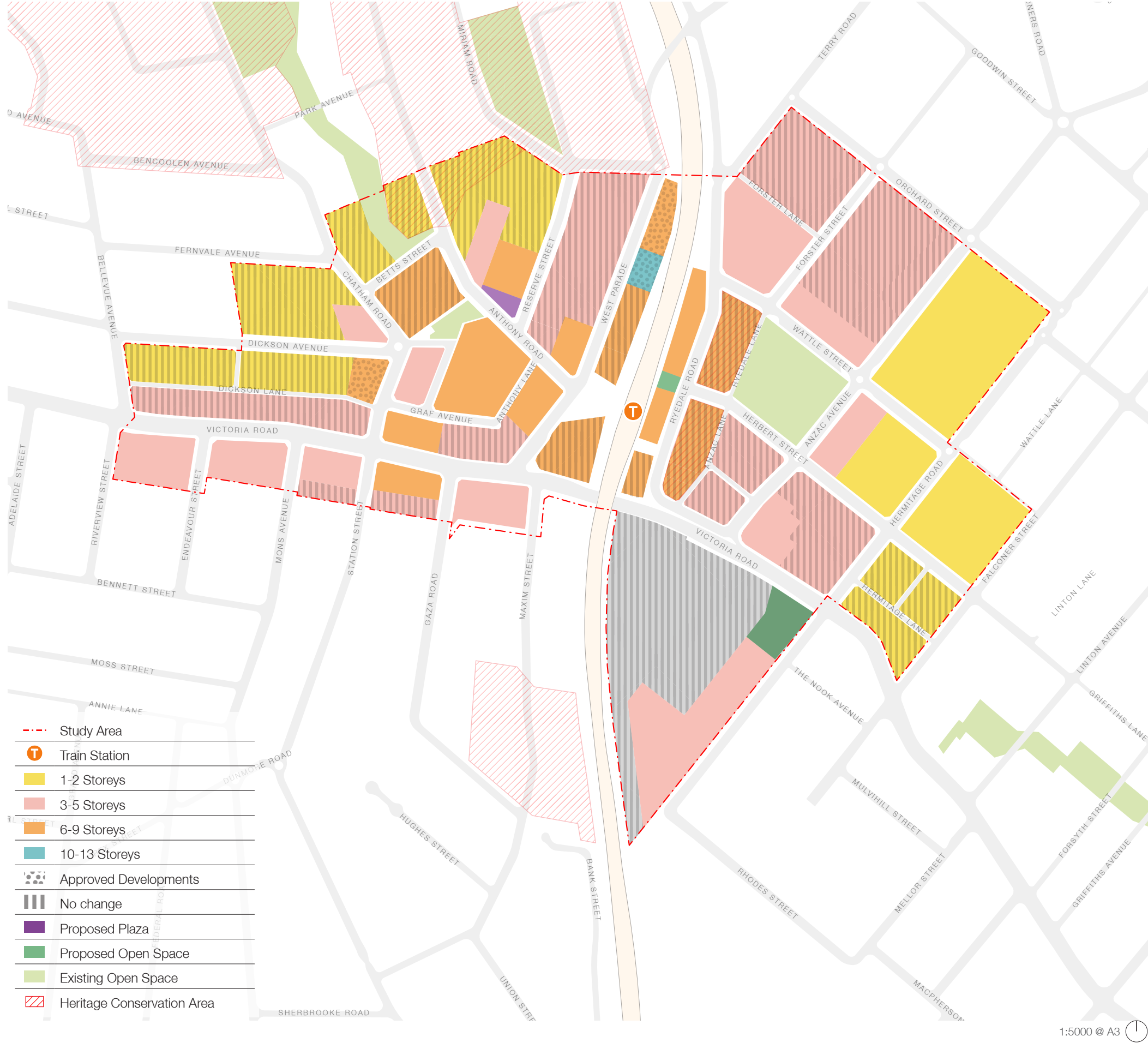
Option 01 - Key Sites Only

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.



Option 01 - Key Sites Only

7.3 Character Areas

Town Centre Core

Scale: Low-Medium

Public Benefits: Low-Medium

Height General: 2-9 storeys

Height Maximum: 6-9 storeys

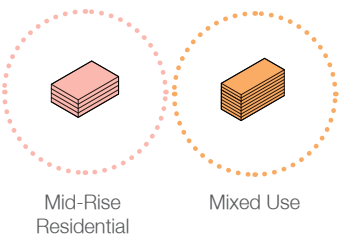
This area aims to provide the greatest uplift of mixed use development within the entire town centre to increase activity and use in a central location. It builds upon the existing fine-grain and laneway character and provides a greater amount and quality of civic open space. It utilises catalyst sites, such as the Marketplace, to develop and encourage growth in the long-term 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.

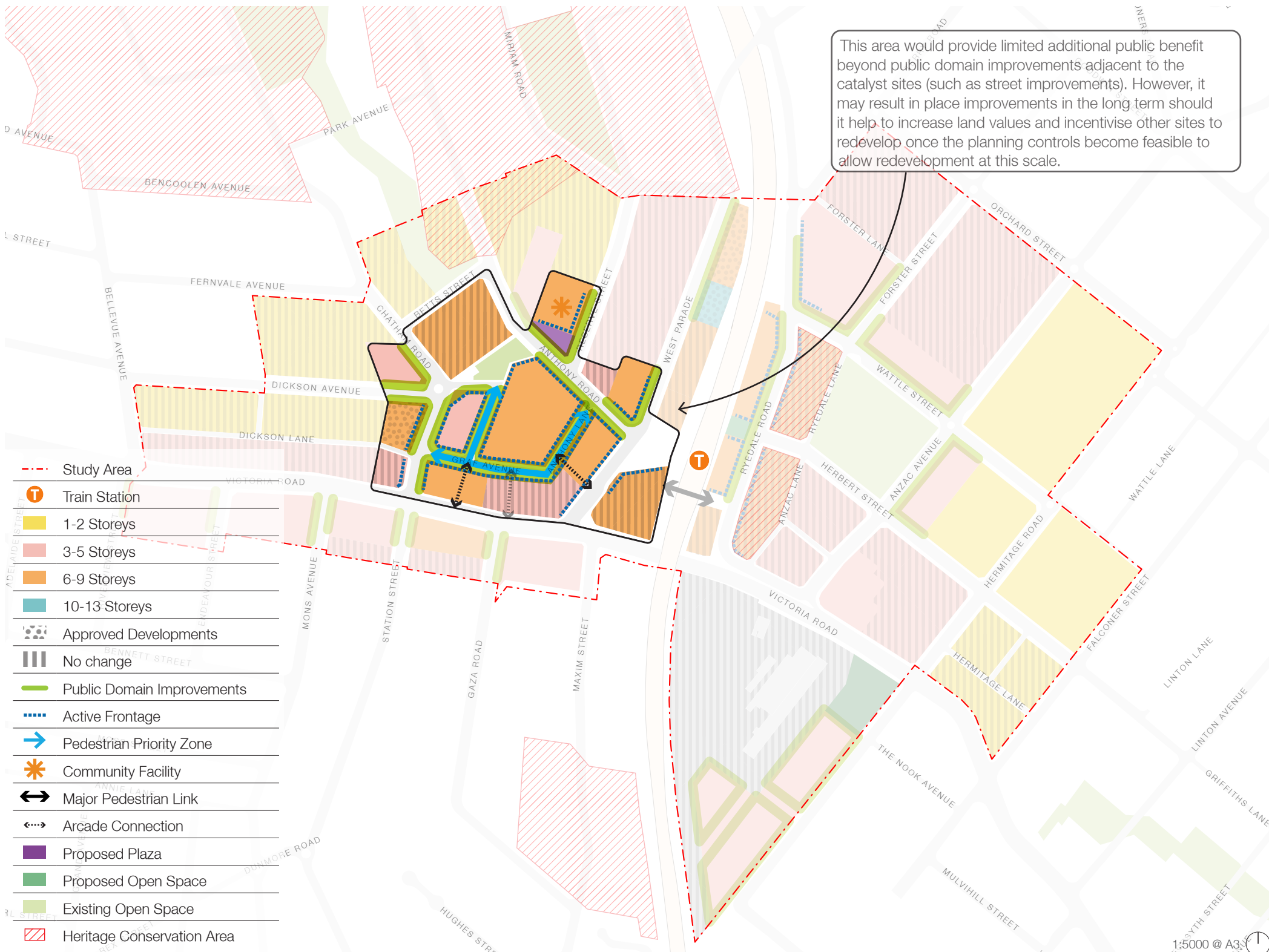
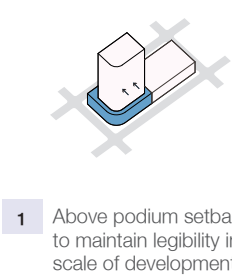
Character Area Principles

1. Protect West Ryde Plaza from overshadowing from 10am - 3pm during the winter solstice
2. New consolidated community hub on Council land on Anthony Road to co-locate services
3. Enable greater development on land able to be amalgamated easier to create catalyst sites to initiate development in the core area
4. Maintain and enhance the existing fine-grain and laneway character of West Ryde
5. Provide an appropriate scale of new buildings which allow for the transition of built form towards existing and approved developments
6. Promote the delivery of a cohesive skyline throughout the core by responding to existing buildings unlikely to redevelop

Built Form Typologies



Key Design Drivers



---	Study Area
T	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 Above podium setbacks to maintain legibility in scale of development
- 3 Protect solar amenity to open spaces
- 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
- 9 Podium scale to respond to adjacent low-scale context e.g. conservations areas and dwelling houses
- 10 Allow for active street frontages that focus activity on the public domain
- 12 Maintain fine-grain ground floor uses responsive to the existing lot configuration

Option 01 - Key Sites Only

Ryedale Road

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

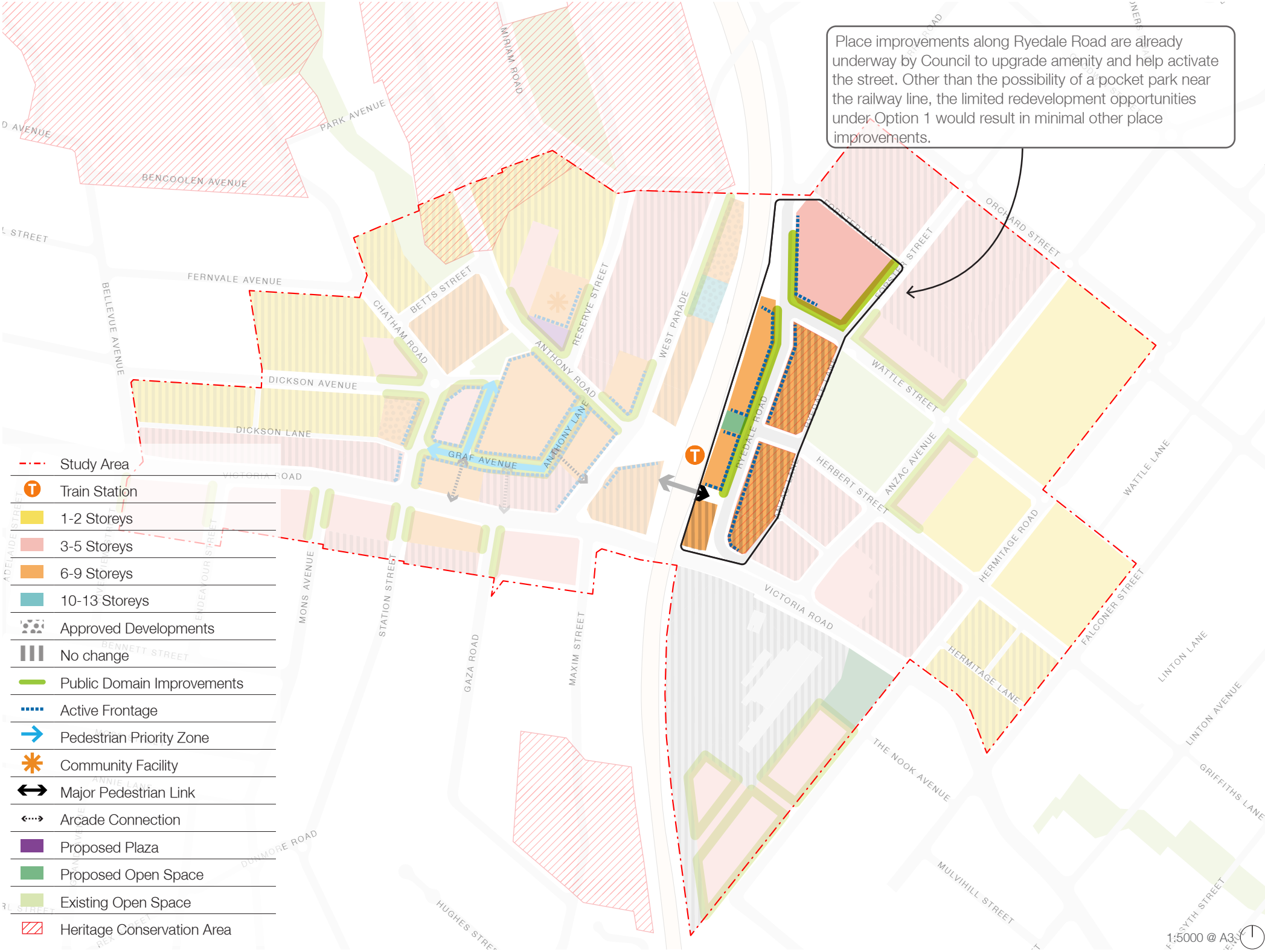
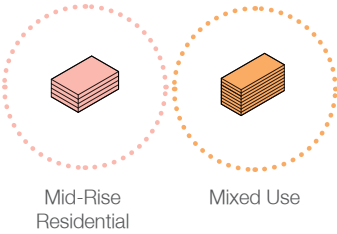
This area aims to maintain the fine-grain ‘village’ characteristics of the Heritage Conservation Area whilst enabling development on sites that would provide uplift and improved public domain conditions. Transport for NSW owned land adjacent the railway and the Ryde-Eastwood Leagues Club can act as the 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 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.

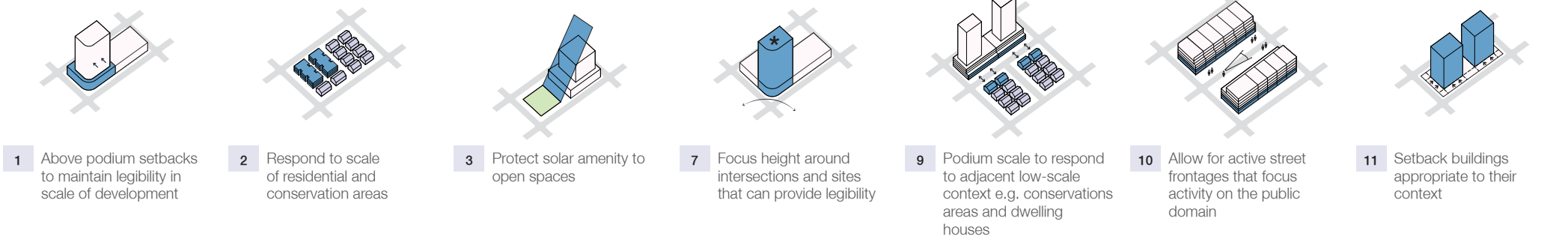
Character Area Principles

- 1. 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.
- 4. 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



Key Design Drivers



Option 01 - Key Sites Only

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.

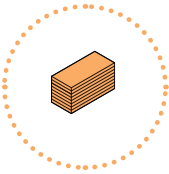
The majority of the northern side of Victoria Road under this Option would result in limited change. This is due to the significant increase in building heights that would be needed to encourage the amalgamation of the small, fragmented lots. As the community has indicated its desire to restrict high-rise 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.

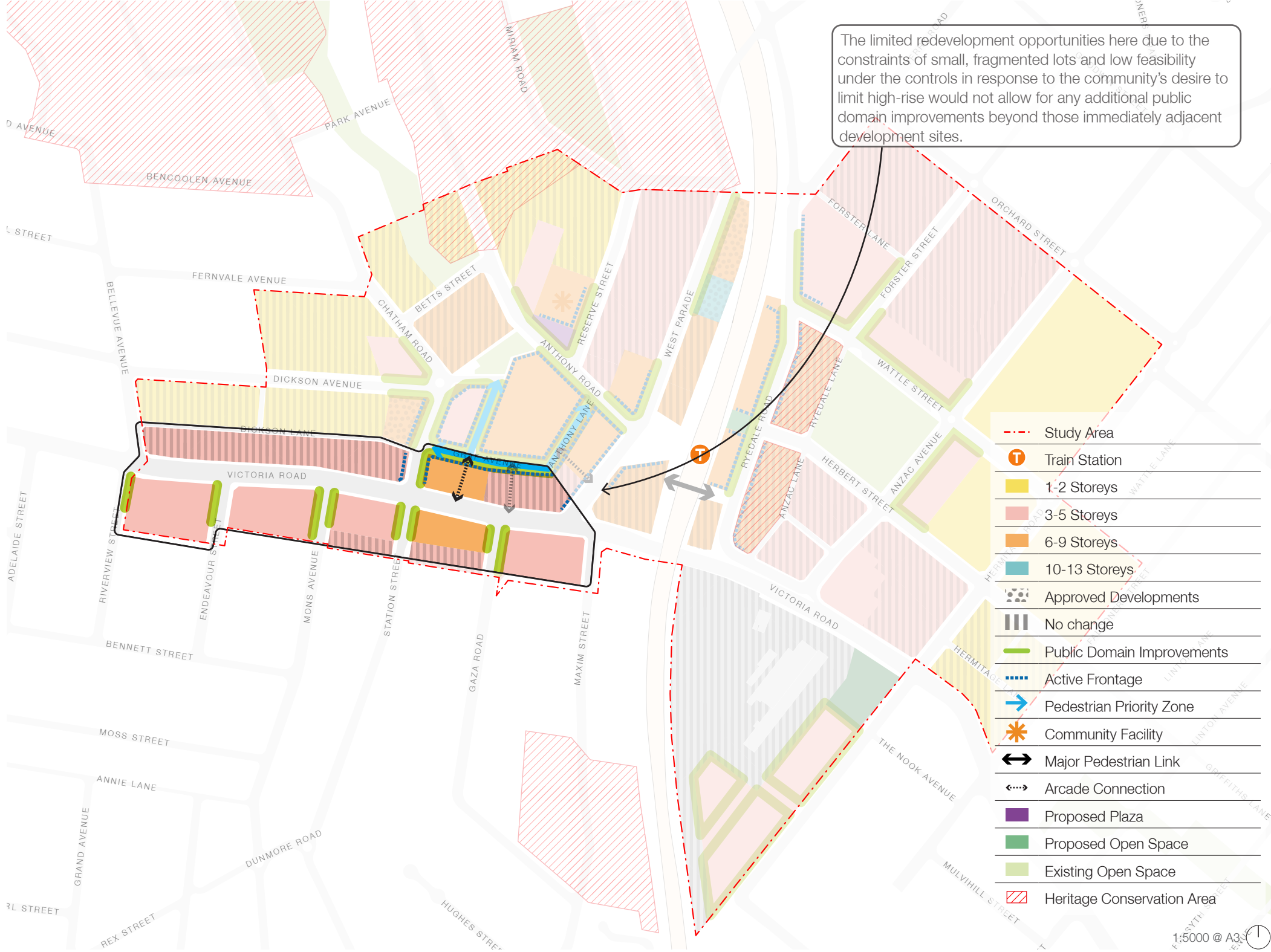
Character Area Principles

- 1. 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



Mixed Use Shop-Top



Key Design Drivers

- 2 Respond to scale of residential and conservation areas
- 5 Continue street wall height between existing and new developments
- 8 Setback buildings for street extensions in narrow streets
- 12 Maintain fine-grain ground floor uses responsive to the existing lot configuration
- 7 Focus height around intersections and sites that can provide legibility

Option 01 - Key Sites Only

Victoria Road East

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

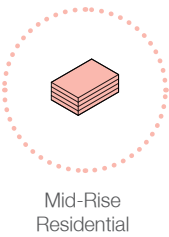
The majority of sites within this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to building height and/or density are delivered, there is little incentive for sites to redevelop and deliver renewal unless increases to the height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

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

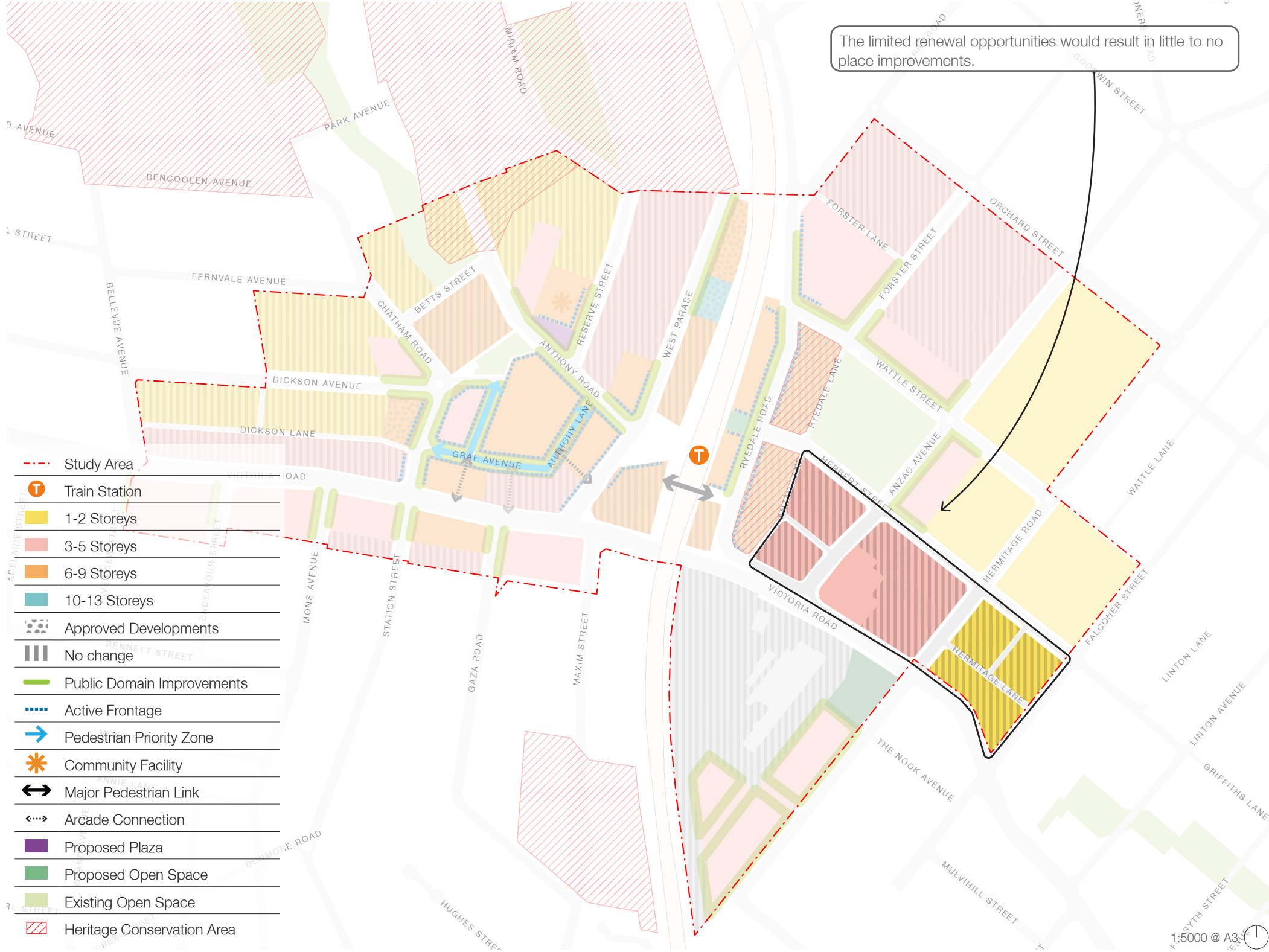
Character Area Principles

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

Built Form Typologies



Mid-Rise Residential



Key Design Drivers

- 1 Above podium setbacks to maintain legibility in scale of development
- 2 Respond to scale of residential and conservation areas
- 11 Setback buildings appropriate to their context

Option 01 - Key Sites Only

North-Eastern Residential

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

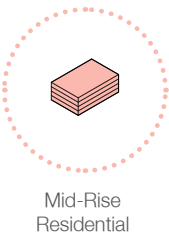
The majority of sites within this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to the building height and density are proposed, there is little incentive for sites to redevelop and deliver renewal unless increases to the height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

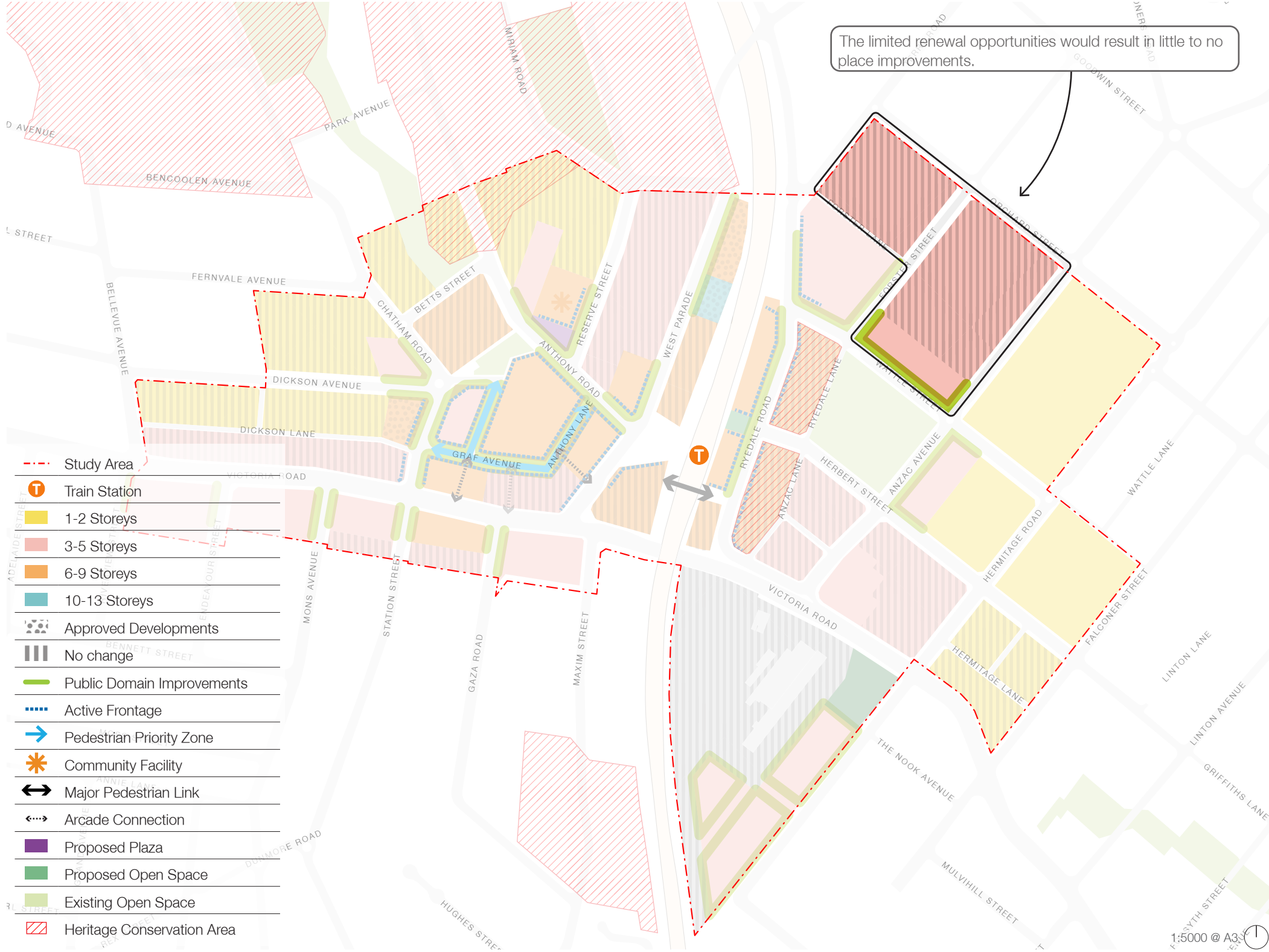
Character Area Principles

- 1. 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



Key Design Drivers

- 2 Respond to scale of residential and conservation areas
- 3 Protect solar amenity to open spaces
- 11 Setback buildings appropriate to their context

Option 01 - Key Sites Only

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 ‘missing-middle’ typologies.

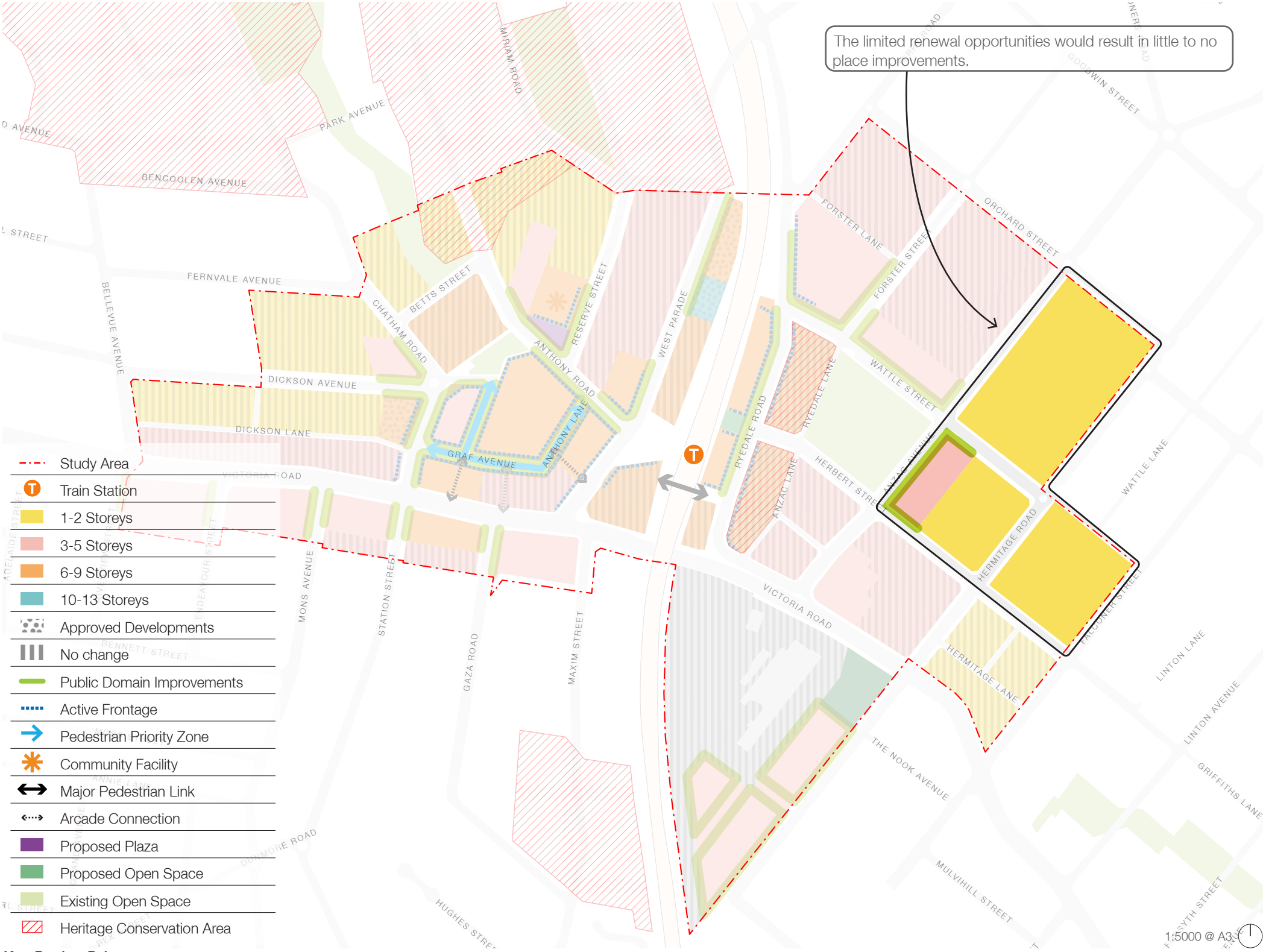
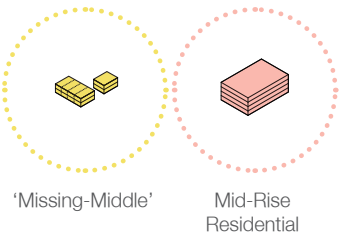
There may be some redevelopment in the future along Anzac Avenue as the existing developments have not been built to the current height controls, whilst some changes to the existing low density residential area to the east of will help encourage the development of ‘missing middle’ typologies such as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

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

Built Form Typologies



Key Design Drivers



Option 01 - Key Sites Only

North-Western Residential

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

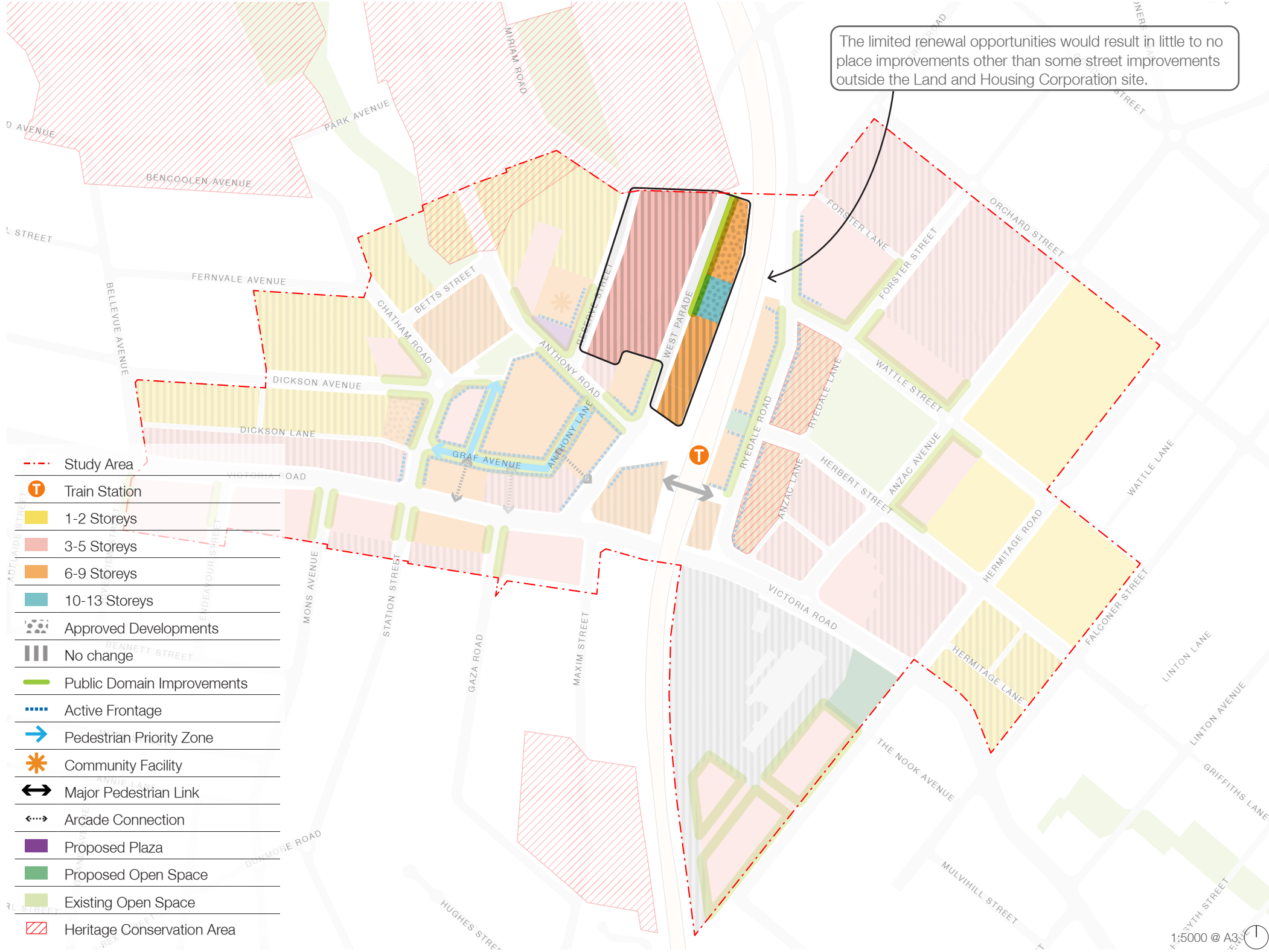
The majority of sites in this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to the building height and density are proposed, there is little incentive for sites to redevelop and deliver renewal unless increases to the height and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



Option 01 - Key Sites Only

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.

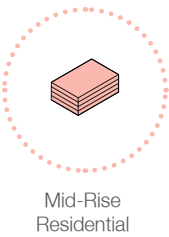
A minor increase in height on Council owned land (7 Anthony Road) is proposed to explore the option of delivering a new mixed use development with upgraded community facilities in the future. This site potentially could be considered in conjunction with the adjacent site that currently accommodates the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

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

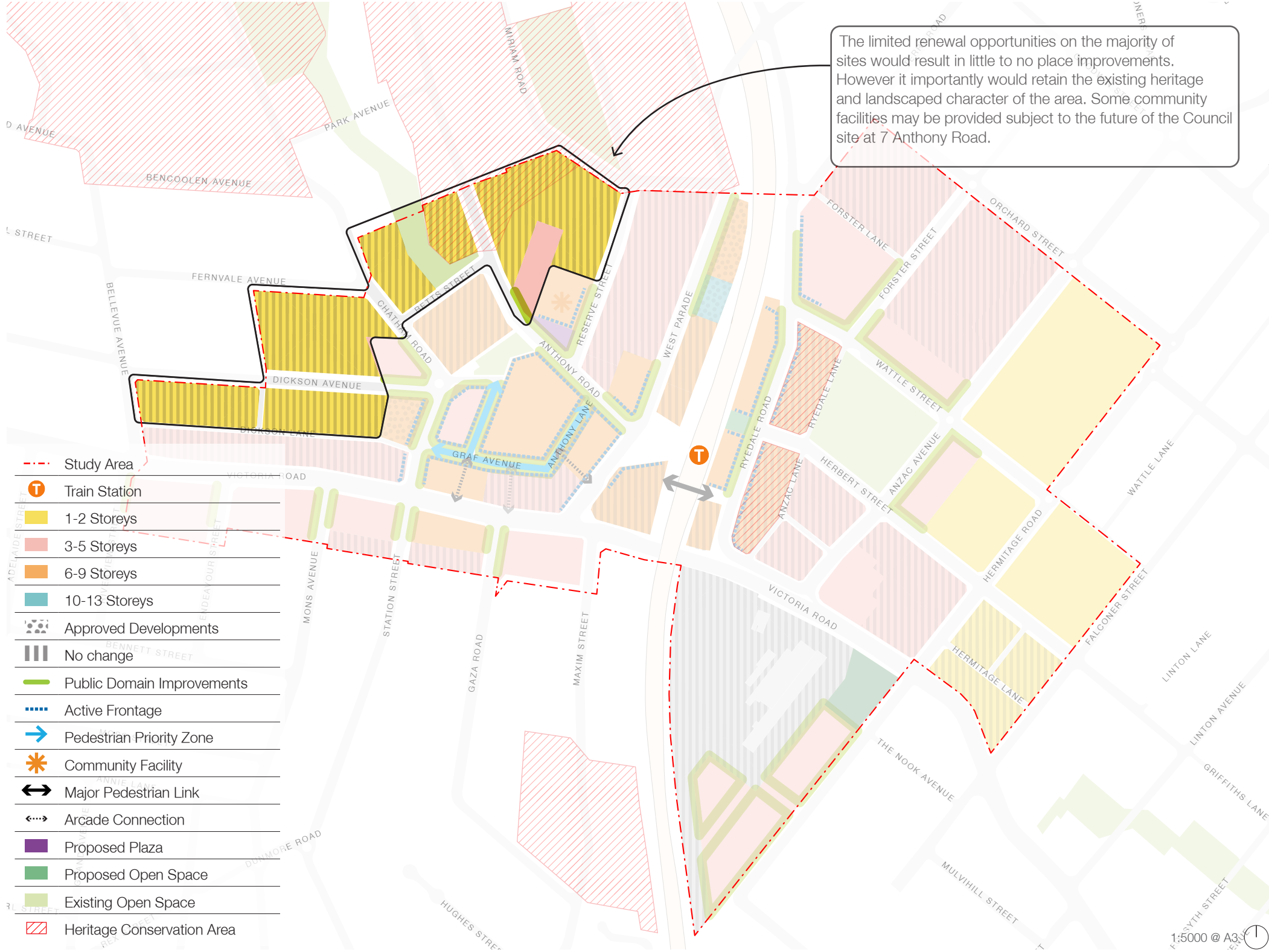
Character Area Principles

- 1. 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

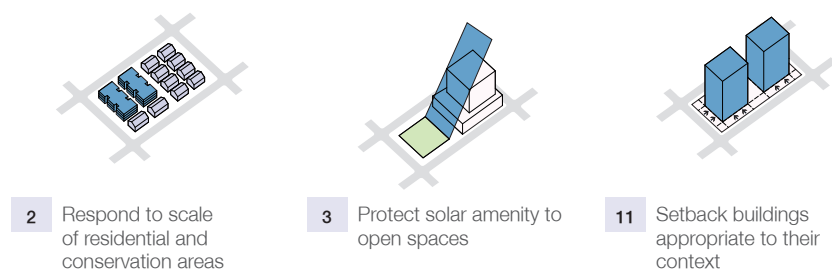
Built Form Typologies



Mid-Rise Residential



Key Design Drivers



Option 01 - Key Sites Only

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.

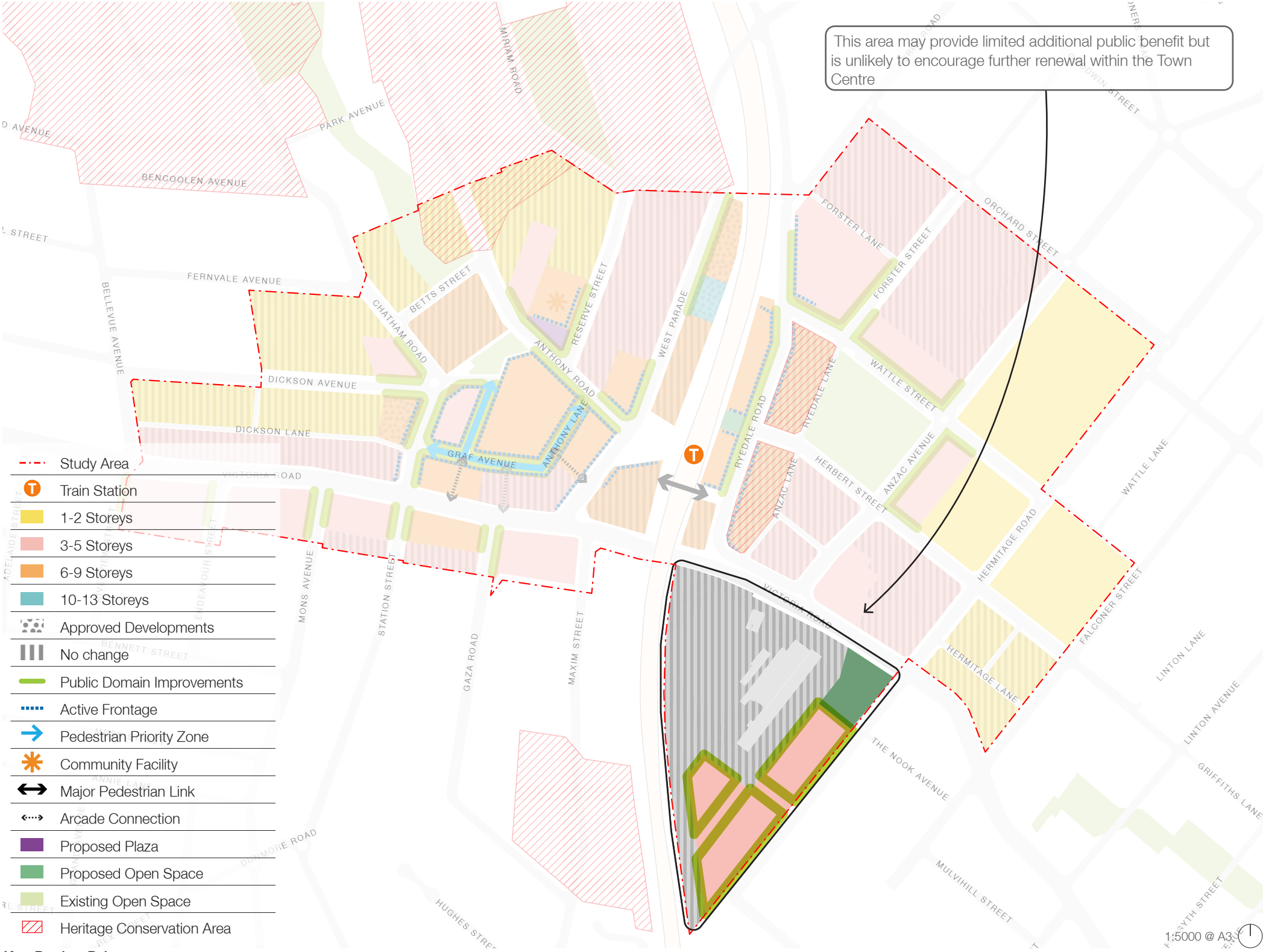
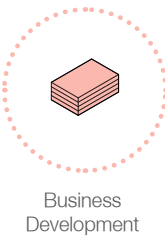
Additional public benefits such as a greater open space are unlikely to occur without a direct connection to the Town Centre. Further renewal is unlikely to impact the Town Centre due to the character of this development primarily relating to the industrial precinct to the east.

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 MEPP masterplan is available from www.greater.sydney/project/meadowbank.

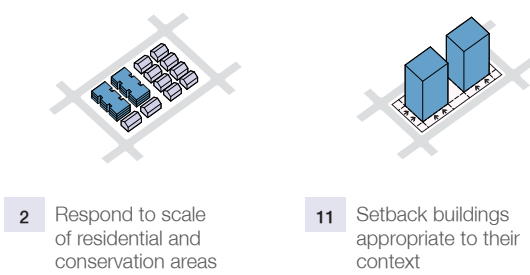
Character Area Principles

- 1. Provide a supporting role to the existing and future education and employment uses to the east and southeast
- 2. 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



Key Design Drivers



Option 01 - Key Sites Only

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		
<i>What is the level of change?</i>	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.
<i>What opportunities does this create to deliver improvements via development contributions?</i>	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.
<i>Holistically, does it deliver on community aspirations for West Ryde?</i>	NO	It is unlikely to deliver the level of change or place improvements expected by the community for revitalisation or key policies within the LSPS.
Built Form Outcomes		
<i>What scale will it produce?</i>	INCONSISTENT	Sporadic development will be hard to control in terms of a cohesive scale and built form.
<i>What is the impact on amenity and movement?</i>	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.
<i>What is an appropriate reference for scale?</i>	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		
<i>How fast is the change?</i>	INTERMITTENT	Sporadic development will be developed via planning proposals and will therefore be intermittent and inconsistent in timing.
<i>Will it happen rapidly?</i>	NO	Redevelopment is reliant on changes in market conditions and up-front investment that changes property prices which is unlikely to forge rapid changes in opportunities.
<i>Does it require long-term strategy to ensure delivery?</i>	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		
<i>Does it work under current market conditions?</i>	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 a 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.
<i>Does it require significant planning changes?</i>	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.
<i>What types of sites are used to create change?</i>	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 existing low-density lands to provide the 'missing-middle' type of dwellings for increased diversity.