

# Option 02 - Long Term Change

8





Option 02 - Long Term Change

8.1 Illustrative Masterplan

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

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

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

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

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





Option 02 - Long Term Change

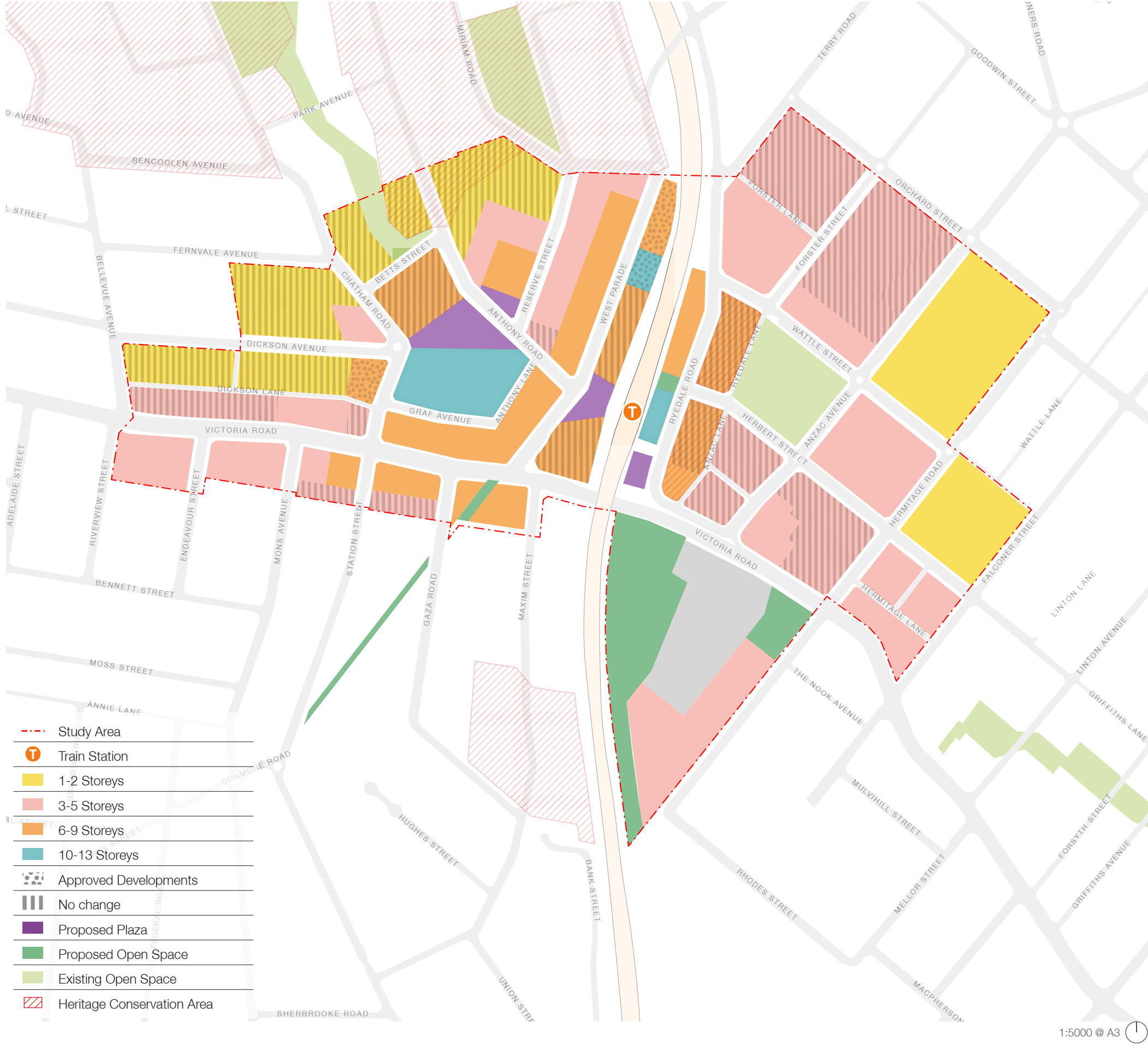
8.2 Heights

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

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

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

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



Option 02 - Long Term Change

8.3 Character Areas

Town Centre Core

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

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

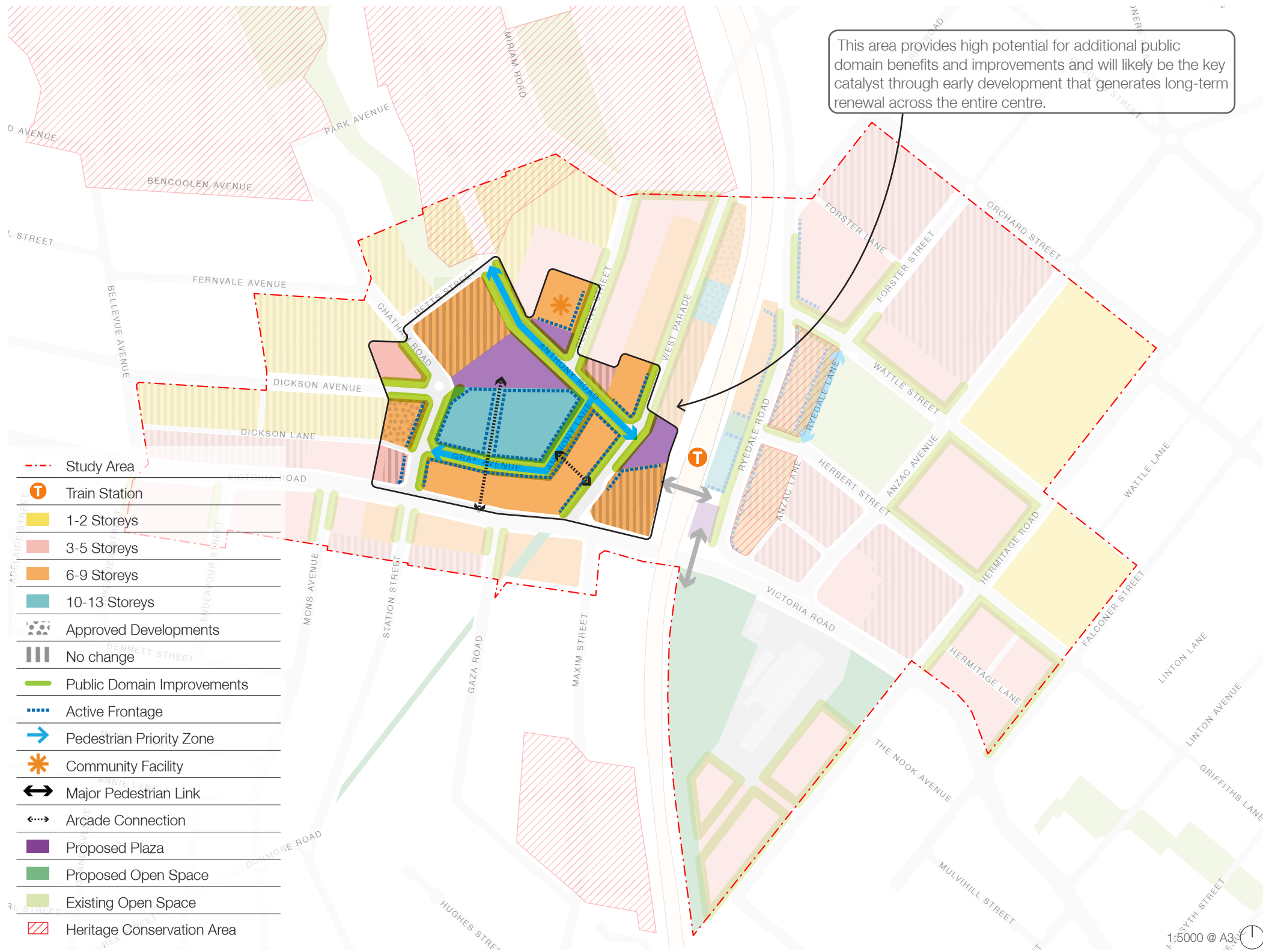
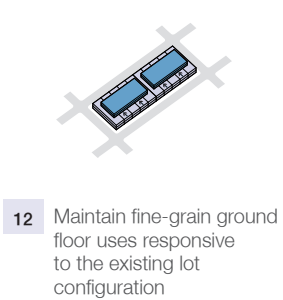
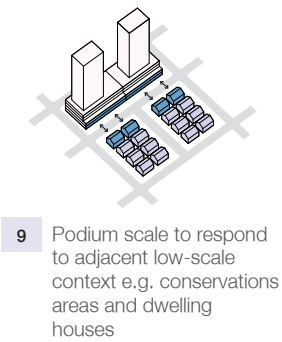
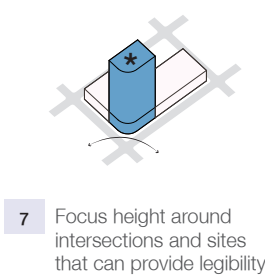
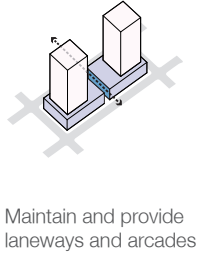
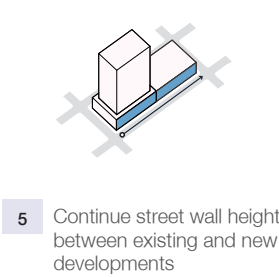
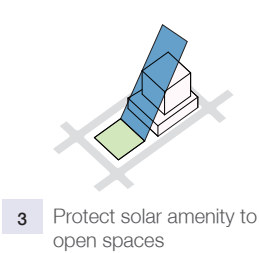
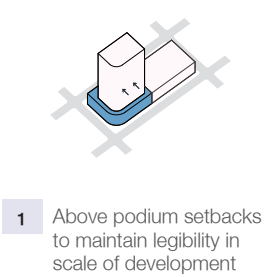
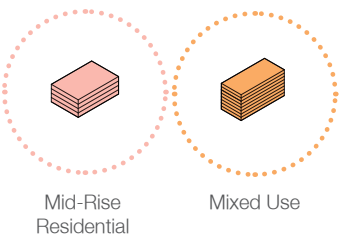
As the current planning controls do not encourage renewal, providing greater building heights and density to this core mixed use area will increase the chance of renewal by incentivising change to private landowners. As Council has limited ability to deliver town centre wide change (other than on its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

Character Area Principles

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

Built Form Typologies

Key Design Drivers





Option 02 - Long Term Change

Ryedale Road

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

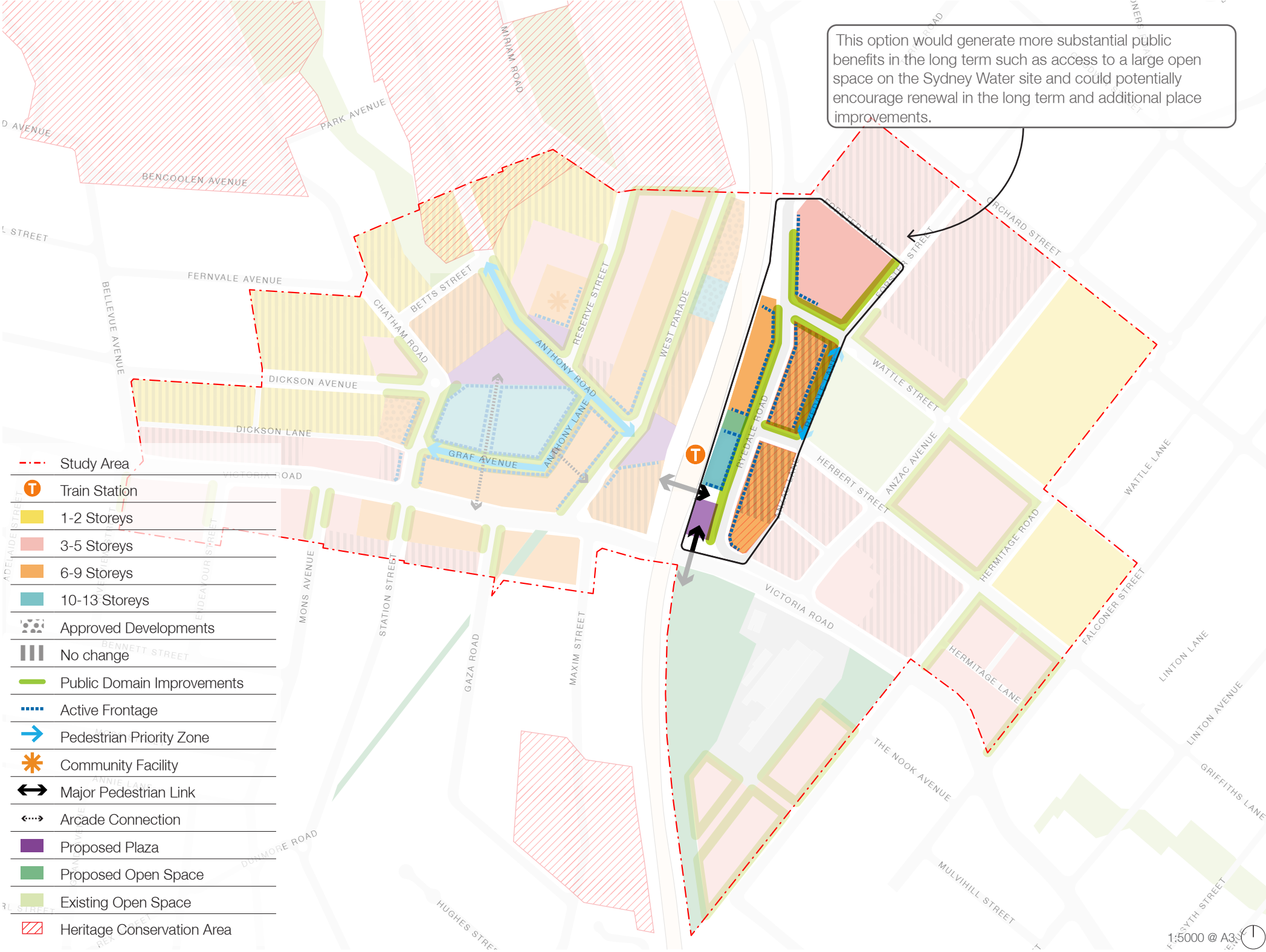
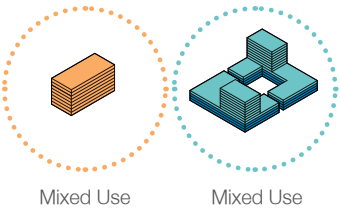
This area aims to maintain the fine-grain ‘village’ characteristics of the Heritage Conservation Area whilst enabling development on sites that would provide greater uplift and an improved public domain. The Transport for NSW land adjacent the railway and the Ryde Eastwood Leagues Club could potentially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

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

Character Area Principles

- 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. Promote the provision of small green open spaces on Ryedale Road
- 3. Enhance connectivity to the Sydney Water Site by continuing to investigate the delivery of a new pedestrian bridge
- 4. Ensure new developments are an appropriate scale and height for their context
- 5. Promote the protection of part of the eastern footpath of Ryedale Road from overshadowing from 11am - 1pm during the winter solstice
- 6. Promote the protection of Anzac Park from overshadowing from 10am - 2pm during the winter solstice

Built Form Typologies



Key Design Drivers

- 1 Above podium setbacks to maintain legibility in scale of development
- 3 Protect solar amenity to open spaces
- 7 Focus height around intersections and sites that can provide legibility
- 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



Option 02 - Long Term Change

Victoria Road West

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

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

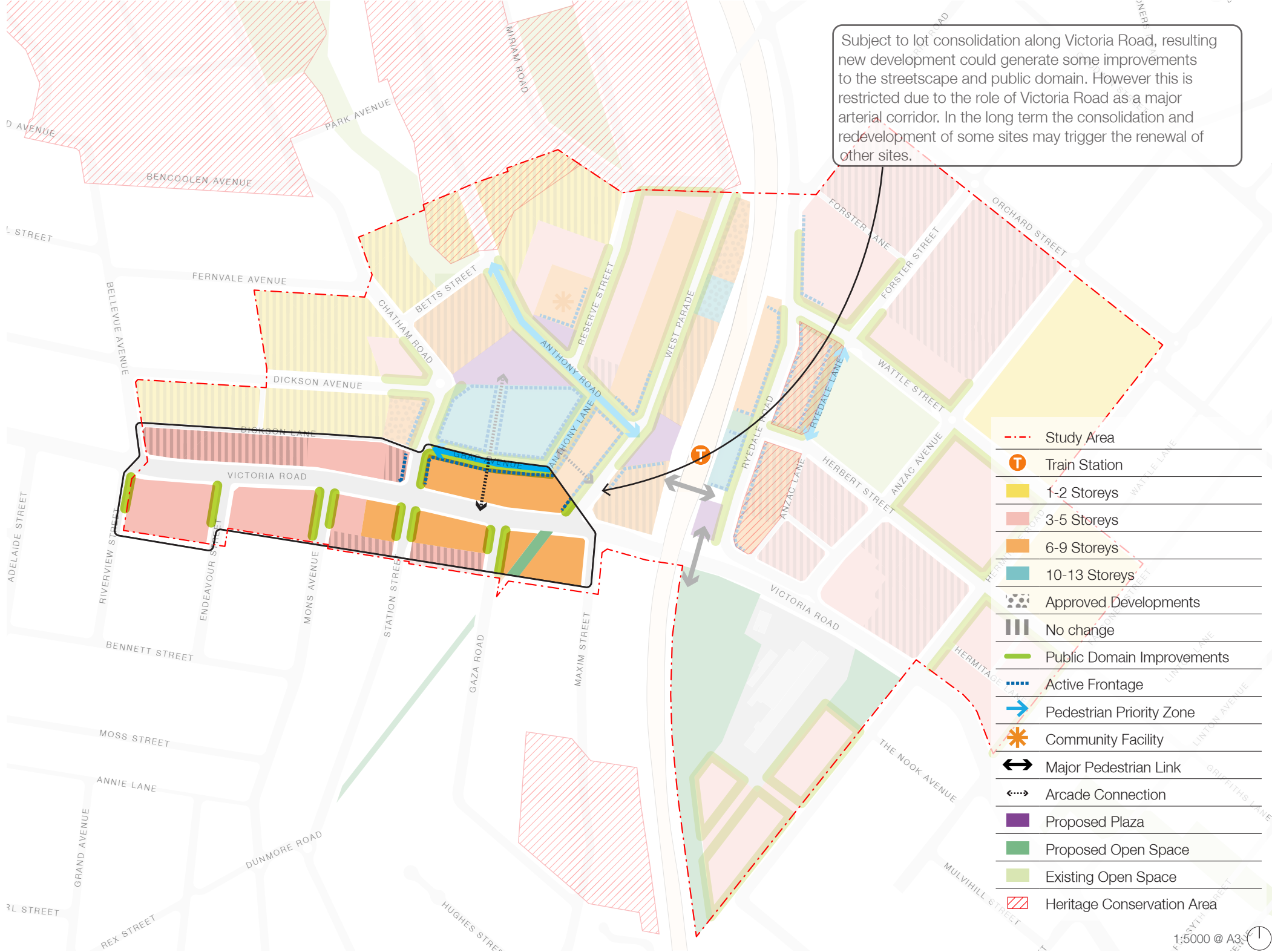
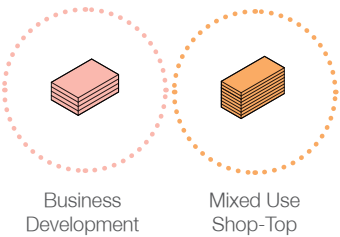
This option sees a greater extent of development along the northern side of Victoria Road and increased heights along the southern side. A more consistent outcome of building heights is possible due to long-term changes to market conditions that enable more sites to become viable for renewal.

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

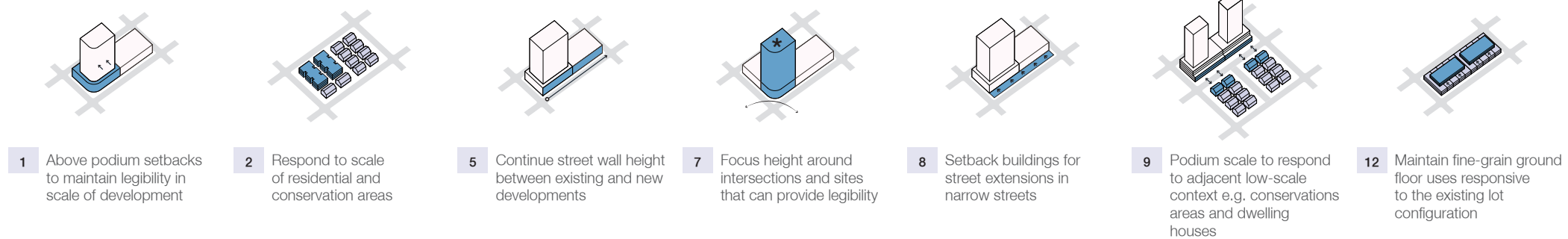
Character Area Principles

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

Built Form Typologies



Key Design Drivers





Option 02 - Long Term Change

Victoria Road East

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

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

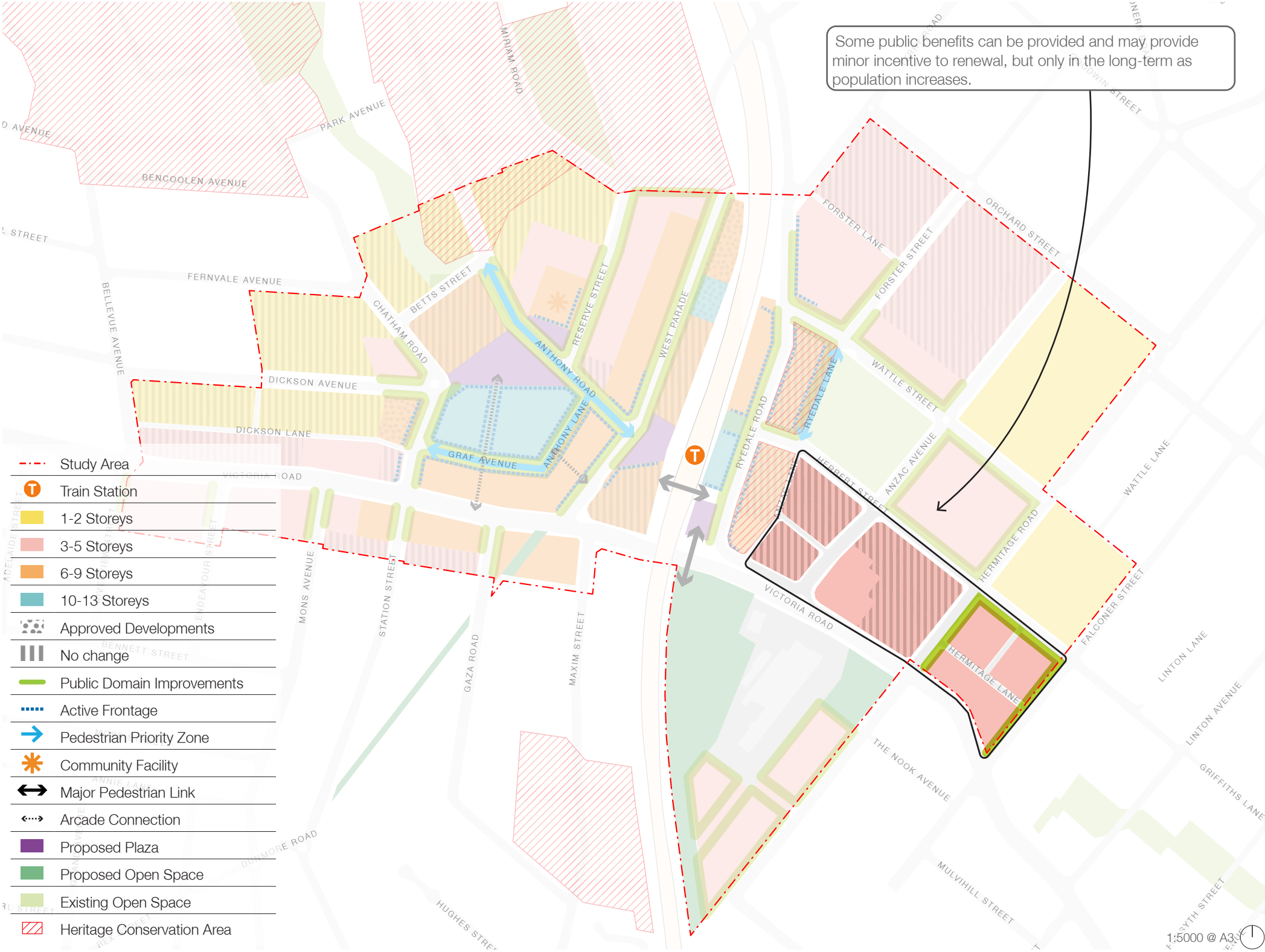
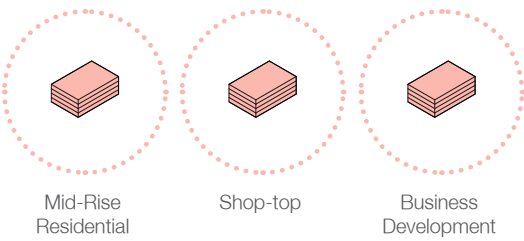
Development at the corner of Victoria Road and Hermitage Road signifies the entrance to the Town Centre as a gateway. Height transition between this and the low-density development to its north-east could be buffered by additional development along Herbert Street.

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

Character Area Principles

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

Built Form Typologies



Key Design Drivers

- 1 Above podium setbacks to maintain legibility in scale of development
- 2 Respond to scale of residential and conservation areas
- 5 Continue street wall height between existing and new developments
- 7 Focus height around intersections and sites that can provide legibility



Option 02 - Long Term Change

North-Eastern Residential

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

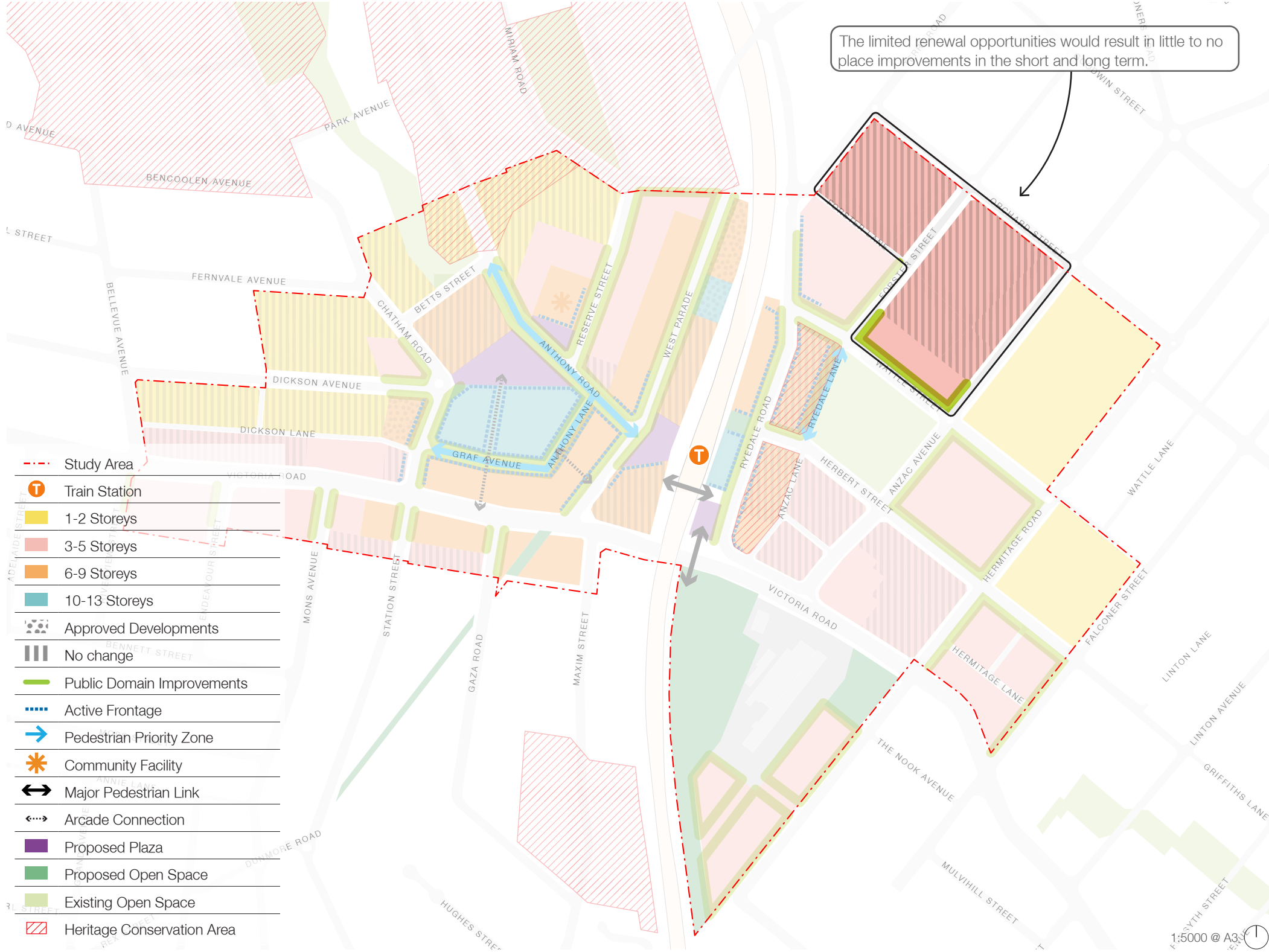
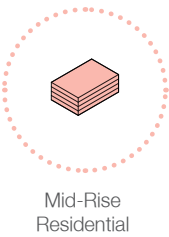
The majority of sites within this area are already built to the maximum height and density controls within the Ryde LEP 2014. Therefore, unless increases to the building height and density are proposed, there is little incentive for sites to redevelop and deliver renewal unless increases to the height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

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

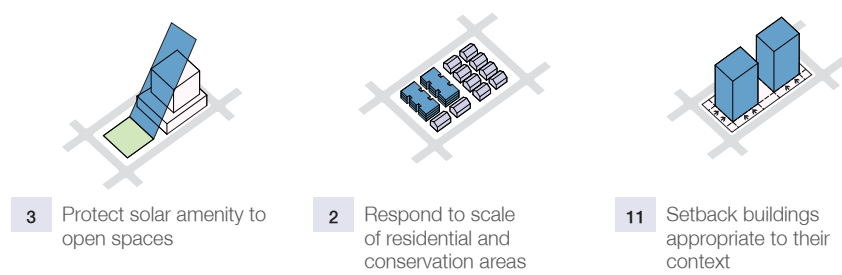
Character Area Principles

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

Built Form Typologies



Key Design Drivers





Option 02 - Long Term Change

Eastern Residential

Scale: Very Low

Public Benefits: None

Height General: 1-5 storeys

Height Maximum: 3-5 storeys

This area aims to provide a slight increase to dwellings and a diversity of dwelling typologies through the use of ‘missing-middle’ typologies.

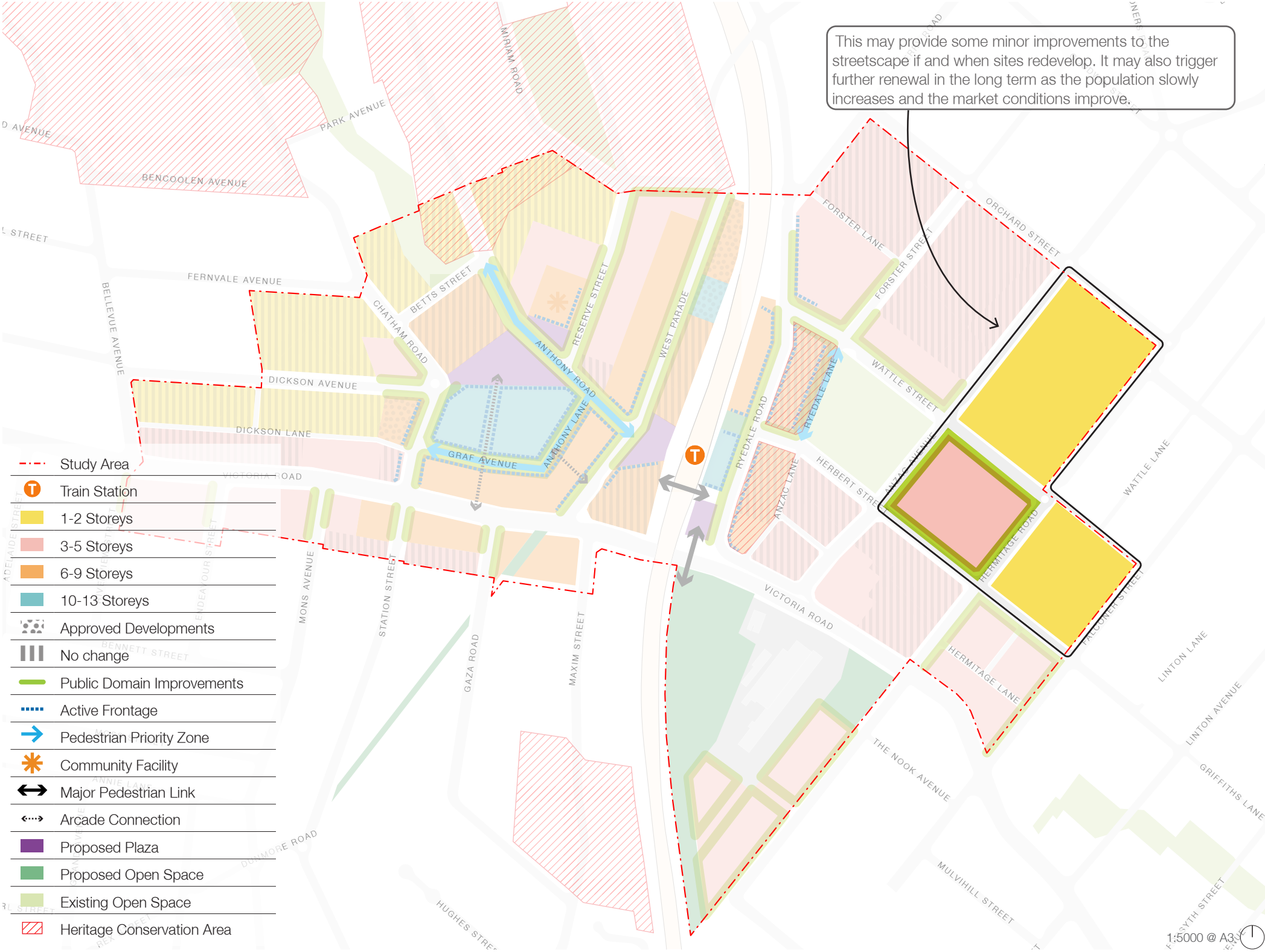
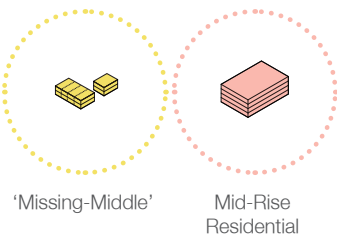
Similar to Option 01, this option has a slightly greater extent of the 3-5 storey mid-rise residential area that extends from Anzac Avenue. Changes to the existing low-density residential area to the east will encourage the development of ‘missing-middle’ typologies such as dual occupancies to the same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

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

Character Area Principles

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

Built Form Typologies



Key Design Drivers

- 11 Setback buildings appropriate to their context
- 2 Respond to scale of residential and conservation areas



Option 02 - Long Term Change

North-Western Residential

Scale: Medium-High  
Public Benefits: Low  
Height General: 3-13 storeys  
Height Maximum: 10-13 storeys

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

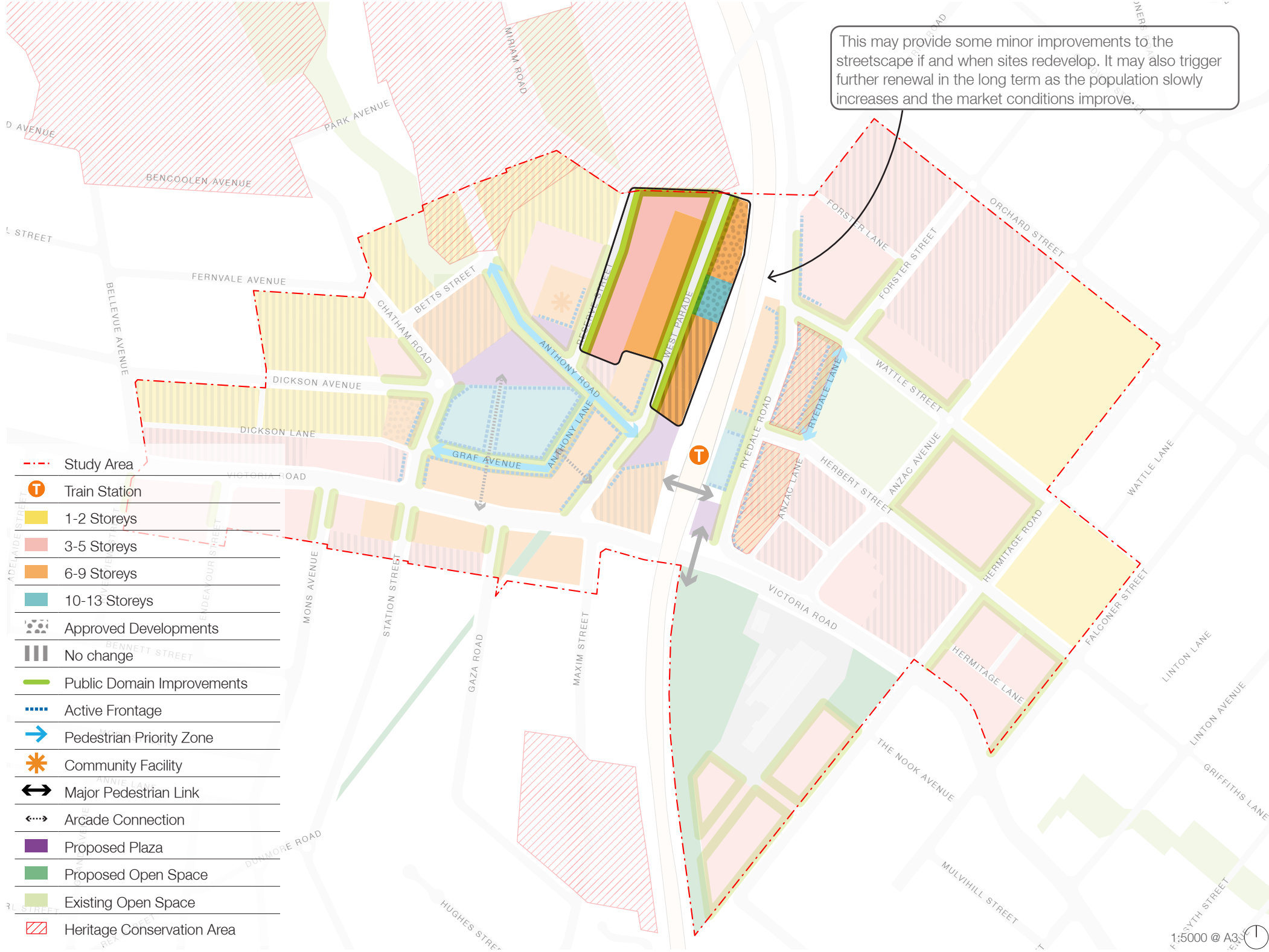
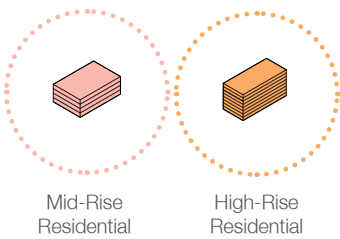
The result of this would be some minor public benefits associated with development sites but would overall not able to provide significant public benefits.

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

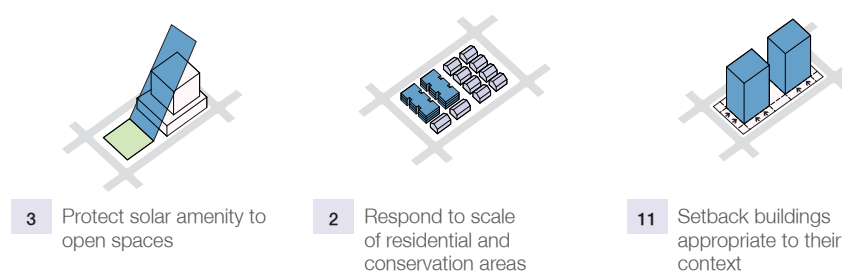
Character Area Principles

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

Built Form Typologies



Key Design Drivers





Option 02 - Long Term Change

Western Residential

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

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

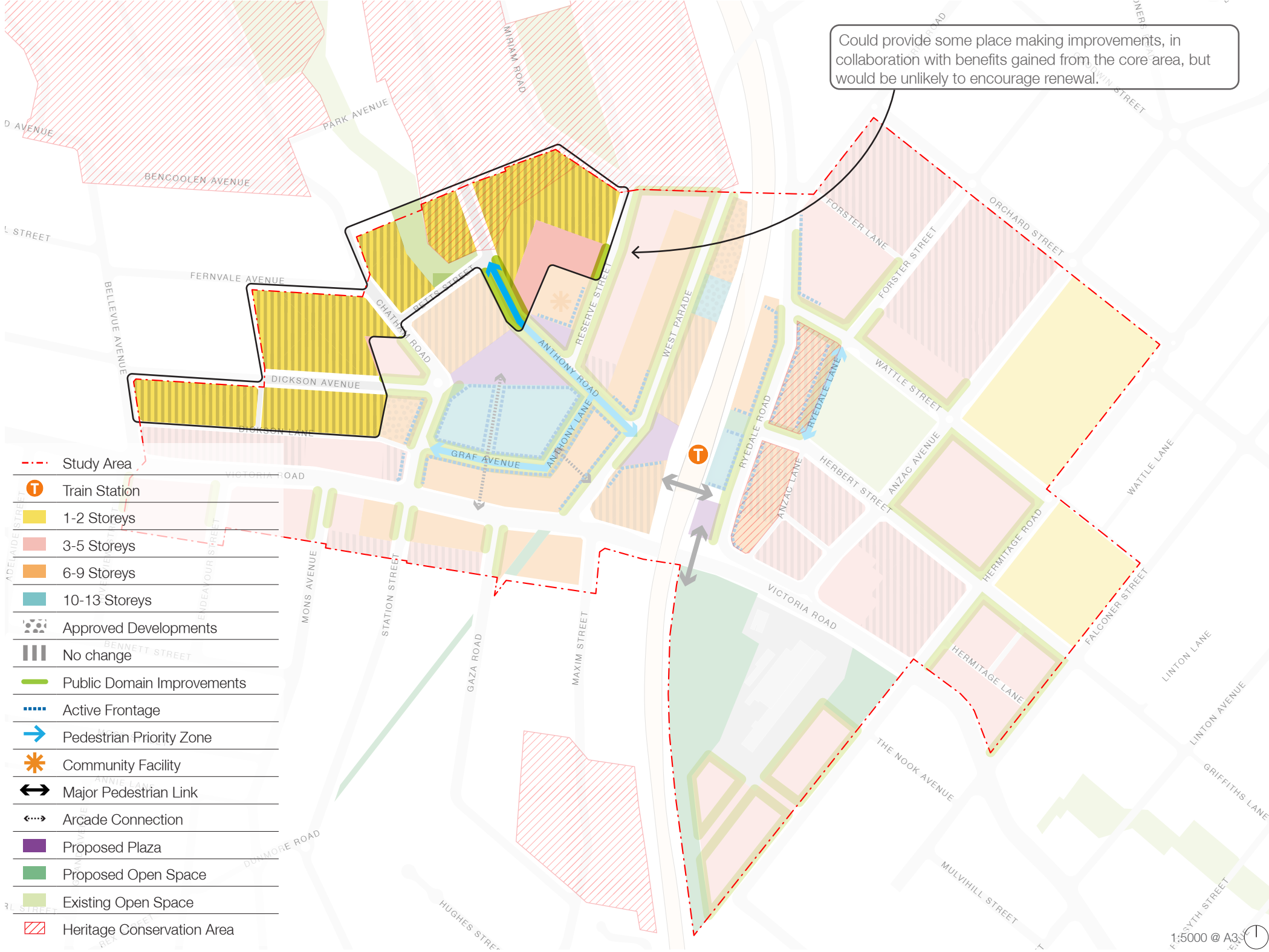
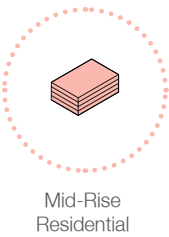
An increase in height on Council owned land on Anthony Road is proposed to explore the option of delivering a new mixed use development with upgraded community facilities in the future. This site potentially could be considered in conjunction with the adjacent site that currently accommodates the West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

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

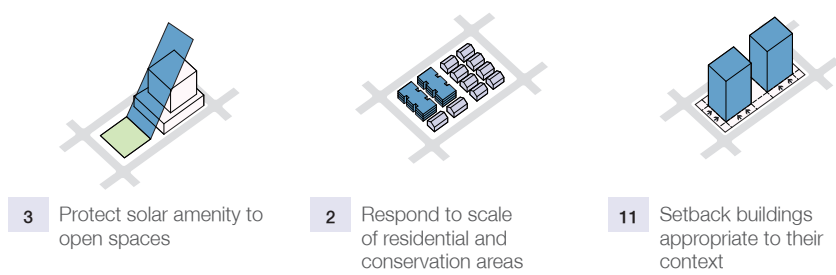
Character Area Principles

- 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



Key Design Drivers





Option 02 - Long Term Change

Sydney Water

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

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

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

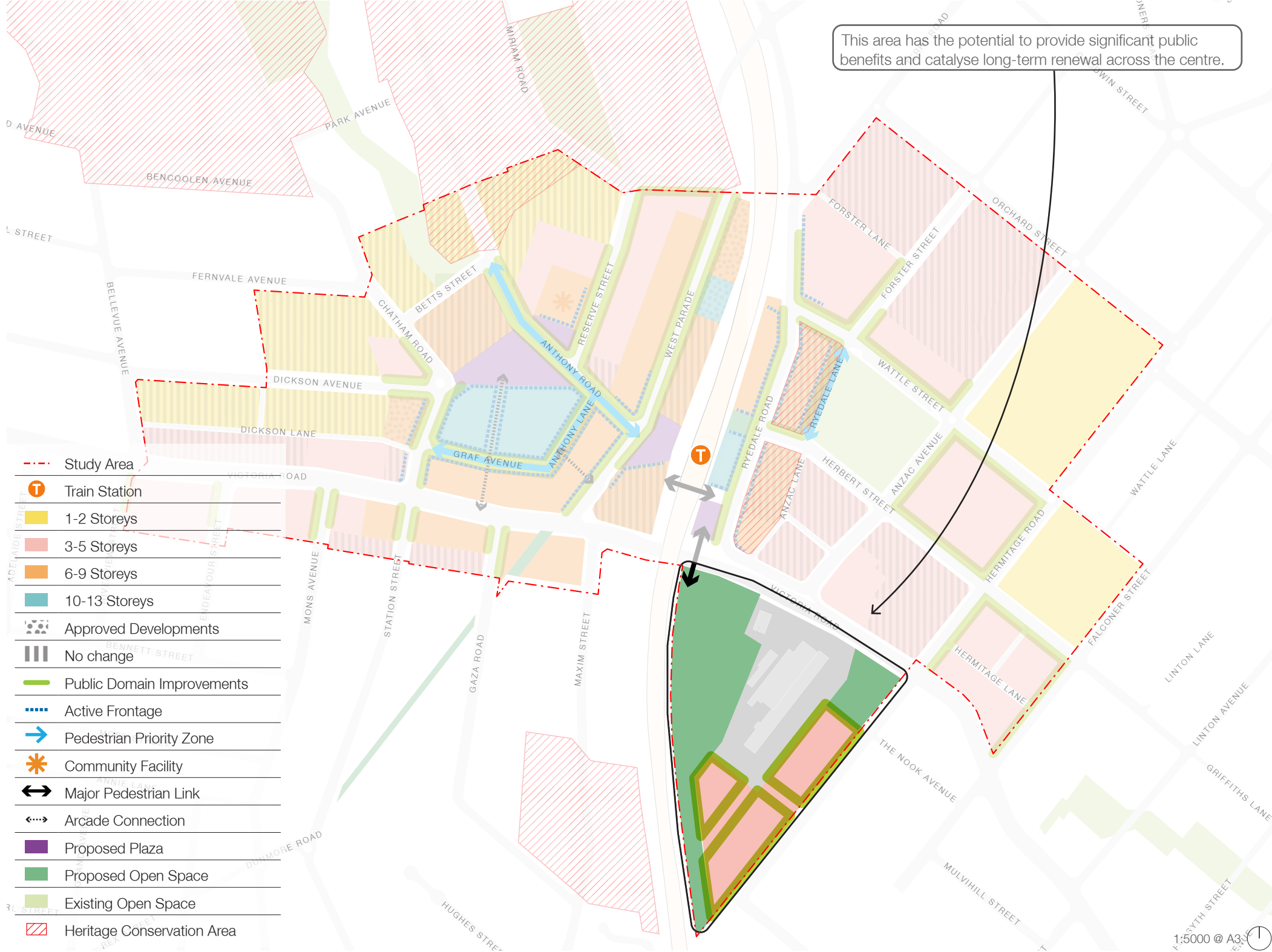
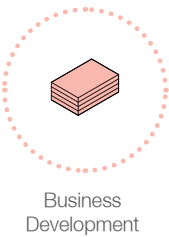
Th activation of this site would likely encourage long-term renewal of the centre as the level of amenity would significantly increase and market conditions change to accommodate this.

**Note:** The Greater Sydney Commission is leading a masterplan process in this area and Council is not proposing change in this area as part of the West Ryde Town Centre Masterplan process. The intended outcomes of the Meadowbank Education and Employment Precinct (MEEP) as it currently is drafted has been shown in this document for reference. Further information about the MEEP masterplan is available from [www.greater.sydney/project/meadowbank](http://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
- 3. Investigate a bridge connection across Victoria Road to Ryedale Road and the station for pedestrians and cyclists and unlock public access through the Pumping Station site

Built Form Typologies



Key Design Drivers

- 2 Respond to scale of residential and conservation areas
- 11 Setback buildings appropriate to their context

Option 02 - Long Term Change

8.4 Summary

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

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