

Ryde Town Centre

PUBLIC DOMAIN PLAN - FINAL (January 2006)



City of Ryde



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1 Introduction

This section defines the purpose, scope and structure of the City of Ryde Public Domain Plan, and its relationship to other relevant instruments and policies.

1.1 Purpose

This plan serves as a manual to guide the future planning and design of the Ryde Town Centre public domain. It provides an overall direction for the design and implementation of hard and soft landscaping elements within the public domain, and its interface with the private realm.

The plan has been commissioned by the City of Ryde to complement Ryde Town Centre, Local Environmental Plan 143: and Development Control Plan 56, to promote the revitalisation of key centres within the Ryde Local Government Area (LGA). This *Public Domain Plan* is part of a suite of planning documents that will guide the redevelopment of Ryde Town Centre as the focus for residential, retail, commercial and civic services within the City of Ryde.

The *Public Domain Plan* is intended for use by the Council, developers and consultants involved in the development of Ryde Town Centre.

1.2 What is the Public Domain?

Within this plan, the public domain represents all urban and natural elements, structures and spaces that exist within the publicly-owned areas of Ryde Town Centre, and the relationship between them. The public domain is also considered to include many privately-owned arcades, building forecourts, internal streets and other semi-public spaces, given that they also influence the overall character of the public domain.

Ryde Town Centre (also referred to as Top Ryde) is located in the north-west region of Sydney, approximately fourteen kilometres from Sydney CBD and ten kilometres from Parramatta.

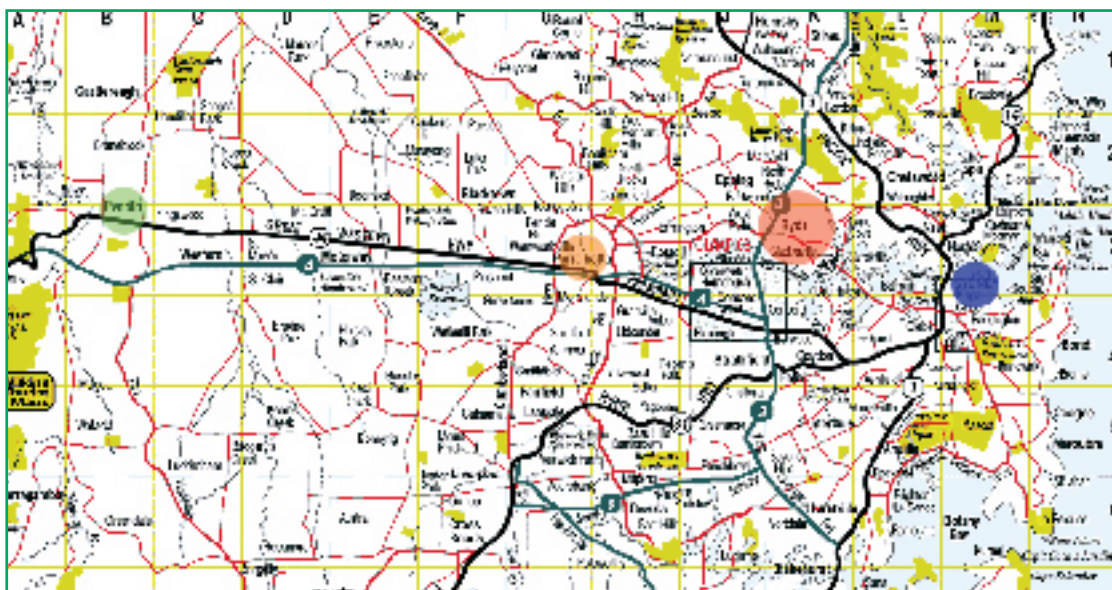


Figure 1.1 - Locational Plan

The area specifically governed by the City of Ryde Public Domain Plan is bound by Curzon Street, Ryde Public School and Argyle Street to the north; Victoria Road to the South; Blaxland Road and Belmore Street to the west; and Princes Street to the east. Refer to Figure 1.2 below.



Figure 1.2 - Public Domain Plan Boundaries

The *City of Ryde Public Domain Plan* provides:

- An outline of the historical background of the subject area,
- Analysis of its existing character and condition; including the built environment and materials; the open space and street tree network; existing natural systems; transport and pedestrian movements; and existing social and cultural precincts,
- An urban design framework providing design direction for future development; including recommended design approaches, treatments and details,
- An estimate of costs for suggested treatments, and
- A proposed implementation plan for these recommendations.

1.3 Relationship to Other Instruments & Policies

The City of Ryde Public Domain Plan is a guideline that represents one of several planning initiatives governing the development of Ryde Town Centre. Legislative instruments that also apply to the region are the Ryde Town Centre Local Environment Plan (LEP) 143, and Development Control Plan (DCP) 56, which have been prepared in parallel with this plan. These documents contain strategies and provisions to:

- Establish a new residential community within the Ryde Town Centre,
- Enhance the pedestrian experience and encourage increased public transport use,
- Protect and enhance heritage significance within the area, in particular, the heritage precinct around St Anne's Church,
- Enhance the character of the retail shopping strips in Church Street and Blaxland Road and develop 2000 square metres of civic open space within the existing shopping centre site.

1.4 How to Use this Plan

This Public Domain Plan should be read in conjunction with the Ryde Town Centre Local Environment Plan 143, and Development Control Plan 56. Specifically, it should be used to underpin the analysis and inform the design of proposed development sites / works in order to:

- Influence the understanding of the site context, including its existing infrastructure and character,
- Guide design and development decisions to ensure a seamless integration of the public and private domain,
- Inform the choice of materials, furniture, plants and other elements to be used within the Town Centre, and
- Provide physical solutions for recommendations contained within the various planning instruments and strategies that apply to the Ryde Town Centre.

Like all planning documents, this plan should be considered within an optimum timeframe of applicability to ensure its continued relevance and usability to the Ryde Town Centre as it develops over time. It is recommended that the lifespan of this document should be a period of five to ten years, with a review of key provisions occurring every one to two years.

2 Objectives

This section establishes a guiding vision for the revitalisation of Ryde Town Centre and describes the key objectives of the Public Domain Plan.

2.1 Vision for Ryde Town Centre

“Ryde Town Centre will be a vibrant, attractive and safe place to live, work, visit and invest, with a diversity of public spaces and opportunities for leisure, learning, shopping and business that reinforce the role of Ryde Town Centre as the civic and commercial hub of the City of Ryde. The centre will be enlivened by outdoor dining, civic events and festivals that are set within a high quality public domain.”

This vision will be achieved through the implementation of significant public domain improvements that are in turn supported by a range of site-specific objectives as outlined in the following section.

2.2 Objectives of this Plan

This plan aims to establish a framework of themes, strategies and design principles to guide the implementation of public domain improvements within Ryde Town Centre.

Key objectives of the plan are to:

- Promote design solutions and finishes that enhance the local identity of the area and provide a distinctive, unified and memorable character for Ryde Town Centre,
- Encourage the development of places that are safe and desirable for all users,
- Address existing divisions within the centre by promoting linkages,
- Facilitate the creation of places of high design quality that encourage social interaction, that allow for the expression of cultural differences, and that provide a range of sensory experiences,
- Accommodate change over time through the creation of urban spaces that are flexible and allow uses that address a diverse range of user needs,
- Provide for improved pedestrian and vehicular networks, ensuring equitable access in and around Ryde Town Centre and promoting an urban layout that is easy to understand,
- Promote the visual and physical integration of the public and private domains,
- Protect heritage elements and precincts within Ryde Town Centre, and
- Provide an achievable, cost-effective plan for the staged implementation and maintenance of public domain works.



This section provides a brief overview of the historical development of Ryde Town Centre, and presents an analysis of the existing character, condition and accessibility of the built and natural elements within the City. Key opportunities and potential constraints related to these factors are also identified.

3.1 Historical Overview

An understanding of the historical development of a region is an important process in the identification of patterns, precincts and features that can be preserved, enhanced or interpreted in the modern-day setting. The following section briefly outlines key periods and events that have shaped the development of the City of Ryde.

3.1.1 Aboriginal History & Impacts of Early European Settlement

Before the arrival of European settlers, the present-day Sydney region was inhabited by several groups of Aboriginal people that held claim over distinct areas of land. The clan that occupied the modern-day area of Ryde was the Wallumede, which formed part of a larger group known as the Dharug (Dharuk / Darug). This region, a plateau surrounded by rounded hills and valleys and bounded by the Parramatta and Lane Cove Rivers, was well-suited for habitation, providing reliable supplies of food, water and shelter to the Dharug peoples.

The arrival of European settlers to Port Jackson in 1788 had a devastating impact on the Aboriginal populations of the Sydney region. The introduction of diseases, such as Smallpox, and the forceful alienation of the indigenous people from their traditional lands as the colony expanded, resulted in the deaths and displacement of thousands of Aboriginal people.

Driven by a need to produce food for the colony at Port Jackson, the European settlers undertook a number of expeditions along the Parramatta River in search of fertile land for farming. The modern-day area of Parramatta was settled by Governor Arthur Phillip in November 1788 and following this, a number of land grants were issued for the purposes of farming along the Parramatta River.

The first land grants to be made within the present-day Local Government Area (LGA) of Ryde occurred in January 1792 on the northern shores of the Parramatta River. This land formed part of a larger collective of grant lands known as the Field of Mars. The remaining areas of the present-day LGA were comprised primarily of 25 acre and 30 acre land grants to ex-convicts and army servicemen. Refer to Figure 3.1.1.

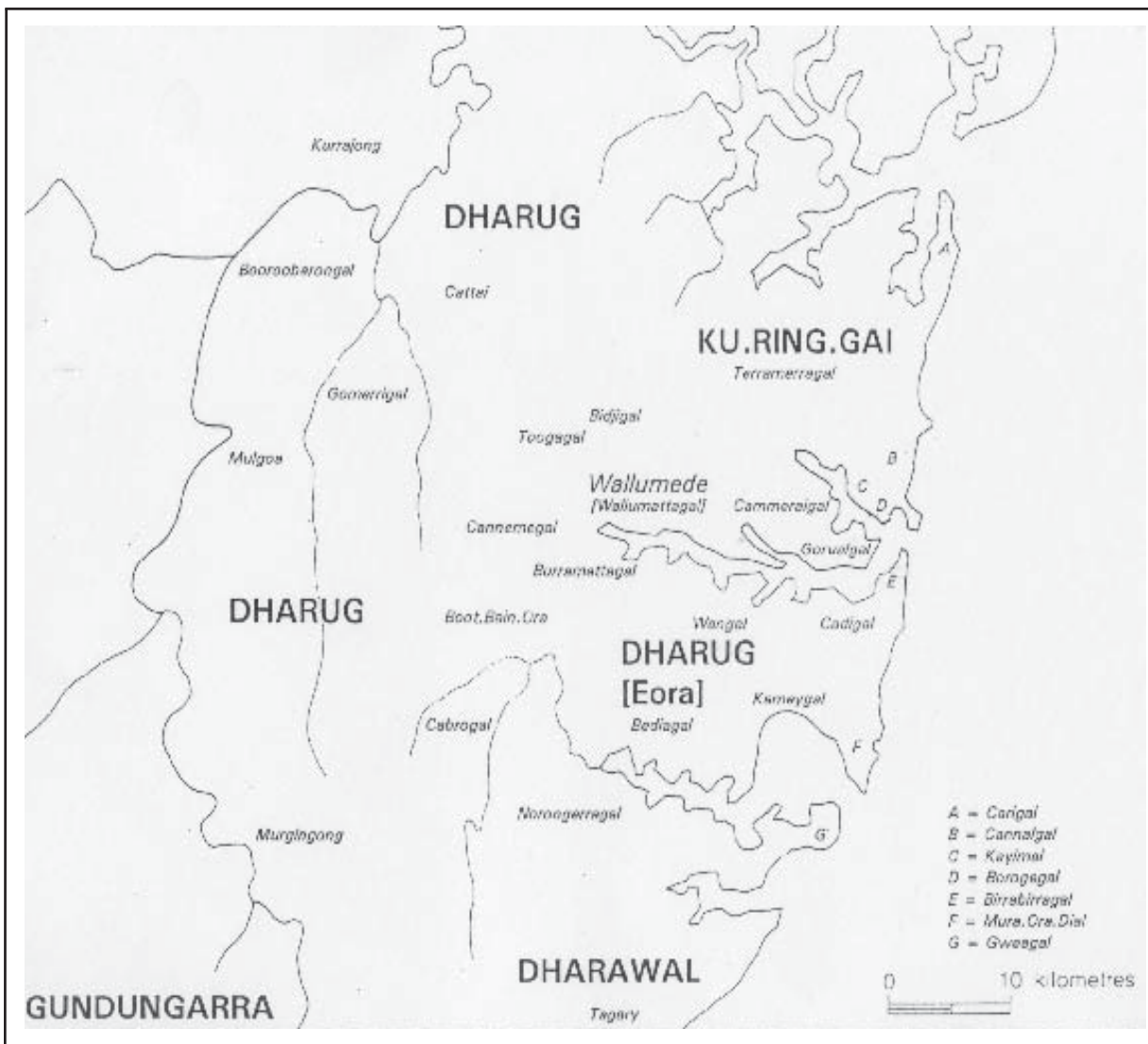


Figure 3.1.1 - Aboriginal Clan Territories Sydney Region (Johnson et al 1992)

3.1.2 Establishment & Growth of the Village of Ryde: 1792 - 1900

Agricultural Production: By 1803, the Ryde district had become established as an important agricultural region, although the small size of individual land grants impeded farming potential. In response to this, the government of the day formed the Field of Mars Common in 1804, which was a collective of public lands to be used by the local people.

An additional constraint on farming production was the cost of transporting goods to Sydney. The Parramatta River formed a natural barrier between the Ryde area and Sydney, preventing direct road access. The initial transport route between the colonies at this time was therefore via ferry along the Parramatta River. It was not until 1880 that the southern portion of the Field of Mars Common was sold to fund the construction of the Gladesville and Iron Cove Bridges, which significantly increased the accessibility of the Ryde district. The remainder of the Field of Mars Common eventually became Lane Cove National Park.

Emergence of a Town Centre: The early development of the village at Ryde grew around the Kissing Point Church constructed in 1826. This church, later to become St Anne's Church as it is now called, was built on the ridgeline of the Ryde area, overlooking the Parramatta River. It formed a prominent landmark for the region and quickly became the focal point for the establishment of a town centre.

The construction of several main roads followed in the 1830s, located within close proximity to the church. These included Glebe Street that followed the present-day alignment of Victoria Road, and the connection of the Great North Road running between Sydney and Wisemans Ferry. By the early 1840s, the name 'Ryde' (named after a town on the Isle of Wight) was increasingly used to refer to the district. This name was given by Mary Turner, the wife of Reverend George Turner, who was Minister of St Anne's Church.

Subdivision & Commercial Development: Between 1840 and 1860, the farmlands of Ryde were heavily subdivided for residential and commercial development. By the end of the 1850s the majority of the commercial and civic buildings of Ryde were clustered along the main streets of Glebe Street (Victoria Road) and Church Street. The Municipality of Ryde was officially proclaimed by the government on 12 November 1870. The new Council assumed responsibility for the further development of several roads, including Church, Glebe, Parkes, Princes and Belmore Streets. In the early 1900s, Parkes Street became the main commercial street, following the erection of the Town Hall in 1903 and the relocation of the Post Office in 1907. Refer to Figure 3.1.2, 1895 Village of Ryde. Despite the increase in civic and commercial buildings within the town centre however, the character of the Ryde district in the early 1900s remained predominantly rural.

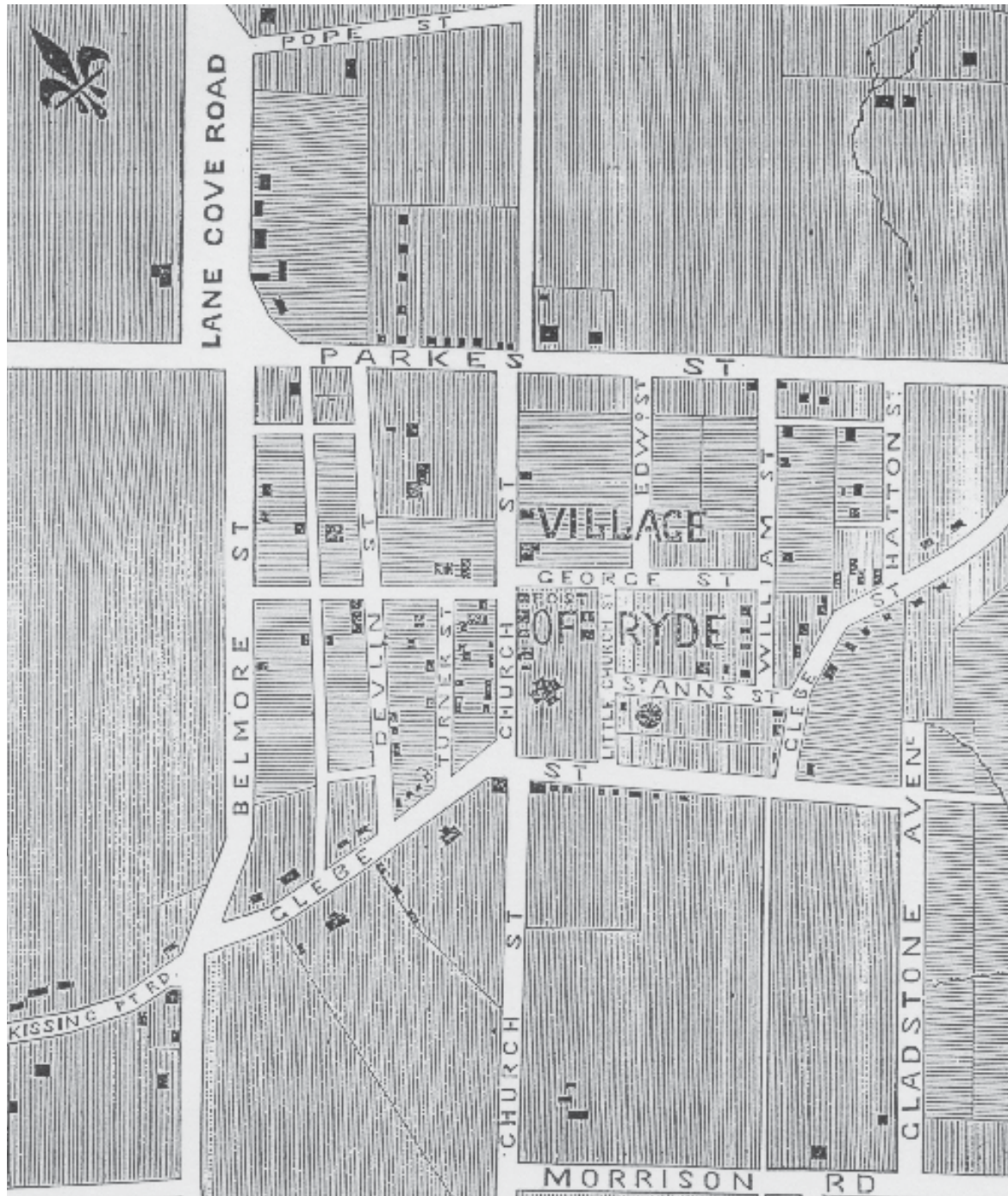


Figure 3.1.2 - Village of Ryde 1895 (Johnson et al 1992)

Transport and infrastructure developments in the Ryde district in the late 1800s and early 1900s greatly influenced the growth of the town. Major transport improvements included the construction of the Gladesville and Iron Cove Bridges in 1880, the extension of the Sydney railway line to Ryde in the 1886 and the connection of tramway lines in 1910 which increased the accessibility of the region.

Key infrastructure improvements led to a significant increase in development of the Ryde town centre. Expansion of residential development in the region was further aided by the supply of water. In 1888 a large reservoir was built on the corner of St Anne's Street and Little Church Street, and in 1892 pipes were connected between the reservoir and a pumping station that was built near the railway station.

Ryde railway station (later to become West Ryde station) was opened on 17 September 1886. This single track rail line joined Strathfield to Hornsby and required the construction of an iron lattice girder bridge connecting Meadowbank to Rhodes across the Parramatta River.

3.1.3 Establishment & Growth of the Village of Ryde: 1900 - 2005

In 1907 the government approved the extension of the Sydney tramway system (commenced in 1879) from Gladesville Bridge to Hatton's Flat, Ryde, which was located at the intersection of modern-day Pope Street and Lane Cove Road. This line was completed in 1910.

- The completion of the tramway line resulted in Ryde becoming a tourist destination, with visitors experiencing a scenic trip over the Parramatta River through the farmlands of the first growing district of New South Wales. In 1914 the tram line was extended to Ryde Station. Refer to Figure 3.1.3, 1919 Town Map.
- This tramline also encouraged the expansion of retail precincts within the City of Ryde. Retail centres grew along Parkes Street (now Blaxland Road) in close proximity to the former Post Office at the intersection of Blaxland Road and Church Street.
- The trams were most heavily used between the 1920s and 1930s with the expansion of residential subdivision after the First World War. At the end of the Second World War however, the trams were gradually replaced by buses. The last tram travelled to Ryde in December 1949.
- In the early 1900's Ryde Council had been looking for land in the vicinity of the town centre to create a park. Salters Paddock was chosen and Ryde Park was opened in 1908.
- Ryde Bowling Club was established within the grounds of Ryde Park in 1909.
- Ryde Park was extended in 1925.
- Between 1945 and 1970 the population of Ryde doubled from 35,460 to 87,000 residents.
- During the 1920's, commercial centre of Ryde was expanded. Top Ryde Regional Shopping Centre opened in November 1957. It was the first regional shopping centre built in New South Wales and the second built in Australia.
- Ryde Civic Centre opened on 15 August 1964. Modelled on the AMP Building in Circular Quay Sydney.
- By 1964 the traffic flow along Devlin Street was 37,000 vehicles per day.



Zenscapes Landscape Architects

- The Centenary Library Building was opened in 1970.
- In 1998/99 the Devlin Street underpass was opened. Over 100,000 vehicles per day pass through the intersection of Devlin Street and Victoria Road.
- In 2001, the population of Ryde reached 100,000 residents.

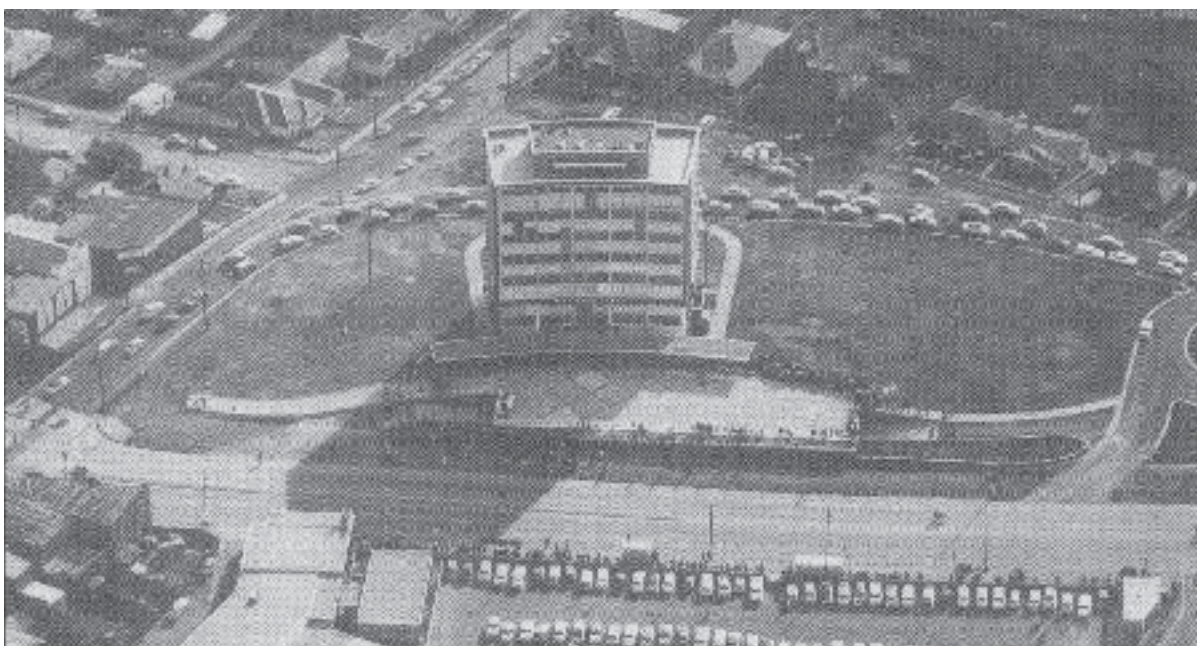


Figure 3.1.4 - Opening Day: Ryde Civic Centre 1964 (Martin 1998 p.61)



Figure 3.1.5 - Opening of the Ryde Tram Line to Hatton's Flat 1910 (Martin 1998 p.117)

3.2 Existing Character

An understanding of the historical development of a region is an important process in the identification of patterns, precincts and features that can be preserved, enhanced or interpreted

3.2.1 Built Environment

With the exception of the Civic Centre and Council offices, the existing building stock within the Town Centre is relatively low-scale (between one and three storeys in height). The built form of Ryde Town Centre can be roughly grouped into the following key precincts:

Commercial hub / town core: comprising Top Ryde Shopping Centre and surrounding on-street retail properties in Church Street and Blaxland Road. Following a shift in focus away from St Anne's Church in the early 1900s, the present-day focal point of Ryde Town Centre is the Top Ryde Shopping Centre, bound by Devlin Street, Blaxland Road, Pope Street, and Tucker Street. Built in the 1950s and modelled on the American shopping mall, this shopping centre was the first of its kind built in New South Wales, and the second in Australia.

The existing centre, which has become run-down, is envisioned to be a mixed-use (commercial, retail and residential) development. The redevelopment of the centre will significantly enhance the public domain, providing pedestrian through links both north-south between Pope Street and Blaxland Road and east-west between Devlin Street and Tucker Street. The commercial and retail components of the development are required to be open-planned, with a vibrant active frontage in contrast to the existing centre, and will provide an alternative to mega-mall shopping centres such as Macquarie Centre and the recently opened Rhodes Shopping Centre at Rhodes in the adjacent Canada Bay LGA. Furthermore, the existing, large open carpark, which contributes poorly to the public domain, will likely be replaced with underground parking.



Civic precinct: bound by Blaxland Road, Devlin Street and Belmore Street, and comprising the Council offices, the Council carpark on the corner of Parkes Street and Blaxland Road, Ryde Library and the War Memorial. The existing Civic Centre building, containing the City of Ryde council offices and Ryde public library (Centenary Library), was constructed in 1964 and 1970. Located prominently on a ridgeline and standing as the tallest building in Ryde Town Centre at seven storeys high, the building has become an iconic landmark for Ryde. The Civic Precinct will be subject to a future masterplan.

Heritage precinct: St Anne's Church and its surrounds feature several historic buildings of heritage significance. These include the Courthouse building (1863) and former Odd Fellows Hall (1869) in Church Street; Westward Cottage (c1850) and the Parsonage (c1880) in Turner Street; and the Methodist Churches (1849 and 1870) at the intersection of Church Street and Church Lane. Other buildings of historical importance include Ryde Public School (1877) designed by the government Architect.

Residential precinct: on the fringes of the civic and commercial core is an awkward mix of detached single storey houses, older-style apartment blocks and newly built three-storey flat buildings with little urban design merit. In the main street of Blaxland Road, the presence of several vacant buildings and allotments contribute to the run-down appearance of many of the built elements within the centre.

Key Issues

The existing built form within Ryde Town Centre is highly disjointed with a generally poor relationship between individual buildings, development precincts and the public domain. The overall impression is one of a neglected town centre in need of revitalisation.

There are several historic buildings whose quality and character can be interpreted and enhanced within the centre.

Opportunities

Activate building frontages to create vibrant streetscapes.

Acknowledge and interpret architectural and cultural heritage through artworks, landscape treatments, furniture and finishes and active participation, such as the promotion of walking tours within the Town Centre.

Address poor building quality of existing building stock through upgrades and maintenance, and promote better urban design for new buildings that will engage the public domain.

Preserve access to natural sunlight within the streets and urban spaces of the Town Centre through the implementation of building height and massing controls.

Figure 3.2.1 - Existing Built Environment



LEGEND

 One storey Residential	 One storey Commercial	 Two storey Retail	 Civic/community buildings
 Two storey Residential	 Two storey Commercial	 Three storey Retail	 Schools
 Three storey Residential	 Three+ storey Commercial	 Heritage	 Ryde Park
 Four storey Residential	 One storey Retail	 Churches	 Ryde Bowling Club

3.2.2 Paving Types

The main pavement treatments existing within the public domain for Ryde Town Centre are summarised below:

Commercial hub / town core: Predominantly concrete paving in Pope and Tucker Streets, with a mix of concrete unit pavers, insitu concrete and bitumen pavement along Blaxland Road, Devlin Street and Church Street. Clay brick pavers occur along the frontages to the Top Ryde Shopping Centre.



Civic precinct: Primarily 1.2 metre wide plain concrete pathways with granite paving surrounding the existing War Memorial and exposed aggregate/ decorative pebble finish concrete to the forecourt of the Council offices.

Heritage precinct: Existing sandstone kerbstone with new sandstone banding and bitumen infill in Church Street. Concrete pavers and concrete paving



Residential precinct: Primarily 1.2 metre wide plain concrete pathways with grass verges / nature strip. In the narrow laneways such as Blaxland and Belmore Lanes there are no footpaths.

Key Issues

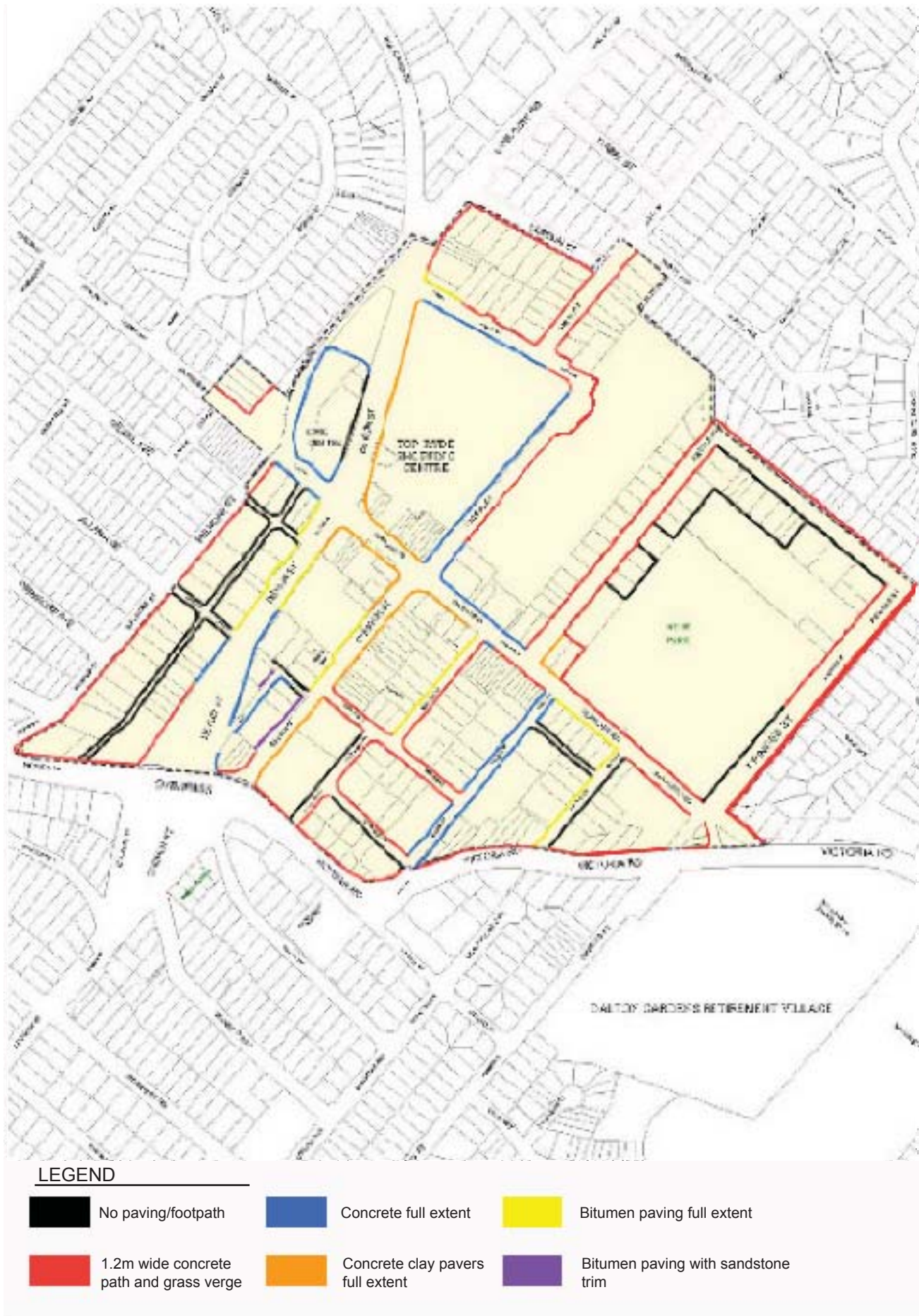
The current pavement treatments within the Town Centre are highly varied and generally degraded. This variety of paving treatments contributes to a low sense of local identity and pedestrian readability throughout the centre, and should be rationalised.

Opportunities

The selection of an attractive and coherent palette of paving materials for the Town Centre will create unity and a strong local identity within, and between, individual precincts. The chosen paving treatment should:

- be attractive and durable,
- be reliable in supply and easily replaceable in the event of damage,
- reflect the character of Ryde,
- have low maintenance requirements, and
- be adaptable for use in various applications. This may be achieved, for example, through the availability of a several unit sizes within the one treatment.

Figure 3.2.2 - Existing Paving Types



3.2.3 Open Space & Street Tree Network

Open Space: The need for significant public open space to be preserved within the town centre was recognised by Ryde Council in the early 1900s. Ryde Park, located at the intersection of Blaxland Road and Princes Street was subsequently opened as a park in 1908. Today, the major open spaces existing within Ryde Town Centre are Ryde Park and adjacent Burrows Park, the grounds associated with Ryde Public School in Tucker Street, and the open space area surrounding the Civic Centre building and War Memorial along Blaxland Road. Other important areas of open space include the St Anne's Church grounds, the corridor of open space along Devlin Street at the frontage of the Parsonage and the open space around Blaxland House in Church Lane.

Key Issues

Lack of connection / poor accessibility of Ryde Park.

The various forms of open space are currently disjointed within the Town Centre.

Some areas, such as those associated with Ryde Public School and the historic buildings are semi-public in nature and are not utilised widely by the broader community.

There is currently no major open space / urban plaza within the heart of the Town Centre.

The narrow frontages in the main streets of Blaxland Road and Church Street constrict major activity in the public domain.

Opportunities

Promote pedestrian links to connect open spaces. A Landscape Masterplan prepared by Clouston in early 2005 has identified opportunities to link Ryde Park to the adjoining Buffalo Creek bushland corridor. This will also enable larger linkages to the Lane Cove River corridor via Buffalo Creek and associated reserves and parks. The Masterplan also identifies opportunities to provide connections from Ryde Public School through to the Top Ryde Shopping Centre.

Create visual connections between open space areas and precincts through the use of coherent street tree planting.

Address the isolation of the War Memorial open space and explore opportunities for passive uses within the grounds.

Extend and enhance the public domain in all new developments. Measures such as the pedestrian through-links proposed within the Top Ryde Shopping Centre redevelopment should be encouraged.

Encourage the creation of public spaces for cultural events and festivals.

Street Tree Network: The dominant street trees existing with the Town Centre include:

Rainforest trees: such as *Stenocarpus sinuatus* (Firewheel Tree), *Buckinghamia celcissima* (Ivory Curl Flower), *Elaeocarpus reticulatus* (Blueberry Ash), *Acmena smithii* (Lilly Pilly), *Backhousia citriodora* (Lemon Scented Myrtle), *Araucaria cunninghamiana* (Hoop Pine), *Lophostemon confertus* (Brush Box), *Ficus rubiginosa* (Port Jackson Fig), *Araucaria bidwilli* (Bunya Pine),

Eucalyptus species: including *Eucalyptus microcorys* (Tallowood), *Eucalyptus citriodora* (Lemon Scented Gum), *Eucalyptus maculata* (Spotted Gum), *Eucalyptus saligna* (Blue Gum).

Other street trees: include *Callistemon* sp. (Bottlebrush), *Jacaranda mimosifolia* (Jacaranda), *Fraxinus raywoodii* (Claret Ash), *Liquidambar styraciflua* (Liquidamber), *Melaleuca quinquenervia* (Broad-leaved Paperbark), *Alnus jourulensis* (Evergreen Alder).

The location of street trees is relatively unstructured, with clusters of remnant, indigenous vegetation being mixed with individual specimen plants and a variety of native and exotic species.

Key Issues

The existing street tree network in the Ryde Town Centre is comprised of a broad mix of different planting styles and species.

There is little structure to the current organisation / location of street trees.

Small-scale, localised planter boxes and shrub plantings contribute to an unkept appearance in some areas of the Town Centre.

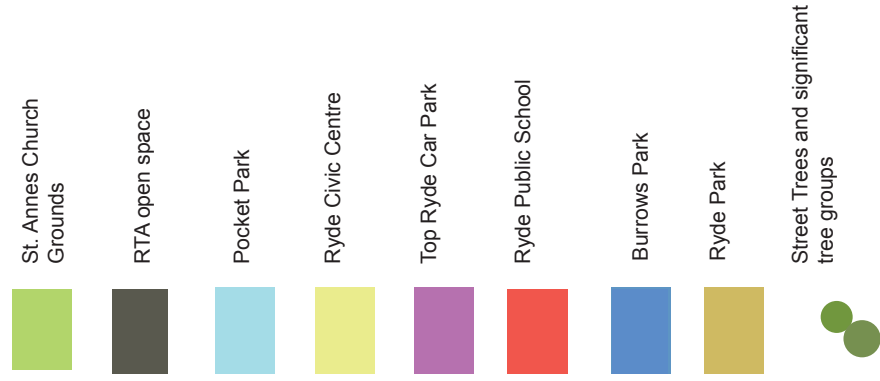
Opportunities

Rationalise the street tree planting within the Town Centre through the development and staged implementation of a Street Tree Masterplan.

Use street trees to reflect the historical and environmental qualities of the Town Centre, and to promote visual linkages between various precincts and their environs.

Figure 3.2.3 - Existing Open Space areas & Tree Network

LEGEND



Ryde Bowling Club

Buffalo Creek bushland corridor
- Vegetation connection to Lane Cove River

3.2.4 Natural Systems Topography & Significant Views

Topography: Ryde Town Centre is located on a plateau that was historically known as 'Hattons Flat'. With high points at St Anne's Church and the ridgeline housing the Civic Centre, the land falls gently to a shallow valley mid-way along the length of the Top Ryde Shopping Centre.

Creeks and drainage lines: To the west and south of the centre, the natural drainage line flows to the catchment of the Parramatta River, with the north and east sectors draining to the Lane Cove River catchment. The closest water course to the Town Centre is a modified tributary of Buffalo Creek which flows through Burrows Park, located diagonally opposite Ryde Park off Princes Street.

Vegetation: The existing vegetation within Ryde Town Centre is a mix of native and exotic street tree plantings, tree and shrub plantings within the private domain (front and back yards), and pockets of remnant, indigenous vegetation.

The largest stand of native vegetation in close proximity to Ryde Town Centre is the Lane Cove River bushland corridor. It includes an almost continuous bushland corridor that intersects with Ryde Town Centre along Buffalo Creek. While the Parramatta River is physically closer to the Town Centre, its historical value for agricultural production resulted in extensive clearance of its native vegetation in the early years of European settlement. Other pockets of mature native trees are concentrated on the fringes of Ryde Public School and Ryde Park.

Views: The most expansive views from Ryde Town Centre occur to the south-west of the ridgeline in the vicinity of St Anne's Church. From this location, and the adjacent Parsonage building in Turner Street, it is possible to gain clear views over the Parramatta River and Sydney Olympic Park at Homebush Bay. From the higher levels of the Civic Centre building, it is also possible to see the Parramatta Central Business District. From these high points, good views are also obtained of major streetscapes in Ryde, including Tucker Street adjoining the Ryde Public School open space and its native vegetation, mature trees in the heritage precinct along Church and Little Church Streets and the main street of Blaxland Road between Ryde Park and Devlin Street. Within the core of the Town Centre, views are generally confined to the immediate streetscapes, with key focal points being the Civic Centre building and Ryde Park.

Key Issues

The most prominent views to and from Ryde Town Centre are concentrated at the high point around St Anne's Church.

Views within the city centre are comprised mainly of linear, street-scale vistas.

Opportunities






Protect and enhance key vistas through the use of street trees to frame views, and through the implementation of building height and massing controls.

Promote the strategic use of artworks and architectural features to direct views and create new focal points within the public domain.

Figure 3.2.4 - Existing Topography & Significant Views



LEGEND

-  Historical views over Parramatta River / scenic views of Sydney Olympic Park
-  Landmark view to St. Annes Church
-  Elevated view
-  Contours- 5m intervals
-  Ryde Park

3.2.5 Transport Networks

Existing Roadways: The Ryde Town Centre vehicular transport network includes both local circulation routes and regional linkages (major roads). Key roads include:

Regional links

- Devlin Street - An arterial road that forms part of a major north-south corridor, connecting with Lane Cove Road at the junction with Blaxland Road to the north, and to Concord Road south of the Parramatta River. In the vicinity of the Top Ryde Shopping Centre, Devlin Street is currently a dual carriageway with between three and four travel lanes in each direction. As part of the shopping centre redevelopment, Devlin Street is proposed to be widened to accommodate access underneath the road to an underground parking station.
- Blaxland Road - An arterial road that provides an important east-west connection. The road may be categorised in two main sections due to a right angle bend in the road occurring within the Ryde Town Centre. North of Devlin Street and Lane Cove Road, Blaxland Road is a four-lane, undivided carriageway, with peak period parking bans to assist traffic flow. East of Devlin Street as far as Victoria Road, Blaxland Road is an undivided carriageway with sufficient width to accommodate four travel lanes. This section passes through the commercial / retail precinct of the Town Centre and provides a vehicular connection to Victoria Road for travel to and from the east, as an alternative to the major intersection of Victoria Road and Devlin Street. In this capacity, Blaxland Road is a principle support road to Victoria Road.
- Victoria Road - An arterial road that provides a major north-west through connection. In the vicinity of Ryde Town Centre, Victoria Road is a six-lane, dual carriageway. An interchange providing access to Victoria Road from Devlin and Church Streets was constructed in May 1999.

Local roads

Ryde Town Centre contains a number of local, circulation roads that provide connections throughout the residential and retail precincts. These are primarily two-way streets with some one-way routes, such as Belmore Street to the west of the Civic Centre. Pope, Smith and Tucker Streets are key local roads that provide access to the Top Ryde Shopping Centre and adjacent land uses.

Figure 3.2.5 - Existing Road Hierarchy / Network



LEGEND



Major arterial road



Major intersection



Existing Council Carpark



Access roads to Shopping Centre



Existing Public Carparking

Previous Studies & Existing Road Network Capacity: A number of traffic and transport studies have been prepared for various roads and projects within Ryde Town Centre. The *Top Ryde Retail Precinct Transport Study* and associated *Masterplan* was prepared in May 1998 by PPK. This study made several traffic management recommendations (including partial road closures, pedestrian crossing facilities and lane widening) intended to improve amenity and promote commercial activity within the centre.

This study was reviewed by Sinclair Knight Merz in 2003 in light of changes in traffic flow and movement patterns following completion of the Victoria Road / Devlin Street intersection; the proposed redevelopment of the Top Ryde Shopping Centre; and the potential impacts on other road infrastructure and local streets if Blaxland Road were to be partially closed as proposed. Based on these considerations, this study found that the following intersections would operate satisfactorily:

- Blaxland Road, Tucker Street and Church Street,
- Church Street and Morrison Road,
- Devlin Street, Lane Cove Road and Blaxland Road,
- Lane Cove Road and Buffalo Road, and
- Victoria Road, Devlin Street and Church Street, but not for all modelled networks.

Additional capacity improvements were required at the intersections of:

- Victoria Road and Bowden Street (left turn bay),
- Devlin Street, Blaxland Road and Parkes Street, and
- Victoria Road, Devlin Street and Church Street.

The main traffic constraints that would be generated by the proposed shopping centre redevelopment were related to intersection operation. A pedestrian overbridge would be required across Devlin Street, north of the intersection of Devlin Street and Blaxland road to maximise the traffic signal phasing in favour of the main traffic stream.

A final traffic impact assessment related to the proposed Top Ryde Shopping Centre redevelopment was prepared in November 2004 by Mark Waugh Pty Ltd. Specifically, this study investigated the impacts of a series of grade separated tunnels proposed to allow direct access to the underground parking area within the redevelopment. The study found that these works would:

- Remove traffic volumes from the critical movements at the Devlin Street / Blaxland Road intersection, and
- Remove traffic from the local system, particularly at Tucker Street and Blaxland Road.

The study concluded that the arterial road network is currently operating near capacity in peak times and that the Devlin Street / Blaxland Road / Parkes Street (pm peak) intersection and Victoria Road / Blaxland Road (am peak) intersection are not operating satisfactorily at present.

Heavy Vehicles: Surveys undertaken by Sinclair Knight Merz in 2003 indicate that within Ryde Town Centre, heavy vehicles generally travel on Devlin Street, Lane Cove Road and Victoria Road. Only a few heavy vehicles (between 3 and 14 vehicles per hour) used Blaxland Road. The volumes of heavy vehicles in local roads, such as Church Street, Tucker Street, Buffalo Road and Bowden Street, range from 2 to 5 vehicles per hour during the morning and afternoon peak hours.

Public Transport: Ryde Town Centre, is an important area for both local and regional bus operations utilising the road network. The number of bus routes servicing this area totals 88 during the morning and 95 during the afternoon / evening. These services connect Ryde to Sydney City, Circular Quay, Milsons Point, Macquarie Centre, West Ryde, Strathfield, Burwood, Gladesville Wharf, Eastwood, Denistone and Parramatta. Nearby train stations that are serviced by bus connections to and from Ryde include Meadowbank and West Ryde.

Key Issues

Devlin Street forms a significant barrier to pedestrian linkages within the city centre.

The narrow frontage of the public domain at the major bus stops in Blaxland Road (opposite the shopping centre), results in pedestrian congestion at the entrance to the shopping centre.

Bus services in the evening (following the afternoon peak) are limited.

Opportunities

Improve pedestrian connections and amenity within and through the town centre through pavement widening, and improved traffic management.

Traffic and road improvements in Devlin Street associated with the proposed Top Ryde Shopping Centre redevelopment, and the proposed pedestrian footbridge over Devlin is likely to improve traffic flow and pedestrian safety and accessibility.

Widen footpaths and improve amenity for bus patrons/users.

3.2.6 Pedestrian Networks

Pedestrian movement within Ryde Town Centre is primarily concentrated around and through the Top Ryde Shopping Centre, and in particular, at the major intersections forming its southern boundary. The intersection of Devlin Street and Blaxland Road is the most heavily used by pedestrians, being in close proximity to the main entrance to the shopping centre, the bus stops on both sides of Blaxland Road, and the Civic Centre and public library to the north-west. Recent counts undertaken during the morning and afternoon weekday peak periods have found that the average number of pedestrians crossing Devlin Street at these times is approximately 250. The majority of these crossings occur on the northern side of Devlin Street, with the main pedestrian destination being the Top Ryde Shopping Centre. Pedestrian activity is also relatively concentrated at the intersection of Blaxland Road and Tucker Street at the south-eastern corner of the shopping centre. The main pedestrian activity around this intersection is distributed between travel to the shopping centre, the bus stops and the retail strip along Church Street.

Other significant pedestrian patterns include:

- Movement between Ryde Public School and surrounds and the northern entrance to the Top Ryde Shopping Centre along Tucker Street,
- Movement between Ryde Public School and surrounds and the bus stops located on Blaxland Road, and
- Movement to and from the bus stops located on the southern frontage to the Top Ryde Shopping Centre along Blaxland Road.

A number of through-site links and major crossing upgrades are required by the LEP for the Top Ryde Shopping centre site. These are intended to both improve pedestrian access through the centre and minimise delays for motorists due to pedestrians crossing at the major intersections. Proposed improvements include:

- Construction of a pedestrian overbridge crossing Devlin Street at Blaxland Road west, connecting the Civic Centre to the first or second level of the proposed Top Ryde Shopping Centre redevelopment.
- Construction of a pedestrian overbridge crossing Devlin Street at the northern end of the Top Ryde Shopping Centre Site adjacent Pope Street.
- Construction of a pedestrian overbridge crossing Victoria Road adjacent Princes Street to allow for safe pedestrian access to the town centre from the redevelopment of the Dalton Gardens Retirement Village.
- **Note:** Final bridge locations to be determined at the detail design phase and with RTA approval.



Footbridge designed by Ed Lippman



- Allowance for a major pedestrian through-way within the shopping centre site, to connect Pope Street and Blaxland Road, and
- Extension of the existing lane way along the eastern side of Devlin Street to meet Victoria Road at Church Street, and across Church Street to St. Anne's Street.

The public domain plan also makes provision for pavement widenings to allow for outdoor dining and improvements to pedestrian amenity. The selection of locations for pavement widening has been based on such factors as existing and anticipated pedestrian movements / needs; location of bus facilities; natural topography; and suitability for outdoor dining.

Possible locations for outdoor dining include:

- Blaxland Road, from Edward Street to the Ryde Bowling Club,
- Sections of Pope Street, and
- The eastern side of Church Street, between Gowrie Street and Blaxland Road.

Blaxland Road between Devlin Street and Tucker Street is considered to be a desirable location for a widened footpath due to the relatively level grades of the footpath and its central location to the shopping centre, bus services and existing restaurants. The existing frontage to Blaxland Road however is narrow, and any proposal for pavement widening in this area will hinge upon the improvement of traffic flow through the intersection of Devlin Street and Blaxland Road. Possible options for improvement include:

1. Removal of one or both at-grade pedestrian crossings in Devlin Street at Blaxland Road, This option may also include provision of an exclusive bus phase (traffic signal) out of Blaxland Road.
2. Prohibit the left turn from Devlin Street into Blaxland Road for private vehicles, or alternatively reduce the length of the 'Green' signal at Blaxland Road and Victoria Road,
3. Ban the right turn from Devlin Street into Blaxland Road north-bound,

Key Issues

Pedestrian activity is concentrated around the Top Ryde Shopping Centre and at the major intersection at Devlin Street and Blaxland Road.

Through-site pedestrian linkages are limited at present.

Existing pavement frontages are relatively narrow and outdoor dining is limited at present.

Opportunities

Include through-site links within new developments to improve pedestrian connections and circulation.



Support construction of pedestrian bridges over major roads to facilitate pedestrian and traffic flow.

Investigate opportunities for pavement widening to reduce pedestrian congestion and provide for outdoor dining.

Figure 3.2.6 - Existing Pedestrian Network



PEDESTRIAN NETWORK LEGEND

-  Minor pedestrian
-  Areas of major pedestrian activity

3.2.7 Public Art, Social & Cultural Precincts

Public art and outdoor cultural elements are limited within Ryde Town Centre. The Queen Victoria fountain, which was originally located within the Town Centre, is now located at the intersection of Blaxland and Victoria Roads, opposite the Brad Garlick Ford dealership. Other items include:

- The memorial stone to denote the extension of the tramline to Hatton's Flat which is located in Devlin Street, and
- The War Memorial located in the roundabout to the north of the Civic Centre.

By contrast, a number of buildings and spaces contribute significantly to the social and cultural life of the public domain within the centre. Many of these buildings are semi-public in nature, such as the school grounds, the internalised shopping centre, function centres and clubs, and these also add to the social and cultural activity within the public realm by providing important meeting places for local residents and by attracting people to the centre.

The Ryde Civic Centre and associated public library are heavily used, both during the day and weekday evenings, by library users and for functions. The Top Ryde Shopping Centre, which occupies the largest area of the centre, contains a variety of shops and restaurants that provide important meeting places and services for the community. At present, the life of the shopping centre is mainly concentrated in business hours, with after-dark activity confined to a small number of restaurants located in its immediate vicinity along Church Street and Blaxland Road.

Similarly, Ryde Public School generates significant activity during morning and afternoon periods of school hours, and the Top Ryde Shopping Centre is a major attraction for people within the vicinity during these times. The school grounds have a limited after-school life for local sporting / training purposes.

Other key buildings that influence the social and cultural life of Ryde's public domain include:

- The Argyle Centre (Town Hall), which is also used for functions and as a polling station for elections,
- The heritage buildings surrounding the St Anne's Church precinct including the Odd Fellows Hall (1869), the Court House Building (1863), Westward Cottage (1850) and The Parsonage (1880),
- Four churches St Anne's Church (c1826), Ryde Wesley Uniting Church (1849 and c1870), Ebenezer Chapel Baptist Church (1862) and the First Church of Christ Scientist, and
- The Masonic Temple (1908).

Ryde Park represents the most significant open space for social activities, providing grounds for sports such as soccer, football and cricket, and has lights for night time use.

Key Issues

The cultural history of Ryde is not currently well expressed through public art or built form. The majority of activity within the centre occurs during weekday and weekend business hours.

Opportunities

Encourage the use of public art to promote cultural diversity, local identity and the creation of distinctive spaces.

Promote events and developments that encourage after business hours activity within the centre.

Develop opportunities for temporary installations (such as banners) to celebrate festivals, events and important cultural holdidays.

Develop linkages between private and public domain cultural facilities (such as galleries and theatres) by including opportunities for public art.

Figure 3.2.7 - Existing Public Art, Social & Cultural Precincts



4 Urban Design Framework

This section establishes a series of principles and strategies to guide the character, quality and functioning of design proposals within the public domain of Ryde Town Centre. These guidelines will form part of an overall urban design framework for the centre and support the provisions of relevant planning instruments, including the Ryde Town Centre Development Control Plan and Local Environment Plan.

The recommendations made within this section will inform the provisions of Sections 5, 6 and 7 of this Plan pertaining to concept design details, costing and staging of infrastructure improvements for Ryde Town Centre.

4.1 Access

This section identifies key provisions for the improvement of vehicular and public transport, and visual access within and around Ryde Town Centre.

4.1.1 Transport Network / Recommendations of Previous Studies

A number of measures have been identified within previous traffic studies for the Ryde Town Centre to improve traffic flow and safety in the city streets. Key recommendations include:

- Implementation of capacity improvements to Blaxland Road and Devlin Street through the removal of key right-hand turning movements, thus reducing the number of traffic phases. This would require removal of pedestrian crossing phases north and south across Devlin Street and replacement with a pedestrian overbridge. The pedestrian phase across Devlin Street, south of Blaxland Road would be retained,
- Prohibition of right turning movements from Devlin Street Northbound into Blaxland Road East bound (buses excepted),
- Provision of three eastbound through-lanes and one exclusive right turning lane from Victoria Road into Bowden Street, southbound,
- Provision of two westbound through-lanes and one exclusive right turning lane from Victoria Road into Bowden Street, northbound,
- Closure of Church Street, south of Victoria Road and at Devlin Street,
- Closure of Church Lane (west) at Devlin Street,
- Conversion of Blaxland Lane into one-way from Belmore Lane to Church Street,

Transport Network

- Closure of access to and from Devlin Street near the memorial garden,
- Control of the left turning movement from Blaxland Road (west) and Devlin Street into Blaxland Road (north) by the provision of traffic signals to control the conflict between these two movements,

CYCLEWAYS

- Provision of cycleways within the Town Centre will offer an alternative to the use of motor vehicles and public transport. Cycleways will be provided as either signed routes with or without linemarking and off road cycle routes through Ryde Park and linking through the open space of Buffalo Creek bushland corridor.

Figure 4.1.1 - Transport Network Principles



LEGEND

- Declassification of Blaxland Road between Devlin Street and Tucker Street and public transport enhancements
- Capacity improvements:
 - removal of key right hand turning movements.
 - removal of pedestrian crossing phases and replacement with pedestrian overbridge across Devlin Street
- Restrict through traffic in Blaxland Road between Devlin Street and Victoria Road

Cycleways

- On road cycleways
- Possible future off road cycleway
- Off road cycleways

4.1.2 Pedestrian Network & Pavement Widening






The following principles are intended to encourage and facilitate pedestrian access and enjoyment when moving around and through the public domain. Key aims are to:

- Enhance and expand existing pedestrian networks and connections between major functions and public spaces,
- Improve public domain finishes and facilities, including pavements and lighting to provide safe pedestrian routes,
- Improve accessibility for pedestrians at key locations through specific works including:
 - Replace the existing at-grade pedestrian crossing in Tucker Street (near Ryde Public School) with a “wombat crossing” (raised threshold),
 - Provide a wombat crossing in Pope Street to match the width of the proposed plaza associated with the shopping centre redevelopment,
 - Provide a wombat crossing in Argyle Avenue providing safe access from Ryde Park into the school grounds,
 - Provision of an “all-pedestrian” traffic phases at the intersections of Blaxland Road with Church and Tucker Streets,
 - Undertake a program of pavement widening to reduce pedestrian congestion and provide spaces for social interaction, dining and gathering,
 - Provision of pedestrian overbridges to facilitate safe movement of pedestrians through the town centre,
- Promote through-site links in all major developments,
- Encourage seamless transition between public and semi-public domains,
- Establish a data collection and monitoring program to facilitate the timely maintenance and repair of unsafe pedestrian routes,
- Provide footpath pavement widening to encourage outdoor dining, in accordance with the Footpath Activity Policy.
- **Note: Final locations of pavement widenings need to be subject to RTA approval and further design investigation.**

Figure 4.1.2 - Pedestrian Network and Pavement Widening Principles



LEGEND

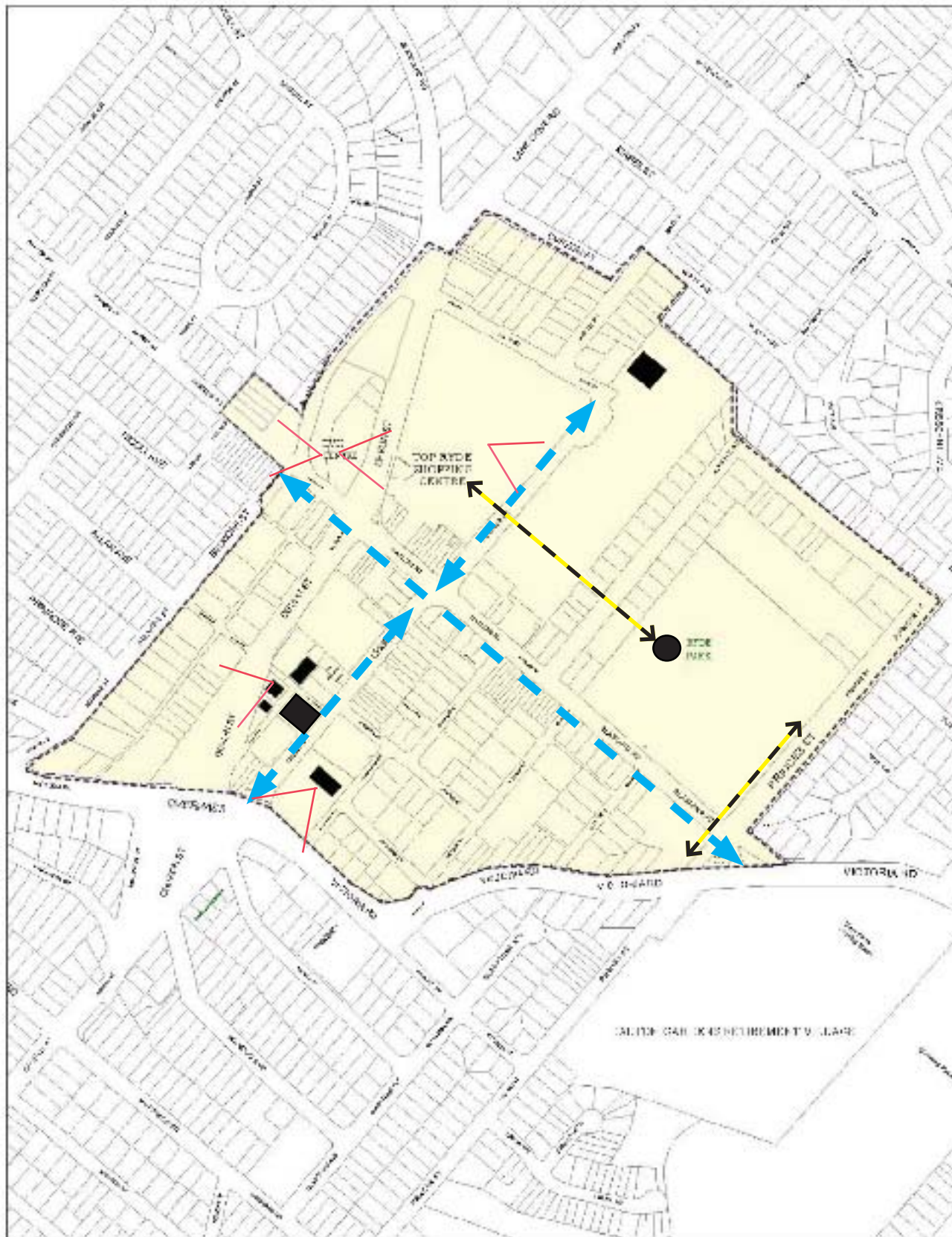
- | | | | |
|---|--|---|--|
|  | Footpath pavement widening |  | Improve public domain finishes including paving upgrade and lighting to provide safe pedestrian routes |
|  | 'All pedestrian' traffic phase to traffic lights |  | Pedestrian overbridges |
| | |  | Wombat crossings (raised crossing) |

4.2 View Corridors





Important views and significant features within Ryde Town Centre should be highlighted and enhanced in order to improve visual connections and promote awareness of major elements of the city. Key strategies are to:

- Denote the importance of significant features and precincts, such as the heritage area in the vicinity of St. Anne's Church. This area affords the highest and best vantage point within the town centre and its importance should be recognised through the use of marker plantings such as Araucaria sp. and Cabbage Tree Palms.
- Facilitate viewing opportunities at specific locations, for example through the establishment of a lookout over the Parramatta River corridor in the vicinity of the Parsonage and Westward Cottage heritage buildings near Tucker Street.
- Maintain and enhance view corridors along major street networks, including the elevated areas of Tucker Street, Church Street and Blaxland Road, through appropriate plantings and building controls.
- Improve existing views through public domain upgrades of elements including paving, seating and street tree planting.
- Incorporate public art to enhance views, create focal points, and aid in orientation within the town centre.
- Connect Ryde Park to the town Centre by opening up views to Blaxland Road and across Ryde Public School to Top Ryde Shopping Centre.

Figure 4.2.1 - View Corridor Principles



LEGEND

-  Expansive views over the Parramatta River Corridor and to Sydney CBD.
-  Enhance view corridors with planting
-  Opportunity to open up views into Ryde Park
-  Denotes importance of historically significant buildings. Enhance views with planting. Open up view corridors.

4.3 Paving

This section provides a framework for the implementation of paving treatments throughout the Ryde Town Centre public domain.

4.3.1 Paving Plan

Key strategies for paving are to:

- Provide high quality finishes that enhance the presentation and ambience of the public Domain,
- Provide a unified pavement system throughout the public domain that is coordinated through a consistency of design, materials and colours,
- Establish a hierarchy of paving treatments that enables the expression of differences within various precincts in the city (Refer to Figure 4.3.1),
- Select a palette of materials that are durable, hard-wearing, cost-effective, and readily available,
- Adopt a flexible approach to private domain pavements, and where possible, encourage contributions from the private sector to extend unified pavement finishes across the public and private (commercial) domain,
- Undertake a program of pavement replacement within the public domain to address existing unsafe and unattractive treatments,
- Develop effective maintenance regimes to manage potential safety risks and liabilities to Council.

Figure 4.3.1 - Paving Principles



LEGEND

- Major Streets
- Secondary Streets
- Heritage Area

4.4 Green Links

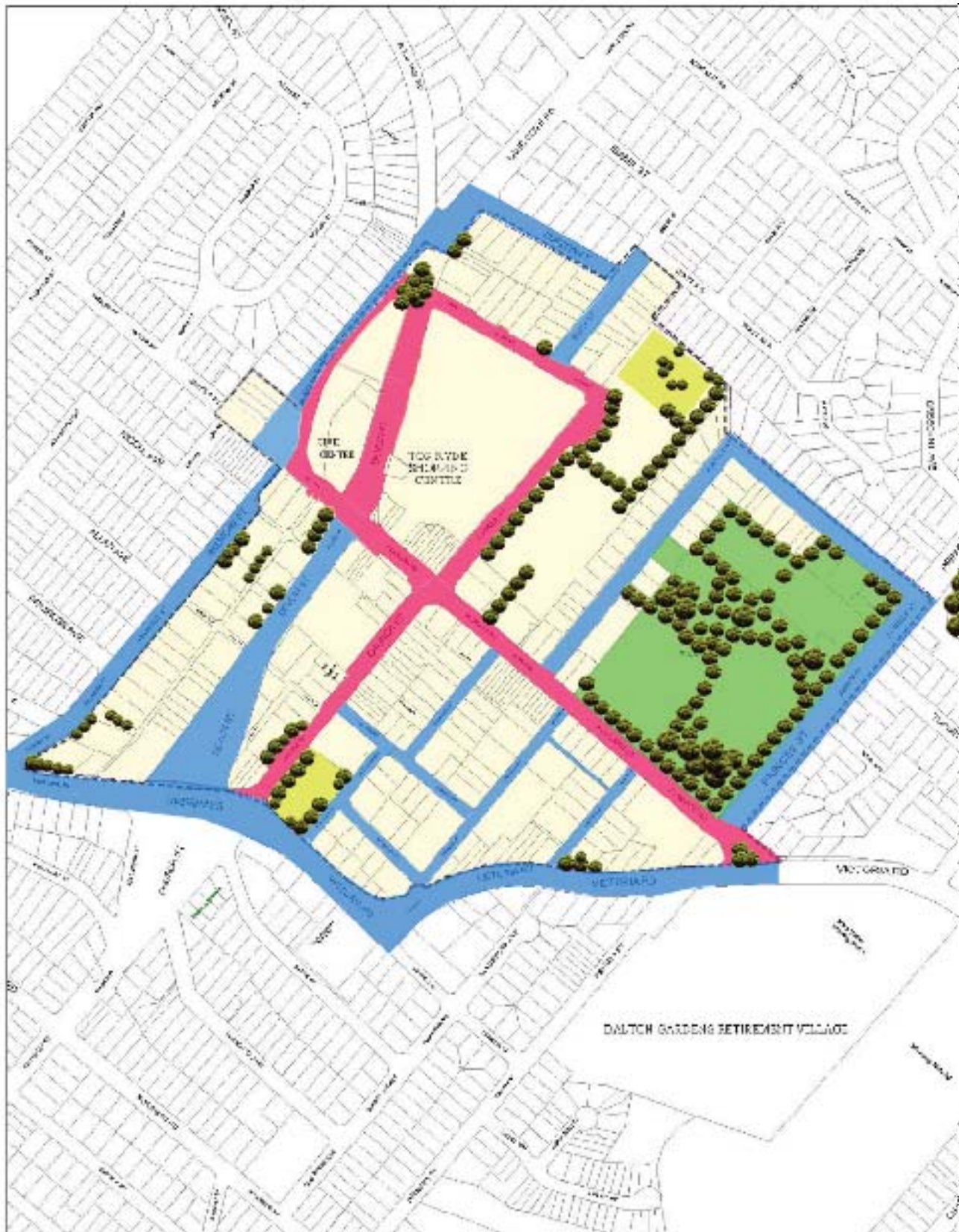
This section provides strategies to enhance the natural and visual character of Ryde Town Centre, improve integration of natural systems such as the Lane Cove River and Buffalo Creek bushland corridors, strengthen the existing street tree network, and enhance important cultural, open space and recreational zones for public use.

4.4.1 Open Space & City Ecology





The open space reserves and natural ecosystems existing within Ryde Town Centre and its environs are important assets that should be preserved and enhanced. This can be achieved through implementation of the following strategies and design principles:

- Protect existing significant native vegetation within the town centre, in particular, the bushland corridor and mature trees that fringe Ryde Park, and the grounds of the Ryde Public School that features two significant Fig trees.
- Enhance green corridors existing along the road network.
- Enhance and expand existing open space reserves, pocket parks and public squares within the centre.
- Foster linkages between these spaces and the city core, both physically and visually.
- Protect the character and useability of important open spaces and heritage landscapes like the St Anne's Church grounds.
- Raise public awareness of the importance of natural environments, including bushland corridors and the Lane Cove River and Parramatta River systems.
- Promote positive relationships between these elements and the city centre through effective environmental education programs, site-specific interpretive elements and artworks, and promoting practices and initiatives that are environmentally sustainable, including:
 - The adoption of management strategies that encourage the use of recyclable, renewable or durable, hard-wearing resources.
 - The promotion of energy efficient practices and resources that will result in a reduction in Greenhouse Gas emissions and improve local air quality.
 - The promotion of total catchment management systems for the treatment of stormwater and the adoption of processes that will facilitate the conservation and recycling of water, improve water quality, restore natural water courses and drainage systems, and manage flood events in an equitable and sustainable manner.
 - The protection and enhancement of ecological processes, including the protection of flora and fauna life cycles.

Figure 4.4.1 - Open Space and City Ecology Principles



LEGEND

- | | | | | | |
|---|--|---|-----------------------------|---|------------------------|
|  | City Core (Major Streets) - Add greenery to the city core by street tree planting and potted plants + flower displays under awnings. |  | Cultural/historic landscape |  | Significant vegetation |
|  | Secondary streets - add street tree planting - provides links to parklands, bushland and cultural landscapes |  | Parks/open space | | |

4.4.2 Planting Palettes and Street Tree Planting

Street tree and feature planting will form an important component of the overall open space and city ecology network of Ryde Town Centre. The palette of tree plantings proposed will include both local indigenous species and feature trees selected to reflect the planting styles of the late Nineteenth Century and accent important heritage sites within the centre.

Specific strategies for street tree planting and species selection are to:

- Extend existing vegetation corridors and major plantings into the town centre to create visual links between outer lying parks, bushland reserves and the public domain of the city centre.
- Locate feature plantings to provide focal points to key areas, significant buildings and landmarks; to enhance views and vistas; and to create connections along streetscapes to visually link the open space reserves and civic spaces within and around Ryde Town Centre.
- Enhance the streetscape by planting appropriate street trees to form continuous avenues. This may require modification to the existing urban environment in some locations to maximise the number of trees that can be incorporated.
- Select tree species that appropriately reflect and celebrate the character of individual precincts within the Town Centre, such as the heritage landscapes and buildings around St Annes Church.
- Locate planting, and select species, to inform and define spaces within the public domain.
- Enhance the microclimate of the city centre through the selection of tree species that will control sunlight and shade, reduce radiant pavement heat and light reflection, and modify wind movement.

Figure 4.4.2 - Planting Pallettes and Street Tree Planting Principles



LEGEND

- | | | | |
|---|---|---|---|
|  | Feature planting including potted plants and small feature shrubs under awnings
<i>Syzygium</i> 'Bush Christmas' |  | <i>Flindersia australis</i> (Australian Teak) |
|  | <i>Lophostemon confertus</i> (Brush Box) |  | <i>Elaeocarpus reticulatus</i> (Blueberry Ash) |
|  | <i>Araucaria cunninghamiana</i> (Hoop Pine) |  | <i>Elaeocarpus eumundi</i> (Smooth-leaved Quandong) |

4.5 Street Furniture

The following strategies refer to the implementation of signage and street furniture within Ryde Town Centre, including design principles that govern styles, colours and locations for these elements.

4.5.1 Signage (Refer to Council's Civic Signage Manual 2008)

An effective hierarchy of signage treatments within Ryde Town Centre is necessary to create a unified, interesting, informative, readable and navigable city. An integrated signage strategy should be developed that provides a framework for the establishment of:

- Appropriate directional signage to major recreational, functional and heritage areas, in order to improve the ability to navigate around city.
- Effective interpretation and awareness of important features of the centre, including historical references, environmental issues, important civic places and buildings, significant views and major events.
- High quality signage that is clear, legible and informative, and which is designed specifically to reflect the character of Ryde.
- Signage that incorporates artwork, where appropriate, to communicate important information.

4.5.2 Street Furniture

Street furniture, including seats, tables, fencing, bollards, lighting, banner poles and drinking fountains, provides an important functional role in the public domain, but may also be considered as a vehicle to reinforce characteristics of Ryde Town Centre. Key strategies and design principles for the use of street furniture are therefore to:

- Integrate artwork elements into street furniture and select colours, materials and styles that are distinctive to Ryde, and which reflect the character of individual precincts within the centre in accordance with the Draft Public Art Policy.
- Locate street furniture elements to best serve the function of the area that it is in, and to avoid conflicts between different uses.
- Locate lighting to serve major pedestrian accessways and spaces, and create unity within the town centre.
- Provide lighting that is intimate in scale to the streetscape, and which can become a vehicle for artwork or the integration of banners and signage.
- Use feature lighting to highlight significant features, landmarks, buildings and plantings,
- Increase the safety of the town centre.
- Provide banners at key locations in accordance with the Draft Banner Policy.

4.5.3 Lighting

Lighting is an important public domain element, contributing to the overall life and safety of spaces at night. The current lighting within the town centre is large-scale highway lighting along the roadway with little pedestrian-scale lighting. A hierarchy of lighting should be established that will:

- Provide intimate-scale lighting for pedestrians to improve community safety.
- Unify the streetscape, define spaces and add to the overall identification of the city centre.
- Use lighting to highlight major features within the town centre, such as important buildings or artworks.
- Allow for the incorporation of artworks and temporary banners into lighting fixtures.
- Be cost effective and coordinated with Council's electricity supplier to ensure that on-going maintenance requirements are addressed.

Figure 4.5.1 - Street Furniture Principles



LEGEND

LIGHTING

Lighting for heritage buildings and structures

Park lighting

NOTE: Investigate feature lighting to significant trees

Pedestrian overhead lighting to city core

Security lighting

SIGNAGE

Gateway

Park Identification

Information

Regulatory

Directional

4.6 Safety & Amenity

Public amenity and the perception of safety within the public domain will be major influencing factors in the overall functioning and use of Ryde Town Centre. This section presents strategies intended to ensure public safety in the town centre.

The creation of a safe environment and high level of public amenity will be achieved through implementation of the following strategies and design principles:

- Undertake a program of footpath improvements, including pavement widening, new paving and street furniture, to encourage and facilitate pedestrian activity. Pavement widening in particular provides opportunities for meeting places within the public domain, e.g. through use for outdoor dining or public seating.
- Undertake a program of upgrading pedestrian crossings and installing additional traffic calming facilities to encourage safe pedestrian movement within and around the town centre.
- Apply best practice techniques and 'Safety by Design' principles in the design of outdoor areas.
- Promote activities and developments that encourage after hours use in the core of the town centre, in order to increase pedestrian numbers at night and increase the perception of safety.
- Facilitate use of Ryde Park at night by providing lighting along the major thoroughfares and supporting after hours use of the lit sporting fields for training.
- Provide lighting along major pedestrian networks throughout the town centre.
- Encourage through-site access within new developments where possible, promote mixed use developments (including residential, commercial and retail) to ensure pedestrian activity before, during and after standard business hours.
- Access for people with disabilities.
- Ensure equity and access for all e.g kerb ramps, tactile pavers at change of levels etc, and improved paving.

Figure 4.6.1 - Safety and Amenity Principles



LEGEND

- Park lighting - denote safe after hours route through park
- Under awning lighting

4.7 City Spaces & Street Life

This section provides strategies that will contribute to the creation of effective spaces and places within Ryde Town Centre. It outlines principles for space creation and enhancement, recommendations for activity integration and opportunities for supporting cultural richness.

4.7.1 Spaces

The physical layout and look of a city influences the legibility, navigability, safety and usability of the spaces within it. The strategies for creating and enhancing city spaces within Ryde Town Centre are to:

- Provide attractive, interactive spaces within the public domain for people to meet and socialise.
- Provide a variety of spaces that address community needs in an organised manner.
- Establish a palette of public domain finishes, including seating, lighting and paving, that will create a unified image and identity for the town centre.
- Encourage through site connections within new developments where possible, to increase accessibility within and around the city.
- Preserve and enhance existing cultural and natural spaces within and around the town centre.
- Explore opportunities to extend the public domain through the establishment of partnerships with developers and private landholders.
- Promote high quality urban design finishes that contribute to the seamless integration of public and private domain interfaces.
- Implement appropriate landscape treatments and tree planting programs to create visual connections within the town centre, and to improve the microclimate of the city's major spaces.

4.7.2 Active Frontages

The creation of active frontages within the public domain at street level will serve to enliven the town centre, improve safety, and enhance business and social life through increased opportunities for human interaction. Strategies for activating the city are to:

- Concentrate active uses along building frontages in the city centre and major pedestrian routes.
- Consider grouping like uses, such as restaurants and cafes, in close proximity to each other to create precincts of lively activity.
- Encourage common setback distances along street frontages to improve accessibility. Wider street frontages should be promoted to allow for outdoor dining opportunities.
- Reduce pedestrian conflicts along street frontages through the control of driveway locations and loading zones.

4.7.3 City Events




A sense of place is not only created by physical arrangements of land uses and spaces, but through the interaction of these spaces with recreational and cultural activities. This section presents a number of 'place-making' strategies for Ryde Town Centre that will attract and provide for a diverse range of activities and events. These are to:

- Provide and maintain spaces and infrastructure (including lighting, power and water supply) for outdoor dining, markets, festivals and entertainment.
- Create spaces and infrastructure that are flexible and robust, and which can be adapted for a range of different uses over varying time-frames.
- Recognise and celebrate cultural diversity within the Ryde community through the promotion of events, markets and festivals that express differences in an innovative manner within the spaces and streets of the public domain.
- Improve community safety through the application of 'Safety by Design' principles and establishment of a community crime prevention program.

Figure 4.7.1 - City Spaces and Street Life Principles



LEGEND

- | | | | |
|---|---------------------------|---|------------------|
|  | Events / Festivals |  | Active frontages |
|  | Outdoor dining encouraged | | |

4.8 Public Art, Social & Cultural Facilities

The character of Ryde is strongly influenced and enhanced by the heritage assets within the city centre, particularly St Anne's Church and the surrounding heritage buildings in Church and Turner Streets. At present, cultural and heritage artifacts, including sculptures and other artworks are limited in the town centre. The following strategies will facilitate the creation of a distinctive, memorable, and informative public domain that builds on the unique local identity of Ryde. Key strategies are to:

- Promote awareness of Ryde's heritage through the use of materials and artworks that reflect the history of the area.
- Develop and implement a system of attractive and informative signage to interpret the development of Ryde, for example, communicating the alignment and boundaries of the original town centre, and other key aspects of the city's growth.
- Incorporate elements in the public domain that prompt recognition and reflection on the Aboriginal and European history of the region.
- Reflect and engage with the community of Ryde through the use of public art that embodies the ideals, aspirations and interests of the people, and which promotes awareness of and connections between people, places and the environment.
- Support community involvement in the development and implementation of public art, social and cultural works, for instance, by engaging local artists and historians,
- Identify all items of public art, memorials, monuments and sculptures, etc. within a public register and develop specific strategies for their maintenance and management. These strategies should outline options and proposals for the upgrading and interpretation of these valuable assets.
- Identify opportunities to provide artistic lighting to significant elements such as trees, buildings and monuments.
- Preserve and enhance important centres for social and cultural interaction, including existing open space reserves, recreational and entertainment facilities.

Figure 4.8.1 - Public Art, Social and Cultural Facilities Principles



LEGEND



Top Ryde Entertainment Precinct -
Shopping, public plaza



Church Street/ Church Lane/ Turner Street
Cultural Precinct



Main Street Precinct - outdoor dining

- For Public Art refer to section 5.7



Public art location - to denote entrance to Ryde Park

This section presents design solutions and details for the Ryde Town Centre that address a range of specific public domain issues, including intersection treatments, public open space treatment, outdoor dining arrangements, paving heirarchies and materials, street tree planting and street furniture. These design solutions are based on the analysis presented within previous sections of this report and reflect the aims and objectives established throughout.

5.1 Introduction

In order to facilitate the expression of individual characteristics of the various precincts and spaces within the town centre, a heirarchy of treatments has been established.

Ryde Town Centre can be effectively classified into two main types of public domain treatments. These are:

- The major streets - the main town centre area surrounding the Top Ryde Shopping Centre and the Civic centre, as well as Blaxland Road and Church Street, and
- The secondary streets - the remaining areas of the town centre, including residential streets.

The treatments proposed will reflect a unified palette of materials and design solutions across the precincts, with key variations of paving finish and planting to reflect differences between them. The major and secondary streets as established for the town centre are illustrated in Figure 4.3.1.

5.2 Paving Types

As examined within Section 3.2.2 of this report, the Ryde Town Centre public domain is currently characterised by a range of mis-matched paving styles that includes concrete, bitumen, heritage paving (sandstone and bitumen) and unit pavers. The application of these paving types reflects a lack of continuity across various areas of the city.

Ryde City Council has investigated, and begun to trial, new paving treatments on the outskirts of the Ryde Town Centre area. The first of these demonstration sites was on the corner of West Parade and Anthony Road, West Ryde. This site was part of a paving and streetscape design prepared by Clouston Landscape Architects (22/05/03) for the redevelopment of the Woolworths site. The materials chosen were granite pavers. The colours for the paving were 'Raven Black' as the main paving areas and 'Sesame Grey' as the feature paving. The paving pattern chosen was 300 x 300mm pavers laid diagonally with smaller, infill pavers.

The second of the trial sites was the Cox's Road neighbourhood shopping centre at North Ryde and was designed by Councils in-house design team. The paving treatment chosen was a combination of 400 x 400mm Granite pavers used for the trim / banding with an infill of clay pavers and 'Bluestone' coloured concrete.

Based on the effective trial of granite pavers at these two sites, it is proposed that the use of granite pavers be continued throughout the Ryde Town Centre Public Domain area. Some of the advantages of granite paving include:

- The dense structure and shape of the stone enables the pavers to be cut to size and shape as required, and also contributes to stain resistance and long-term durability.
- Artworks and patterns, etc. can be readily sandblasted into the paving surface.
- Imports of granite from China have reduced the cost of the supply of granite, making it comparable in cost to reconstituted products such as Pebblecrete and Urbanstone.
- The finish of the product will enhance the character in the public domain.
- Granite is compatible with the use of other products such as concrete, bitumen etc.
- Granite is extremely hard wearing if laid on a firm subbase.

The proposed paving although granite needs to be subject to a trial pilot project which shows the proposed colour and proposed paving pattern. The chosen granite paver should be subject to the following criteria:

- Durability,
- Resistance to staining (influences colour choice),
- Ease of maintenance / cleaning,
- Compatability with other design elements in the public domain such as furniture, signage etc.
- Slip resistance,
- Availability of long term supply,
- Compatibility with heritage areas,
- Suitability to trafficable areas.

Paving treatments - Project Examples



Granite Paving

It is proposed that granite pavers are used in the major streets (town core) of Ryde Town Centre. The paving is to run in a stretcher band pattern across the footpath. Corners can be highlighted using the pavers laid in a diagonal pattern. Refer to 'Details'.



600 x 300mm granite paving



Tree and Shrub Planting along pavement edge

The major streets will be fully paved with granite pavers. This will provide opportunities to incorporate other paving treatments such as granite or porphyry setts to tree surrounds.



Granite paving with exposed aggregate concrete infill

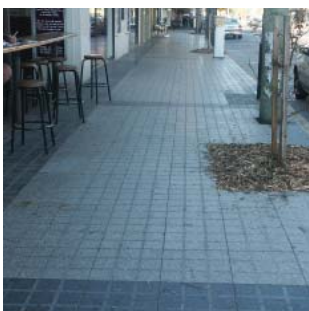


Combined pavement treatments

In secondary streets the pavement treatment will be either a coloured or textured concrete or bitumen pavement with a granite banding to relate to the major street banding. Maximum distance between banding is proposed to be 6.0metres.



Pavement artworks



Granite paving with textured finish

Banding at property boundaries and corners. Where appropriate use banding to denote and give emphasis to interface between public domain and buildings. eg. at entries.



Granite setts

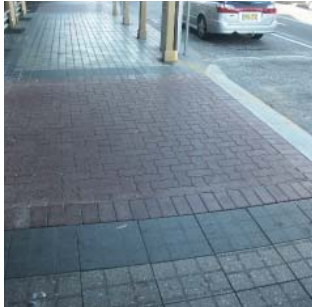


Pebblecrete paving trim + banding with bitumen infill

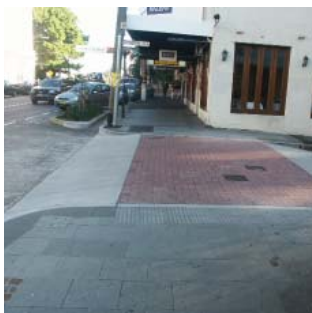


Granite paving trim

Road / Footpath intersections treatments - Project Examples



Pavers as a threshold across a laneway



Raised paved threshold



Road/footpath junction



Coloured bitumen threshold



Granite setts as threshold

Paving materials used for footpaths will also need to be coordinated with the treatment of pedestrian crossings and other traffic devices within the town centre.

Due to wear and maintenance implications of pavement surfaces in a vehicular environment, options for pavement materials for thresholds and crossings should be investigated.

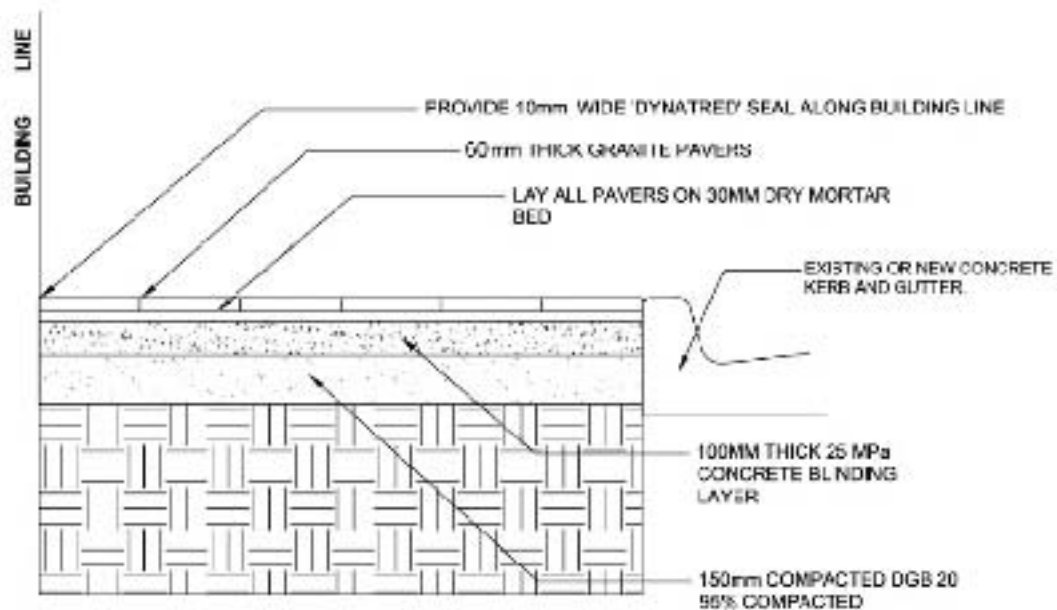
Options include the use of smaller format granite pavers, such as 90 x 90mm setts, or 230 x 110mm granite pavers (or similar) across roadways. Another alternative is the use of coloured asphalt, coloured to match the chosen paving colours.

The use of smaller format pavers can also be used to denote shared pedestrian / vehicle zones within the laneways of the centre.

Details - Major Street Paving

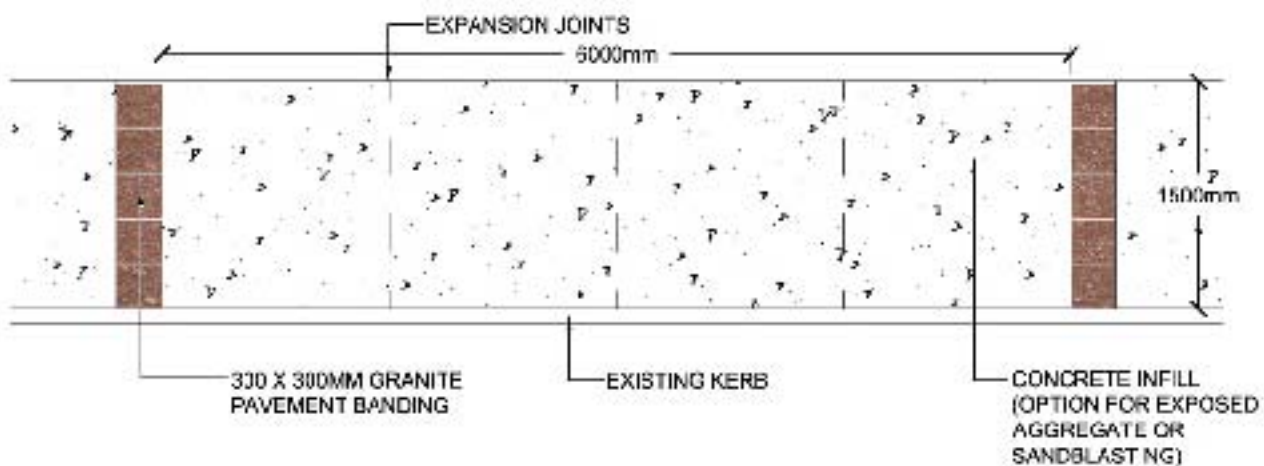


Plan - Not to scale

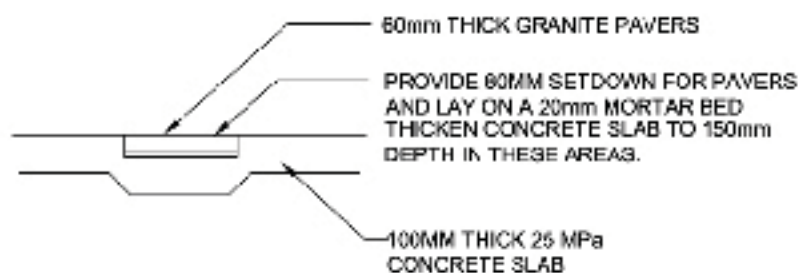


Section - Not to scale

Details - Secondary Street Treatment



Concrete infill plan
N.T.S



Concrete infill section
N.T.S



Major street treatment - Blaxland Road, Ryde Town Centre





Argyle Ave (full width)



Victoria Road (full width)

Secondary street treatment - Ryde Town Centre



Curzon Street (retaining verge with trees)



corner of Curzon St and Smith St
(full granite paving at corner)

5.3 Street Tree Planting and Treatments

5.3.1 Street Tree Planting

Historically the development of the town of Ryde centred on St Anne's Church. The glebe lands surrounding the church were noted for their heavily treed grounds. These trees included a combination of exotic species such as Pines, Oaks and Elms, and native species including Eucalypts and rainforest trees such as Figs and Araucarias. Norfolk Island pines became landmark feature trees on the ridgeline.

It is proposed that the use of street trees in the town centre will be selected from a palette of rainforest trees to reflect the use of these trees at the end of the 19th century. Many of these rainforest trees are still used as street trees today. Species will be selected from the following list:

LANDMARK FEATURE TREES

- *Ficus rubiginosa* (Port Jackson Fig)
- *Araucaria cunninghamiana* (Hoop Pine)
- *Agathis robusta* (Kauri Pine)
- *Livistona australis* (Cabbage Tree Palm)

STREET TREES - without overhead wires

- *Lophostemon confertus* (Brush Box)
- *Harpullia pendula* (Tulipwood)
- *Flindersia australis* (Australian Teak)
- *Podocarpus elatus* (Plum Pine)
- *Elaeocarpus reticulatus* (Blueberry Ash)
- *Waterhousia floribunda* (Weeping Lilly Pilly)
- *Elaeocarpus eumundi* (Smooth-leaved Quandong)

STREET TREES - under wires

- *Buckinghamia celsissiana* (Ivory Curl Flower)
- *Backhousia citriodora* (Lemon Scented Myrtle)
- *Acmena smithii* 'Minor' (Creek Lilly Pilly)
- *Syzygium* and *Acmena* sp. cultivars to 5m tall.
- *Tristanopsis laurina* (Water Gum)
- *Lepiderema pulchella* (Fine-Leaved Tuckeroo)

UNDER AWNINGS

Under awnings, smaller growing Lilly Pilly cultivars such as *Syzygium* 'Bush Christmas', *Syzygium* 'Cascade' and *Syzygium leuhmanii* can be shaped to provide greenery.

STREET TREES

Deciduous trees are to be used where solar access is required and to provide feature trees in key locations:

- *Pyrus ussuriensis* (Manchurian Pear)
- *Pyrus calleryana* 'Bradford' (Ornamental Pear)
- *Koelreuteria paniculata* (Golden - Rain Tree)
- *Lagerstroemia* 'Indian Summer' (Crepe Myrtle)
- *Malus ioensis* 'Plena' (Bechtel Crab)
- *Schinus ariera* (Pepper Tree)
- *Toona australis* (Red Cedar)

Street tree planting treatments



Steel tree guards

In the major streets (town core) the treatment of the street trees is to include a pink paving surround, grey granite setts and grey terrabond infill to match the colour of the grey granite pavers.

In the secondary streets the street tree planting in some locations will be underplanted with ornamental native grasses such as *Dianella caerulea* or *Lomandra 'Tanika'*.

Refer to Fig 4.3.1 'Paving Principles' on p 41 for more detail.



Paving surrounds with decomposed granite infill



Paving surrounds with mulch and understory planting



Tree grates



Granite setts terrabond infill



Street trees with groundcovers under as secondary treatment



Paving surrounds with planting



Paving surrounds with decomposed granite infill

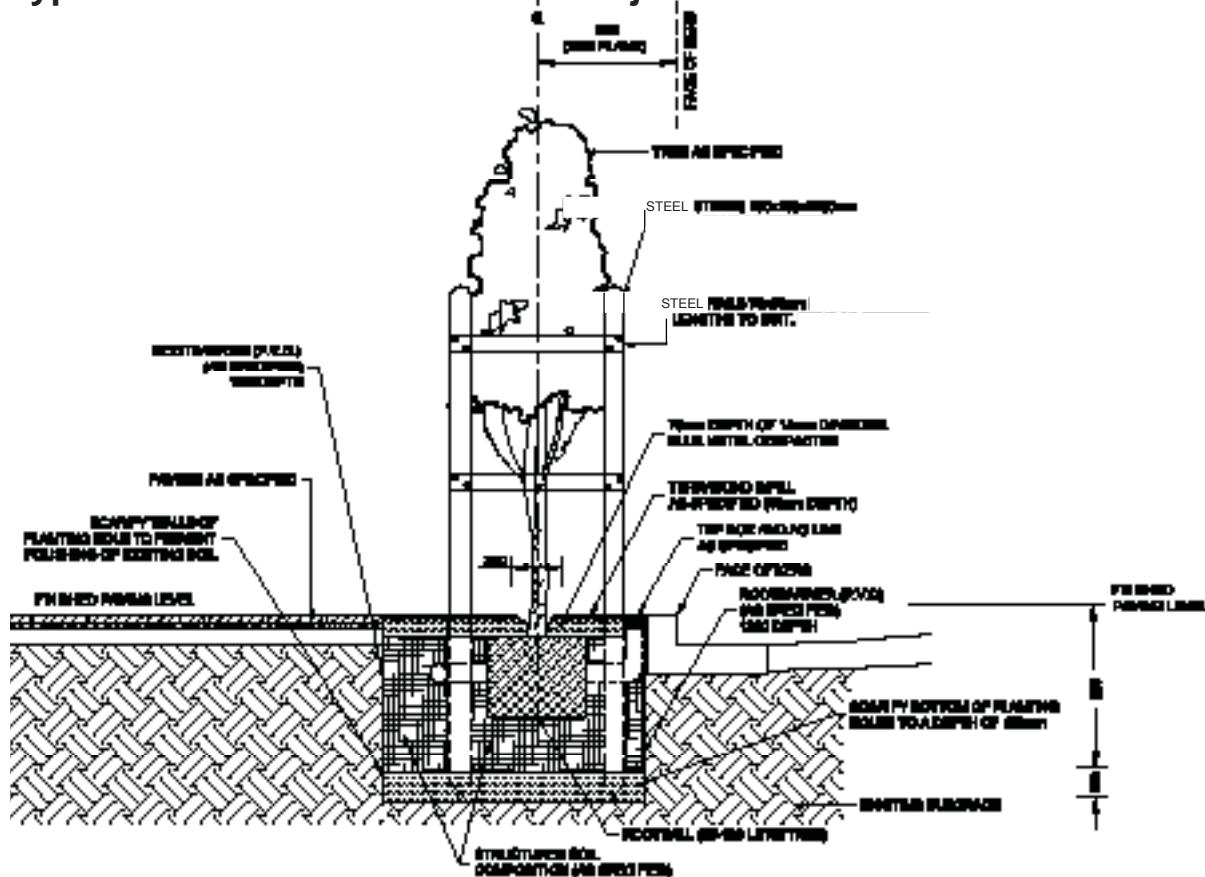


Paving surrounds with decomposed granite infill

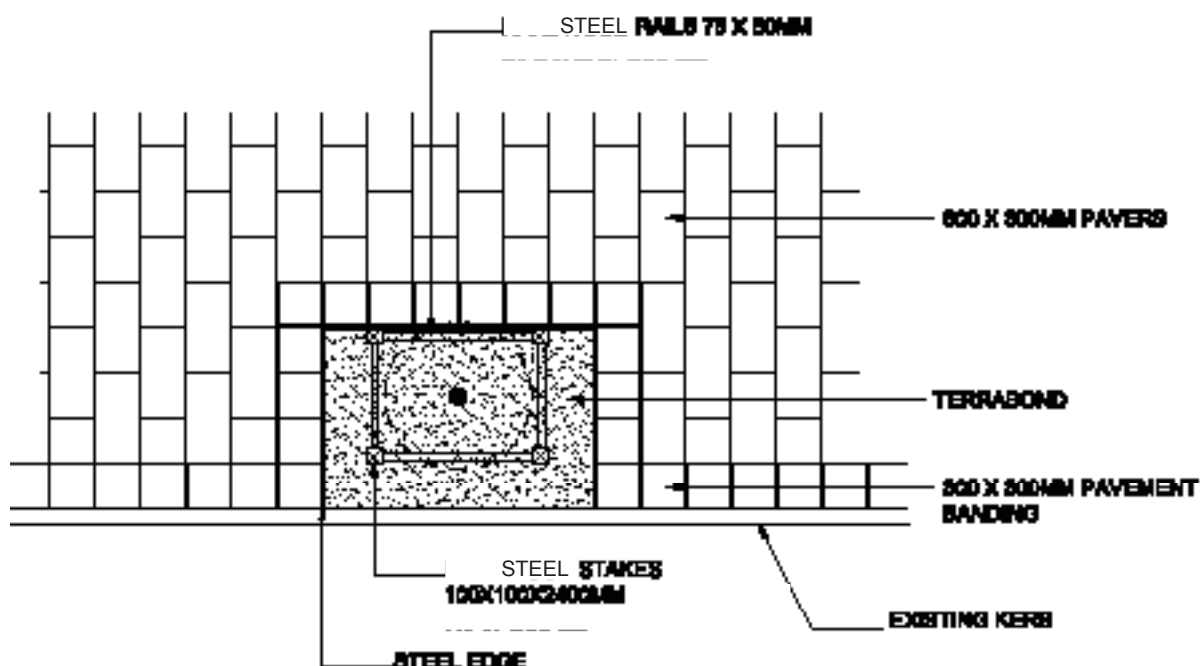


Granite setts terrabond infill

Typical Tree Treatment Detail in Major Streets

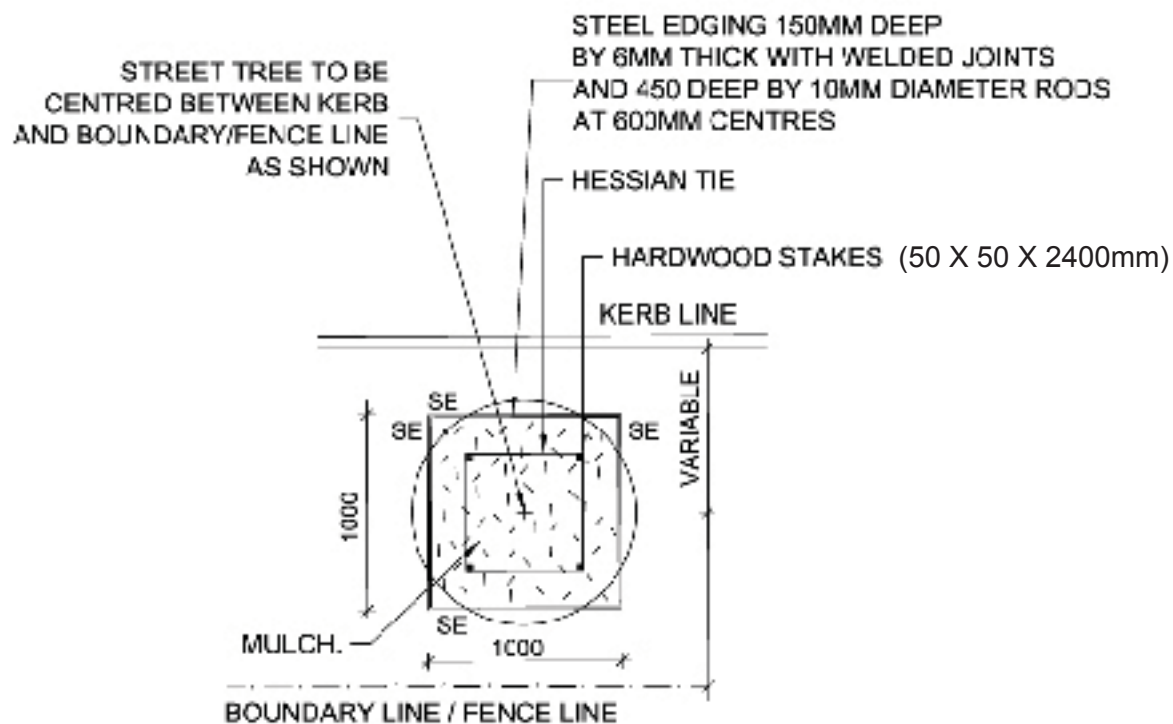


Section - Scale as shown

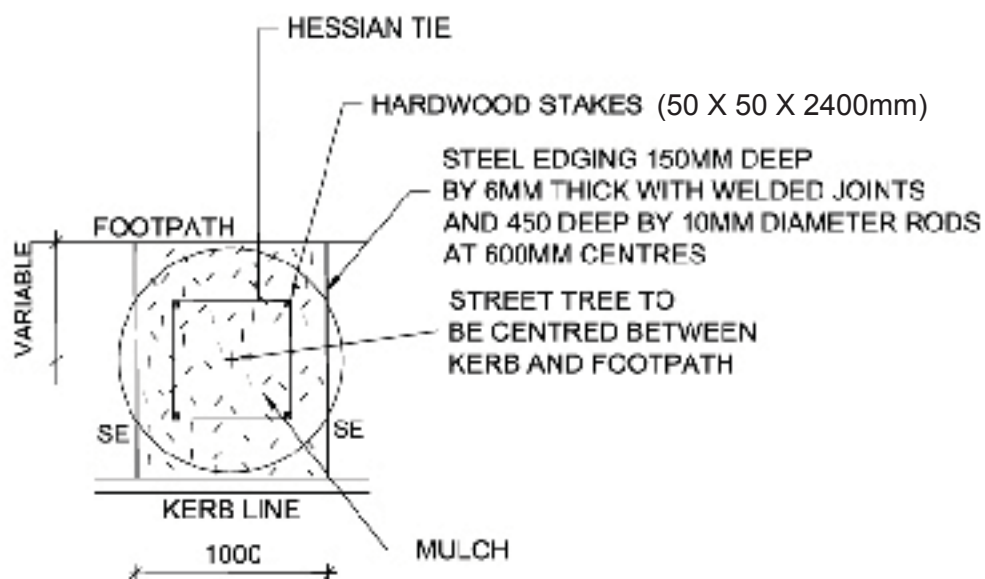


Plan - N.T.S

Typical Tree Treatment Detail in Secondary Streets



Option 1 Plan
No footpath - N.T.S



Option 2 Plan
With footpath - N.T.S

5.4 Open Space & Understorey Planting Palette

Further to the proposed street tree species identified in Section 5.3, a range of additional native and exotic species have also been identified for planting within the open space areas of the town centre, such as the Ryde Public School grounds, Ryde Park and the open space adjacent to Devlin Street at the end of Church Lane. Many of the street tree species listed in Section 5.3 will also be suitable for these locations.

The predominant vegetation association indigenous to the Ryde area is Turpentine-Ironbark Forest, supported in soils derived from Wianamatta Shale (Benson & Howell 1990, p.124-129). While the majority of the original bushland vegetation in the region was cleared early in the settlement of Ryde, a good representative example of this vegetation community still exists at Wallumetta Nature Reserve, located at the corner of Twin and Cressy Roads, East Ryde. The area around Buffalo Creek is a transitional vegetation zone with the clay soils of the Wianamatta Shale giving way to outcrops of sandstone. Vegetation here changes from Blue Gum Forest dominated by *Eucalyptus saligna* (Blue Gum) growing in the shale derived soils and giving way to open forest woodland and heathland that is characteristic of sandstone soils.

A number of individual, mature, remnant trees also exist scattered throughout the town centre area. In order to reinforce this natural character, a significant component of the planting used throughout the town centre should reflect the indigenous vegetation of the region. This will be achieved through a combination of tree, shrub and groundcover / grass planting, however due to safety concerns over the potential for shrubs to block sight lines, tree and groundcover species will be the primary planting used in the open space areas.

Tree planting will provide a continuous canopy and habitat in areas such as Ryde Park, Ryde Public School and the adjacent Buffalo Creek Corridor (Burrows Park) on Princes Street, and will also be important in providing shade. More ornamental plantings of native grasses and groundcovers can be used to enhance gateways (such as signage etc.) and around the base of artworks and street tree plantings.

Exotic species will also form an integral part of the overall planting palette, to be used as feature or accent planting to compliment the native species, and in locations where native species are considered to be less suitable, such as traffic islands and roundabouts, and where it is desirable to use deciduous trees that will allow sunlight in winter and shade in summer to important public spaces.

Exotic species also add flower colour which is desirable for the community. The plants chosen are also drought resistant which is important in times of water restrictions and ongoing maintenance.

Indigenous Species Palette

TREES

- *Syncarpia glomulifera* (Turpentine)
- *Eucalyptus resinifera* (Red Mahogany)
- *Angophora costata* (Sydney Red Gum)
- *Eucalyptus saligna* (Sydney Blue Gum)
- *Eucalyptus haemostoma* (Scribbly Gum)
- *Eucalyptus pilularis* (Blackbutt)
- *Eucalyptus punctata* (Grey Gum)
- *Glochidion ferdinandi* (Cheese Tree)
- *Elaeocarpus reticulatus* (Blueberry Ash)
- *Leptospermum polygalifolium* (Yellow Tea Tree)
- *Melaleuca decora* (Paperbark)
- *Banksia serrata* (Old Man Banksia)

GROUNDCOVERS / GRASSES

- *Commelina cyanea* (Scurvy Weed)
- *Dianella caerulea* (Paroo Lilly)
- *Dianella* 'Breeze' (Dianella)
- *Dianella* 'Cassa Blue' (Blue Dianella)
- *Dianella* 'Tas Red' (Red Dianella)
- *Dianella revoluta* (Spreading Flax Lily)
- *Hardenbergia violaceae* (Purple Twining Pea)
- *Imperata cylindrica* (Blady Grass)
- *Kennedia rubicunda* (Dusky Coral Pea)
- *Lomandra longifolia* (Lomandra)
- *Lomandra* 'Tanika' (Fine Leaf Lomandra)
- *Microlaena stipoides* (Weeping Grass)
- *Pandorea pandorana* (Wonga Vine)
- *Themeda australis* (Kangaroo Grass)

Exotic Species Palette

SHRUBS

- *Nandina* 'Gulf Stream' (Dwarf Nandina)
- *Syzygium* 'Bush Christmas' (Dwarf Lilly Pilly)
- *Syzygium* 'Tiny Trev' (Dwarf Lilly Pilly)
- *Syzygium* 'Lillyput' (Dwarf Lilly Pilly)
- *Syzygium* 'Cascade' (Dwarf Lilly Pilly)
- *Strelitzia parvifolia* (Bird of Paradise)
- *Agapanthus* 'Snowball' (Agapanthus)
- *Hebe* sp. (Hebe)
- *Agave attenuata* (Agave)
- *Nerium* 'Dwarf' (Dwarf Oleander)

GROUNDCOVERS / GRASSES

- *Convolvulus cneorum* (Silverbush)
- *Convolvulus mauritanicus* (Ground Morning Glory)
- *Liriope* 'Evergreen Giant' (Giant Liriope)
- *Trachelospermum* 'Tricolor' (Variegated Star Jasmine)

Planting Styles / Treatments



Hedge planting to dining areas



Planting to separate roadway from pedestrian environment



Planting to separate roadway from pedestrian environment



Feature planting to soften built form



Hedge planting to soften built form

The addition of plants to the public domain can soften the built environment in a number of ways.

This includes:

- Feature plantings to highlight key locations of historic spaces, buildings or events,
- To provide a delineation between dining areas and the adjacent roadway,
- To provide shade and shelter in hard urban environments, and
- To provide a sense of human scale in relation to the built environment.
- Raised kerb surrounds to planting areas.



Feature planting to streetscape



Feature landmark planting



Planter boxes to define the road edge



Feature landmark planting



Planting to separate roadway from dining areas

5.5 Furniture

The furniture for the public domain is a coordinated palette of seating, garbage bins, bollards and fencing that complements the public domain finishes such as the paving colours. This has helped to create a unified, distinct character for Ryde Town Centre.

5.5.1 Signage

In 2008 Council prepared a Civic Signage Manual that specifies a uniform signage 'family' for the entire City. This manual includes the design for heritage interpretation signs that will be installed in the heritage area around Church Street.

5.5.2 Street Furniture

The majority of the street furniture comprises standard, ready-to-order items supplied by Botton and Gardiner Urban Furniture. Items, such as seats, garbage bins and tables can be customised to suit the needs of Ryde Council, for example to incorporate the Council's corporate colours and logo. The proposed furniture models are:

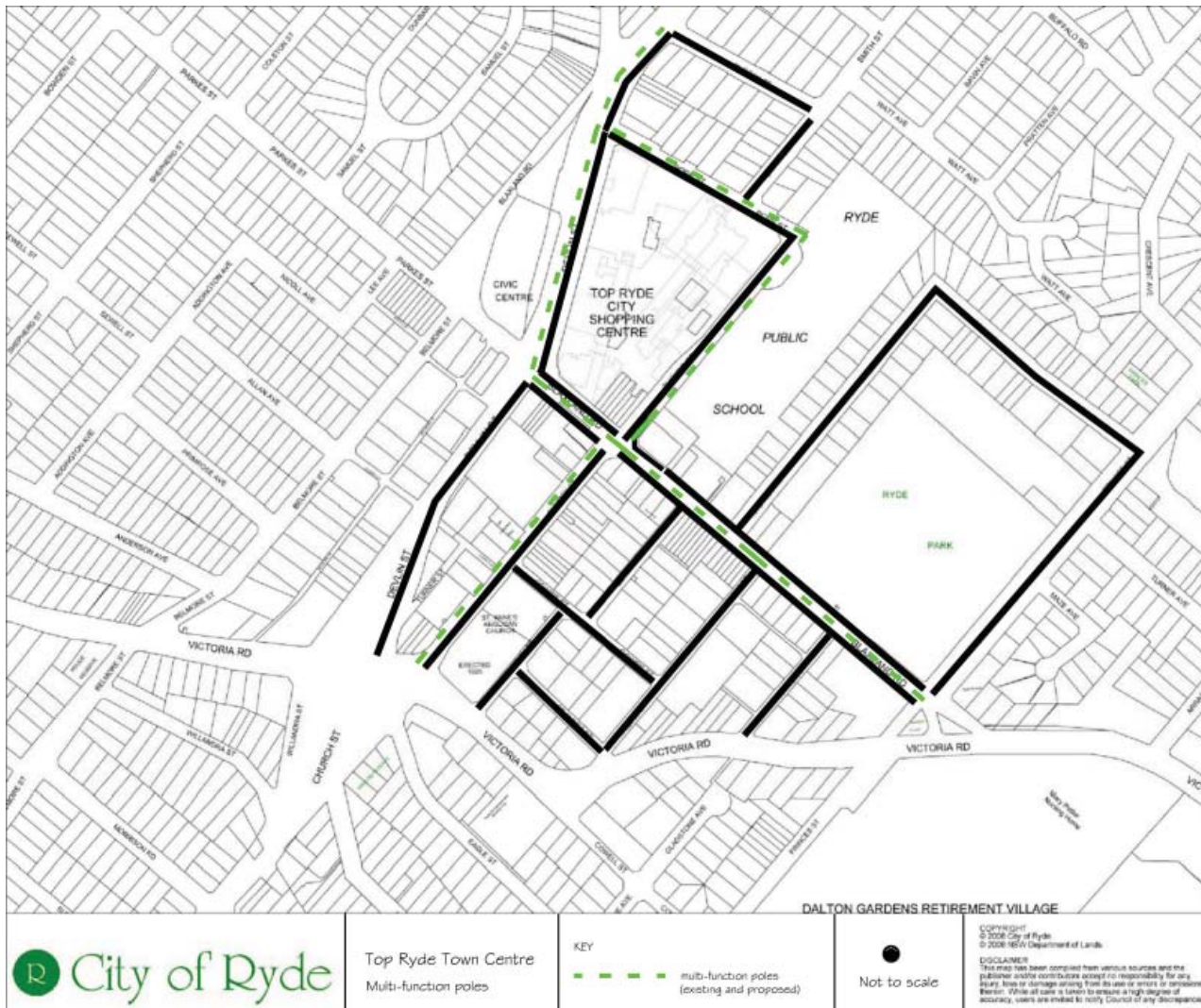
- Urban seat 11 in aluminium (2.1m length)
- Urban picnic table UT11X with 2 x BSIX bench seats. (2.1m length) powder coated frames (colour green) with oiled jarrah timber slats.
- Garbage bins -120 Litre mobile garbage bin housing MGBHHAL powder coated (colour green).

Opportunities also exist to include custom designed, artist-inspired furniture that will celebrate specific aspects of Ryde's character or history. Due to the higher costs involved in the design and production of this type of furniture, it is proposed to limit the use of specialty items to key sites and spaces.

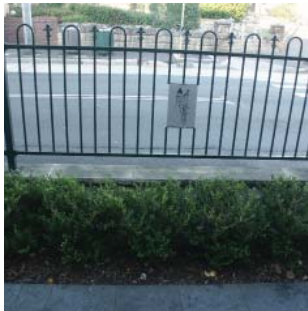
5.5.3 Lighting

The current lighting within the town centre is highway lighting and needs to be replaced with more intimate pedestrian lighting including underawning lighting where relevant. The chosen fittings should be coordinated with Council's electricity supplier to ensure ongoing maintenance requirements.

Council has installed multi-function poles in the major streets in the Town Centre. These combine street lighting, pedestrian lighting, signage and banners. **See plan below showing the multi-function pole locations.**



Furniture treatments



Fencing



Fencing - Artworks by Ruth Downes



Fencing - Artwork by Milne & Stonehouse



Lighting



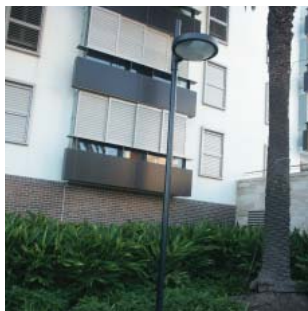
Smart Pole Lighting



Artworks - By Melanie El Mir



Bin



Lighting



Fencing artworks by Marla Guppy



Bin



Artworks - By Nick Bray & Ball
Sculptural & Architectural



Outdoor furniture



Seat and table



Seat



Planter artwork by Ruth Downes

5.6 Outdoor dining

The use of footpaths and public plazas for outdoor dining is encouraged as a means of promoting activity within the city, particularly at night.

Council has an Outdoor Dining Policy (2010) available for viewing on Council's website. Application forms to apply for an outdoor dining permit are available on the website. Fees levied for outdoor dining cover the costs of cleaning the paving and maintaining any plantings used in the outdoor dining areas. Permits outline the type of seating and tables to be used, type of cafe dividers (with/without advertising) and type of umbrellas (with/without advertising) that will be accepted.

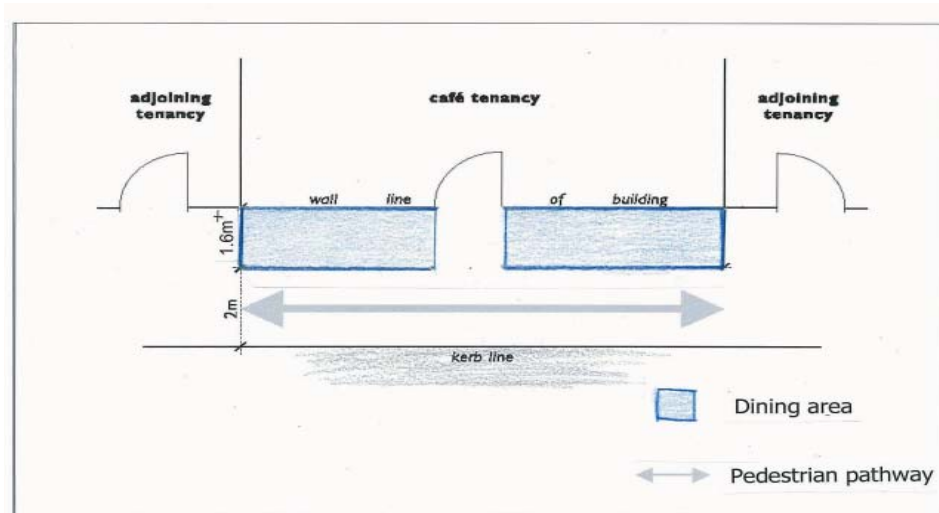
Suitable locations for proposed outdoor dining have been identified in Section 4 of this report. These included Blaxland Road between Edward Street and the Argyle Centre (extending one block into Argyle Street), extending to Ryde Park, Church Street (eastern side) between Blaxland Road and Gowrie Street and Pope Street (southern side) between Devlin Street and Smith Street.

The style and design of each outdoor dining area will be influenced by the topography of the areas where the outdoor dining is to take place. Pavement gradients in dining areas should be approximately 2% (1:50) to provide a relatively flat surface for tables and chairs, but also allow for surface drainage. In Church Street, dining terraces will be constructed by Council because of the steep topography of the street.

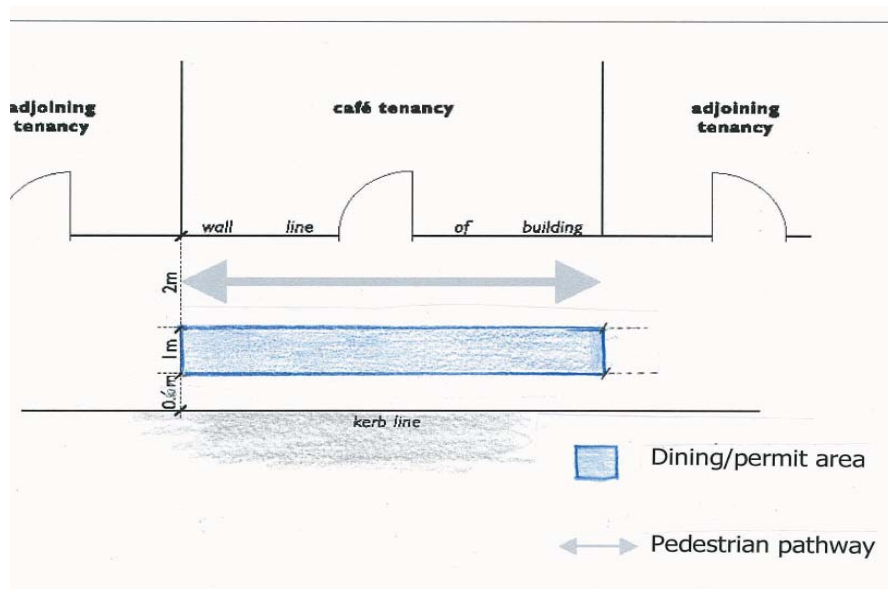
To define outdoor dining areas for leasing purposes Council requires pavement markers or other methods (see section 3.2 of the Outdoor Dining Policy). Dining areas may also require protection from vehicles on the adjacent roadway. This can be achieved by planting (in the form of a low hedge), fencing or bollards inset along the kerb.

It is important to incorporate artworks into the outdoor dining areas to reflect the character of the town centre and provide incentive for community pride in the area. Artworks may be incorporated into fencing, bollard or planter box elements to achieve this. It is also important to allow for public spaces within these outdoor dining areas so that the community can use these spaces.

The diagrams below are from Ryde's *Outdoor Dining Policy 2010*.



The above diagram shows location for a 2m wide pedestrian corridor where outdoor dining is proposed against the shopfront of the premises. The diagram below shows the location of the 2m wide pedestrian corridor where outdoor dining is proposed along the kerb line. Note the 600mm wide clearance from the kerb where there is a parking lane in the adjacent road.



Location of tables and chairs is also an important consideration, with the options being either immediately adjacent to the roadway or against the building. In either scenario, a minimum of 2.0m for pedestrian access is required to be maintained.

Outdoor dining treatments



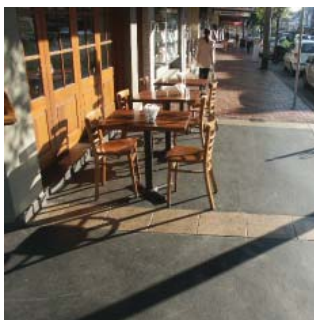
Church Street Parramatta



Church Street Parramatta



Willoughby Rd Crows Nest



Darling Street Balmain



Church Street Parramatta



Willoughby Rd Crows Nest



Norton Street Leichhardt



Church Street Parramatta



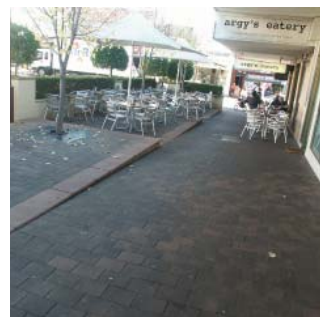
Willoughby Rd Crows Nest



Norton Street Leichhardt



Church Street Parramatta



Willoughby Rd Crows Nest



Cowper Wharf Rd Woolloomooloo Bay



Crows Nest

5.7 Public Art

5.7.1 Objectives

Creative, meaningful design and placement of artworks within the Ryde Town Centre will:

- Reinforce place making and the special character of Ryde.
- Slow down the pace of movement and reinforce the sense of pause and breath.
- Enhance pedestrian enjoyment.
- Activate memories and stories that connect people to Ryde Town Centre.
- Reconnect disparate areas.
- Strengthen the wealth of cultural identity.
- Inspire community pride in the local area.
- Assist navigation through the town centre.

5.7.2 Design Principles

Proposed artworks should be site specific and should respond to the distinctive character of the people, culture and places of Ryde. Artworks should be integrated with built elements or furniture and provide a subtle layer of interpretation or interest, or else, may form a major feature in themselves that acts as an intervention in the site.

The commissioning and implementation of artwork elements is governed by an overall Arts and Cultural Policy prepared by Council. This document provides guidelines on specific locations for artworks and requirements for developer contributions to public art within major commercial developments.

5.7.3 Site Specific Themes for Ryde town Centre

River Connections

The transport of produce and connection of people to Sydney and Parramatta via the Parramatta River was a vital element in Ryde's development. Historically therefore, the township was heavily focussed on the river, and even its former name of Kissing Point referred to its position on the river. With the growth of the road network, Ryde was separated physically from the river. Artworks should focus on the historical importance of this earlier connection and may also draw on contemporary issues relating to the river, including environmental quality.

Fruit Bowl

The Field of Mars area in Ryde's early settlement was referred to as the "Fruit-bowl" of the colony. Orchards of oranges, grapes and various stone fruits supplied markets in Sydney. A legacy of Arthur Phillip's tenure as Governor was the development of a self-sufficient farming industry, thus avoiding reliance on food supplies from overseas.

Kissing Point was an important producer of grain and fruit for the colony in the Nineteenth Century, but for thousands of years prior to European settlement, the fertile lands had also provided an important food source for the indigenous Aboriginal people. The “fruit-bowl” theme allows for the integration of indigenous and post colonial interpretive layers using imagery from “bush tucker” to citrus and stone fruits.



European heritage

The European heritage of Ryde, contained within its buildings, parks and narratives is a valuable element that can be interpreted through artworks. Architectural elements from historic buildings, such as the ornate fretwork of the bargeboards and finials, the lacework of the balconies, and the pattern of glazing in the churches are a rich source of imagery for artworks. Old advertising signs and the names of pioneering families and street signs can be inserted within artworks as layers within a contemporary refurbishment.



Old Post Office building, Church Street

St Anne's Church

St Anne's Church and associated school appeared in old sketches of the area as a signpost for Ryde. Prior to the expansion of buildings, St Anne's Church was the most visible landmark from every direction within the region. Its continued occupation by the Church makes it the most intact precinct in the Ryde Town Centre area, existing alongside contemporary uses. The influence of the church and its school upon Ryde's identity should be referenced through artworks.



St Annes Church, Church Street

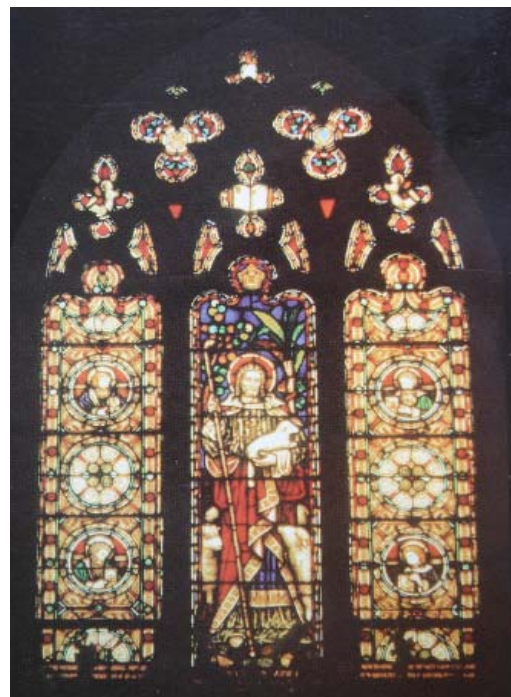




Photo montage; St Annes Church and overlay of historic Church Street photo c1912 by Rex Hazlewood
By Milne and Stonehouse

High Point

Located on a ridgeline, Ryde occupies a high point in the landscape. Historically it commanded views over the surrounding landscape and down to the Parramatta River, and was also highly visible from distant regions. While the development of the town has lessened the impact of this high point, significant views from the heritage precinct around St Anne's Church are still available and should be enhanced through artwork and signage for visitors.



Photo montage by Milne and Stonehouse; modern day view of the high point at the junction of Victoria Road and Devlin Street looking towards Parramatta and the Parramatta River.

Historic view of James Devlin's House 'Willandra' as sketched by colonial artist Henry Curzon Allport, August 1841.

5.7.5 Opportunities for Public Artworks

Integrated Approach

Artworks can be integrated into the fabric of building refurbishments to create an integrated element in the space. The constricted space of Ryde's streetscapes will accept these kinds of artworks readily without impeding the flow of users. The impact of these artworks can be subtle or powerful, small or large in scale, depending upon the materials used and colour palette selected.

Street Furniture and Bollards

Imagery from the architectural elements of the heritage buildings and churches could be translated into the frames of street furniture, or the shape and texture of bollards. Street furniture as a motif, with individual cast bollards, could give Ryde a signature as a unique place, blending the historical with the contemporary.



Artwork furniture elements designed by Urban Art Projects

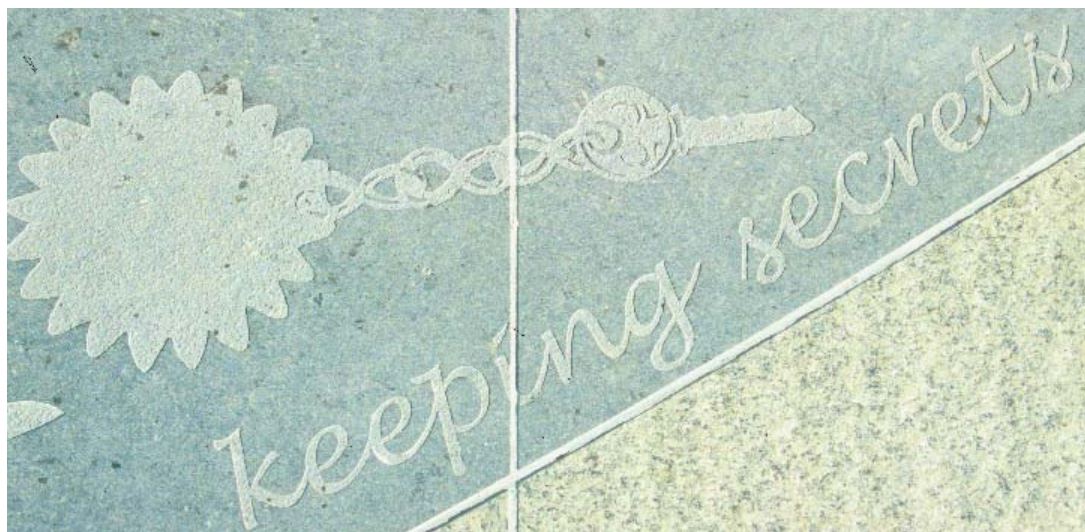


Pavement

Small areas such as cafes, corners and pausing points are suitable for the incorporation of stencilled, terrazzo or sandblasted images and inserted text. These elements can be based on an articulation of the specific themes identified in Section 5.7.3, and may include such possibilities as the insertion of old advertising signs and the names of pioneering families and street signs into the pavement. The colours of the glazing from St Anne's Church may be translated into a bright flourish of terrazzo tiles.



Carrington Place Katoomba - Artist Planners - Milne and Stonehouse



Carrington Place Katoomba - Artist Planners - Milne and Stonehouse

Lookout

A lookout in the vicinity of the St Anne's Church will reinforce the historically commanding position of Ryde in the colony and capitalise on the sweeping views. Artworks should be interactive and interpret multiple views from early Nineteenth Century sketches to the dense developments of the present day. Such images may take the form of digital interactive screens or result from a collaboration with a landscape architect in the design of the lookout itself.

Intersections and Access Points

The articulation of key intersections and entries, such as the Blaxland Road and Victoria Road intersection, will create a sense of gateway entrance into the Ryde Town Centre and overcome the current disjointed approaches. This may be achieved through site specific artworks, colourful annual plantings and, in the case of Blaxland and Victoria Roads, refurbishment of the existing, historic fountain.

The overpass at the intersection of Victoria Road and Devlin Street also provides a significant opportunity for creation of a gateway into Ryde, for example through the incorporation of artworks into fencing or as a stand-alone element. This gateway may enhance the sightlines reinforced by the proposed lookout.



Elizabeth Street footbridge Parramatta. Artworks by Milne and Stonehouse

Figure 5.7 - Proposed Artwork Locations / Opportunities



LEGEND

Note: Artworks locations are indicative only and will be finalised during the design process

- | | |
|--|---|
| Pavement artworks in areas of major streets (town core). Themes to reflect river connections, fruit bowl, heritage. Possibly street furniture and bollards | High points - interpret views to Parramatta River in artworks |
| St Annes Church precinct. | Major art installation - Urban Plaza, Top Ryde Shopping Centre |
| Pedestrian overbridges - artwork opportunities | Lookout - expansive views over the district. Historic interpretation. |
| | Key entry points - signify with artworks. |

5.8 Streetscape Concept Images

Planting Treatments



Existing



Proposed

Devlin Street - median strip gateway planting of Cabbage Tree Palms with ornamental native grasses to the base



Existing



Proposed

Smith Street - secondary paving treatment with 1.5m wide footpath and street tree planting

Paving Treatments



Existing



Proposed

Blaxland Road, Argyle Centre - major paving treatment with allowance for outdoor dining



Existing



Proposed

Blaxland Road - major paving treatment with paving features

Roadway Treatments



Existing



Proposed

Tucker Street - raised pedestrian threshold and major paving treatment



Existing



Proposed

Belmore Lane - laneway treatment with cobblestone threshold

Outdoor Dining Treatment



Existing

Church Street - major paving treatment and proposed outdoor dining area with timber decking and raised planter boxes



Proposed

This section presents the costings for the public domain plan. These costings are based on the Concept Designs developed in Section 5. The costings provide Council with an estimate for the works enabling these estimates to guide developer contributions, section 94 plans, and Councils budget forecasts.

6.1 Introduction

The costings provided with this public domain plan are an opinion of probable cost only. Further detailed design work will need to be undertaken to provide a final figure for the proposed works.

These costings do not include consultants fees, project management, survey, tendering or contract administration. These figures will assist Council to provide budget forecasts for proposed projects, to provide input into the Section 94 plans for the town centre and input into the development application process with developer contributions to the proposed works.

The final figures quoted do not take into account the contribution of private developers in the implementation of the works within the public domain. Developer contributions would reduce these overall figures. For example it would be expected that the developers of Top Ryde Shopping Centre would upgrade and pay for the proposed public domain of the street frontages surrounding the shopping centre, namely Pope Street, Tucker Street, Blaxland Road and Devlin Street.

The council should endeavour to promote the public domain plan improvements by initiating a pilot project that can showcase these improvements. With the impending development of the Top Ryde Shopping Centre Precinct it would be advantageous to develop a retail and dining hub with the redevelopment of Church Street. This would create an active eat street and provide a focal point for the people of Ryde. This would also help to reconnect Ryde to the historical precinct of St. Annes Church.

The costings have been separated into major and secondary streets in accordance with Section 4 of the report, Urban Design Framework. Refer to the tables on pages 92 - 94 for the summary of costs.

For maintenance of the proposed works it is suggested that 3% of the total construction costs will be set aside each year to cover the cost of maintaining the works at a high standard. This maintenance cost could be incorporated into a special rate for the LEP area.

MAJOR STREETS

Proposed Works

	Demarcation	Pavement works	Planting	Furniture	Artwork	Pedestrian Crossing	Outdoor seating (patio area etc.)	Lighting	Signage	Furniture	TOTAL
Streets											
POPE ST.	\$20,000	\$1,050,000	\$50,000	\$15,000	\$250,000	\$150,000	\$250,000	\$280,000	\$17,000	-	\$2,002,000
TRUCKER ST.	\$20,000	\$1,444,500	\$150,000	\$10,000	-	\$55,000	-	\$350,000	\$0,000	-	\$2,055,500
BLAXLAND RD. (EAST OF DEVLIN ST.)	\$50,000	\$2,745,900	\$310,000	\$30,000	\$150,000	-	\$1,500,000	\$300,000	\$24,000	-	\$5,709,900
CHURCH ST.	\$30,000	\$1,170,000	\$150,000	\$30,000	\$250,000	-	\$700,000	\$400,000	\$5,000	-	\$2,745,000
BLAXLAND RD. (WEST OF DEVLIN ST.)	\$15,000	\$010,000	\$350,000	\$30,000	\$250,000	-	-	\$550,000	\$20,000	-	\$2,025,000
DEVLIN ST. TO POPE ST. TO BLAXLAND RD.)	\$10,000	\$540,000	\$100,000	\$30,000	\$150,000	-	-	\$400,000	\$15,000	\$3,500,000 - less Indebtedness	\$4,064,000
SUBTOTAL											\$19,463,400
20% CONTINGENCY											\$3,892,680
TOTAL											\$23,356,080

Description	Planting	Arboreta	Therapeutic	Viewing Platform	Furniture	Lighting	Signage	Fountain/Maze	Outdoor string pathway (wintering)	Restroom/ existing	TOTAL
Streets											
CLARKSON ST.	\$3,840	-	-	-	-	\$280,000	-	-	-		\$294,040
SOUTH ST.	\$6,400	-	-	-	-	\$200,000	\$14,000	-	-		\$346,860
WATT AVE.	-	-	-	-	-	-	-	-	-		\$19,000
ARGYLE AVE.	\$23,640	-	-	-	\$10,000	\$760,000	\$29,000	-	\$250,000	\$55,000	\$1,609,640
PRINCES ST.	\$12,240	-	-	-	\$10,000	\$440,000	\$25,000	-	-	-	\$543,240
HATTON ST.	\$3,240	-	-	-	-	\$180,000	-	-	-	-	\$306,440
WILLIAM LANE	-	-	\$12,000	-	-	-	-	-	-	-	\$12,000
WILLIAM ST.	\$11,280	-	-	-	-	\$320,000	-	-	-	-	\$528,480
EDWARD ST.	\$9,600	-	-	-	-	\$200,000	-	-	-	-	\$345,600
BOHRLE ST.	\$8,520	-	-	-	-	\$240,000	-	-	-	-	\$404,320
ST ANNES ST.	\$2,760	-	-	-	-	\$180,000	-	-	-	-	\$291,360
LITTLE CHURCH ST.	\$2,880	-	-	-	-	\$225,000	\$6,000	-	-	-	\$353,880
CHURCH LANE (WEST OF CHURCH ST.)	\$300	-	\$600	-	-	-	\$6,000	-	-	-	\$52,300
CHURCH LANE (VIEWING PLATFORM)	-	-	-	\$250,000	-	\$50,000	\$6,000	-	-	-	\$506,000

SECONDARY STREETS

	Description	Preliminary works	Planting	Artworks	Therapeutic	Viewing platforms	Furniture	Lighting	Signage	Feedstaples	Outdoor Dining (patio area)	Pedestrian crossing	TOTAL
Streets													
TURNER ST.	\$500	\$29,000	\$40,000	-	-	\$40,000	-	-	-	-	-	-	\$ 109,500
VICTORIA RD.	\$16,320	\$293,760	\$50,000	\$150,000	-	-	-	\$340,000	\$45,000	\$1,500,000	-	-	\$2,905,080
BELMORE LANE	-	\$70,000	-	-	\$35,000	-	-	-	-	-	-	-	\$ 105,000
CHURCH LANE (WEST OF DEVLIN ST.)	-	\$16,000	-	-	\$24,000	-	-	-	-	-	-	-	\$40,000
BLAKLAND LANE	-	\$17,000	-	-	\$24,000	-	-	-	-	-	-	-	\$41,000
BELMORE ST.	\$10,000	\$151,000	\$35,000	-	-	-	-	\$300,000	-	-	-	-	\$796,000
DEVLIN ST. (BLAKLAND RD TO VICTORIA RD)	\$22,000	\$310,000	\$40,000	-	-	-	-	\$350,000	\$2,000	-	-	-	\$925,000
SUBTOTAL													\$11,018,620
20% CONTINGENCY													\$2,203,724
TOTAL													\$13,222,344

This section outlines a proposed program of planning, design and construction works that will support the long-term implementation of the recommendations made within this Public Domain Plan.

7.1 Introduction

The guiding visions and recommendations contained within this Plan form a basis from which detailed design works, public consultation, sponsoring / partnering arrangements, and funding sources may be established for the long-term implementation of public domain improvements.

Achievement of the objectives and measures identified in the Plan will require a coordinated management approach by City of Ryde, and on-going commitment to a program of construction, trialling, maintenance, review and improvement.

The staging and implementation of proposed works will be influenced by:

- availability and allocation of funding for maintenance and new works,
- formation of partnerships with representatives from the corporate sector and / or state and federal government organisations,
- community expectations and engagement,
- political and socio-economic forces at the state and local level,
- Council priorities, for example, the need to address risks and liabilities such as uneven pavement surfaces, and
- major construction works.

7.2 Staging

A combination of short and long-term measures should be established for the implementation of public domain improvements. It is envisaged that short-term measures will address immediate priorities and form a basis for on-going or future works. Proposed measures include:

Short-term (1 - 3 years)

- Coordinate outcomes of this Public Domain Plan with the redevelopment of the Top Ryde Town Centre.
- Undertake a pilot project for paving and the selection of granite colour and finishes.
- Incorporate outcomes of this Public Domain Plan into Council's Local Environment Plan and Development Control Plan for the town centre to ensure consistent approaches and enforceable requirements for developers to contribute to the installation of public domain finishes at the frontage of new developments.
- Investigate traffic improvement and pavement widening options along Blaxland Road and Church Street to enable outdoor dining.
- Improve pedestrian amenity access and equity along key streets including Church Street, Blaxland Road, Tucker Street and Devlin Street by developing a detailed masterplan for the town centre that includes proposals for paving, lighting, outdoor dining and street tree planting.

- Undertake the preparation of a signage manual to guide the design and implementation of future signage throughout the public domain.
- Undertake the preparation of a lighting manual to guide the type and location of proposed lighting within the public domain.
- Undertake a tendering process to select a preferred contractor for the supply, installation and on-going maintenance of paving materials.
- Develop a paving policy for the town centre that establishes detailed locations for various paving treatments and contains details relating to material selection, supply and installation.
- Develop design concepts and documentation of key areas such as the public domain surrounding Top Ryde Shopping Centre and the associated Civic Centre, Blaxland Road and Church Street.
- Develop a public art installation plan and commission a major installation in a prominent area of the public domain, such as the civic precinct proposed to be adjacent to the Top Ryde Shopping Centre redevelopment.

Long-term (3 - 5 years)

- Design and document improvements to a key public area, such as the surrounds of Ryde Park, introducing secondary paving treatments and street tree planting.
- Implement traffic devices that encourage a pedestrian-friendly environment in Blaxland Road, including provision for outdoor dining.
- Implement measures for pedestrian linkages between Ryde Park, Ryde Public School and the Top Ryde Shopping Centre.
- Redevelop the Argyle Centre as a cultural precinct, including provision for outdoor dining.
- Design and document plans for the historic precinct around St Anne's Church and adjoining historic buildings in Church Lane and Turner Street that will include proposals for interpretive artworks, a lookout facility and paving and lighting works.

8 Appendix

A - Lighting

S1B 9.6m Smartpole



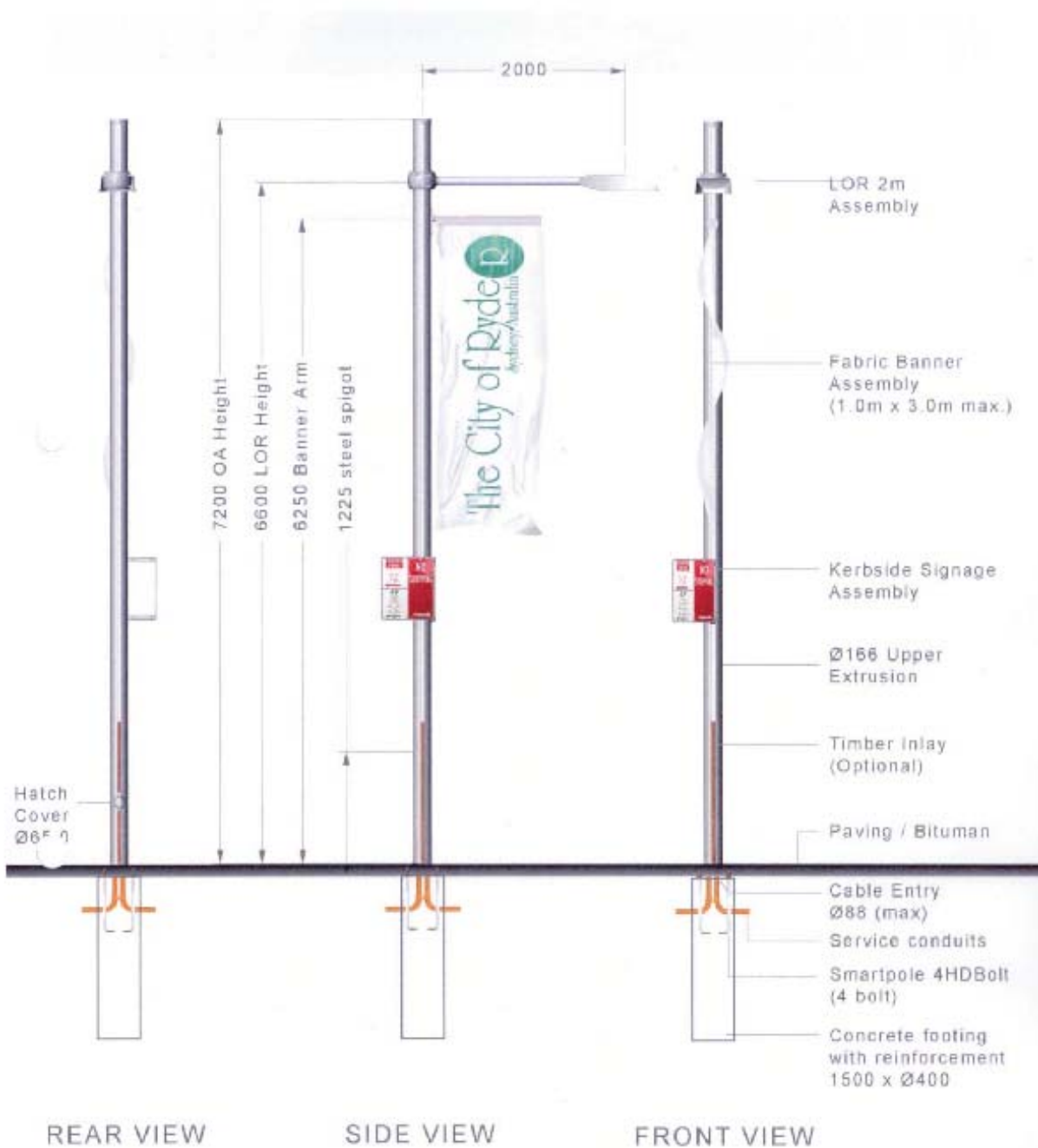
STREETSCAPE
projects
Version : 7 July 05

S2C 7.2m Smartpole

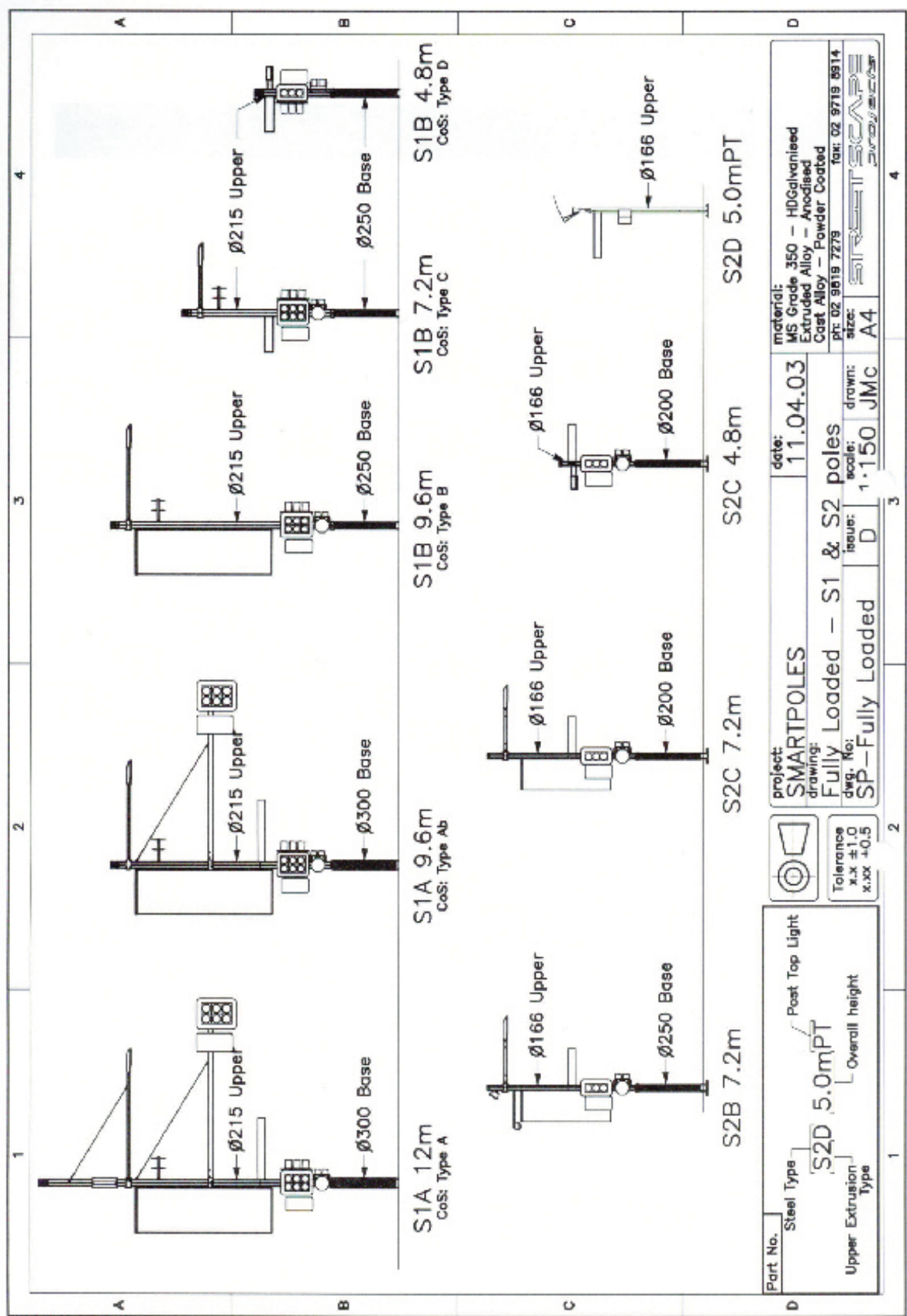


STREETSCAPE
projects
Version : 7 July 05

SZD 7.2m Low Impact



STREETSCAPE
projects
Version : 7 July 05



B - Executive Summary Ryde Park Masterplan

BACKGROUND:

Ryde Park is a key civic space in the Top Ryde Precinct located close to major transport routes including Blaxland Road, Victoria Road and Lane Cove Road. The park contributes a significant portion of open space within the Ryde precinct. It is positioned in close proximity to the Top Ryde Shopping Centre, near the junction of two (2) regional roads, Victoria Road and Devlin Street, and at the edge of the Buffalo Creek catchment with its links to the Lane Cove River.

Ryde Park accommodates a variety of facilities and uses including cricket, soccer, rugby union, rugby league; heritage items; mature trees; playground; half-court basketball; amenities buildings; car parking; seats; lights and footpaths.

The Top Ryde Urban Village study indicates that there is the potential for an increase in the residential population surrounding Ryde Park by up to three thousand people. This future demand shall provide further pressure on the functioning of this park.

Additionally, the assets in the park are old and in need of upgrade, particularly in relation to furniture, pathways and the internal road system. The Old Ignatians Rugby Football Club (OIRFC) is also proposing significant improvements for the building and the main (playing field number one) sports oval.

Councillors adopted a Masterplan indicating upgrades to Ryde Park in July 2005. This Masterplan was based on a thorough analysis of the existing park, a review of historical documents pertaining to the use and design of the park and consultation with park users and the local community to determine their needs in open space recreation. The following information regarding the Masterplan is from the final Masterplan report.

AIMS AND OBJECTIVES:**PURPOSE OF THE MASTERPLAN PROJECT**

The overall aim of the Masterplan was 'to enhance and improve Ryde Park with attention to its original design which over the years may have become diluted through numerous small alterations and additions'. The Masterplan is to become the framework for upgrades and future use of Ryde Park.

OBJECTIVES

The objectives for this project were defined as follows:

- To conserve the clarity of the original design of Ryde Park.
- To achieve a clear link between Top Ryde and Ryde Park.
- To protect and interpret the historic values and features of Ryde Park for visitors and the local people alike.
- To encourage the local residents and visitors to Ryde to use Ryde Park.
- To optimise the natural values of the park, which will in turn improve the experience for those who frequent it.
- To maximise Ryde Park's profile within the local community.
- To ensure an acceptable level of safety is provided for all who frequent Ryde Park.
- To provide seating and amenities appropriate to the character and heritage values of the park.
- To optimise use of all areas of the park.
- To ensure major routes through the park are universally accessible.
- To provide opportunities for a greater variety of usage, relevant to the local residents and stakeholders through community consultation.

KEY ISSUES AND OPPORTUNITIES

A number of issues and opportunities have become evident during the compiling of the Masterplan report. The major ones relate to:

- Ryde Park's profile within the immediate and larger community.
- Pedestrian and vehicular access and circulation throughout the park.
- The need for a greater awareness to be paid to equal access across the park.
- The need for safety issues to be addressed.

RYDE PARK MASTERPLAN

KEY PROPOSALS

The Masterplan proposes the following to occur in Ryde Park:

- A clear entrance on the corner of Blaxland Road and Princes Street announces Ryde Park to those driving from Victoria Road onto Top Ryde, allowing expansive views across Oval One (1) and glimpsed views across the park. Traffic issues relating to the Blaxland and Victoria Road intersection are beyond this scope of works and shall be considered at a future stage.
- Entrances have been formalised to give Ryde Park a greater presence in the locality and an enhanced sense of arrival.

The link road through the park has been removed and returned to a footpath and cycleway only. All vehicular circulation works independently. This link path is intended to be included as a jogging/ fitness route. A direct cycleway route is proposed from Princes Street through to Argyle Avenue.

- Investigations regarding a link to Top Ryde from Ryde Park shall be considered in the future Local Environment Plan (LEP).

- A central focal space connects the different areas of activity within the park whilst a new pavilion placed adjacent provides a built focal element, which houses the new amenities. It shall be designed with drainage issues in mind

The existing Playground and basketball court are relocated closer to the new central space to avoid dividing the park.

- The heritage listed Rotunda is emphasised by colourful floral displays and an opened expanse of lawn.

- Extensive native tree plantings emphasise the link to the remnant Blue Gum High Forest.

- A new picnic/ recreation area replaces the disused hockey field and allows for unstructured activity and relaxation. It shall be a flexible space in regard to activity use, avoiding noise impacts on neighbouring residents. A possible activity for this space could be a kid's bike track.

- Safety issues such as the seating atop steep slopes have been eliminated through careful siting, whilst close attention has been paid to ensure all paths throughout the park are universally accessible wherever possible.

- Toilets in Ryde Park will address the issue of loiterers by being visually prominent.

Car parking has been moved to the periphery of the park, allowing for a pedestrian focused park, free of vehicle congestion. The number of parking spaces remains the same (84 spaces). Design options shall be investigated further in relation to screening the car park from adjoining neighbours and negating anti-social issues.

- Decking is inserted between the Bowling Club and Ryde Park to act as an intermediary space to link these areas.

- The concrete grandstand foundation on the southern side of the oval will be removed and this seating will be replaced around the current pavilion with a set of grassed terraces stepping down to the oval.

- Drainage issues to be addressed in the general upgrade of Ryde Park. As overland stormwater flows through Ryde Park, safe egress and access through these zones is essential.

IMPLEMENTATION OF MASTERPLAN

The adopted Masterplan has been broken down into stages to allow for a realistic approach to the implementation of the proposed upgrades.

STAGE 1

The following components of the masterplan can be implemented in the short term.

1. Finalise Plan of Management
2. The formalisation of entries
3. The main link path is established from Princes Street to Argyle Avenue with minor associated paths
4. Rotunda area, paths and associated planting
5. New passive recreation area including barbeques and associated planting
6. Realigning oval to become more symmetrical
7. Native tree planting is undertaken
8. Nursery relocated and area integrated into the park
9. Link to Top Ryde including negotiations with School and Department of Education and Training shall be investigated in future LEP.
10. Upgrade Blaxland Road frontage
11. Major upgrade to main oval including drainage improvements, regrading etc.

STAGE 2

The following components of the masterplan can be implemented within the medium term:

1. Central arrival space and pavilion containing new amenities
2. Remove vehicular access currently cutting through the centre of the park and relocate car parks to more accessible space on the periphery
3. Relocation and expansion of playground and basketball court
4. Potential to engage upgraded paths within the park to a pedestrian link to Top Ryde
5. Removing concrete grandstand foundation and replacing with a grassed terrace to engage with stairs leading from the new entry point at the southern corner of the park and the upgraded pavilion
6. Improved visual integration of Bowling Club with park, including construction of platforms between Bowling Club and the main oval for improved access and oval viewing.
7. Commence proceedings to purchase property (no. 28 Argyle Ave) adjoining existing park entry
8. Consider options in relation to the integration of Council owned properties into the park

STAGE 3

The following components of the masterplan may be long term goals for the park and implementation of these ideas will result in a more cohesive park:

1. Investigate a greater connection between the built form of the bowling greens and Ryde Park
2. Access into Ryde Park should engage with any redevelopment of the Top Ryde commercial precinct



1. Finalise Plan of Management
2. The formalisation of entries
3. The main link path is established from Princes Street to Argyle Avenue with minor associated paths
4. Retain associated paths
5. New positive recreation area including barbecues and associated planting
6. Realign oval to become more symmetrical
7. Native tree planting is undertaken
8. Nursery relocated and area integrated into the park
9. Link to Top Ryde including negotiations with School and Department of Education and Training shall be investigated in future LEP.
10. Upgrade Bin and Rood Storage
11. Major upgrades to main oval including drainage improvements, regarding etc.

1. Central arrival space and pavilion containing new amenities
2. Remove vehicular access; currently cutting through the centre of the park
3. Relocate car parks to more accessible space on the periphery
4. Relocation and expansion of playground and basketball court
5. Potential to engage upgraded paths within the park to a pedestrian link to Top Ryde
6. Removing concrete groundslab foundation and replacing with a grassed terrace to engage with stairs leading from the new entry point at the southern corner of the park and the upgraded pavilion
7. Improved visual integration of Bowling Club with park, including construction of platforms between Bowling Club and the main oval for improved access and oval viewing
8. Commence proceedings to purchase property (no. 28 Argyle Ave) adjoining existing park entry
9. Consider options in relation to the integration of Council owned properties into the park

4. Invest gate a greater connection between the built form of the bowling greens and Ryde Park

masterplan

KEY PROPOSALS

- A clear entrance on the corner of Blackland Road and Princes Street announces Ryde Park to those driving from Victoria Road onto Top Ryde, allowing expansive views across Oval One (1) and glimpsed views across the park. Traffic issues relating to the flux and Victoria Road intersection are beyond the scope of works and shall be considered at a future stage.
- Entrances have been formalised to give Ryde Park a greater presence in the locality and an enhanced sense of arrival.
- The link road through the park has been removed and returned to a footpath and cycleway only. All vehicular circulation works independently. This link path is intended to be included as a jogging, fitness route. A direct cycleway route is proposed from Princes Street through to Argyle Avenue.
- Investigations regarding a link to Top Ryde from Ryde Park shall be considered in the Future Local Environment Plan (LTP).
- A central focal space connects the different areas of activity within the park whilst a new pavilion placed adjacent provides a built focal element, which houses the new amenities. It shall be designed with drainage issues in mind.
- The existing playground and basketball court are relocated closer to the new central space to avoid dividing the park.
- The heritage listed Rotunda is emphasised by colourful floral displays and an opened expanse of lawn.
- Extensive native tree plantings emphasise the link to the remnant Blue Gum High Forest.
- A new picnic/recreation area replaces the disused hockey field and allows for unrestricted activity and relaxation. It shall be a flexible space in regard to activity use, avoiding noise impacts on neighbouring residents. A possible activity for this space could be a kid's hockey track.
- Safety issues such as the seating atop slopes have been eliminated through careful siting, whilst close attention has been paid to ensure all paths throughout the park are universally accessible wherever possible.
- Toilets in Ryde Park will address the issue of loiterers by being visually prominent.
- Car parking has been moved to the periphery of the park, allowing for a pedestrian focused park, free of vehicle congestion. The number of parking spaces remains the same (84 spaces). Design options shall be investigated further in relation to screening the car park from adjoining neighbours and negating anti-social issues.
- Docking is inserted between the Howling Club and Ryde Park to act as an intermediary space to link these areas.
- The concrete grandstand foundation on the southern side of the oval will be removed and this seating will be replaced around the current pavilion with a set of grassed terraces stepping down to the oval.
- Drainage issues to be addressed in the general upgrade of Ryde Park. As overland stormwater flows through Ryde Park, safe egress and access through these zones is essential.





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Ryde Park

Ryde Park Landscape Masterplan

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