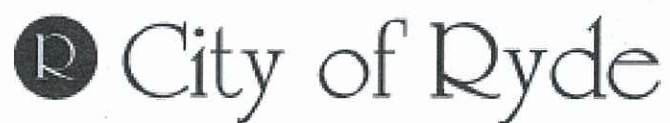


Submission


No 62

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

Organisation: City of Ryde
Name: Ms Meryl Bishop
Position: Manager - Urban Planning
Date Received: 5/04/2012



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Submission to inquiry into utilisation of rail corridors

SUBMISSION

Executive Summary

The City of Ryde recommends the Committee considers in its inquiry that:

- Rail corridors, including currently disused corridors, should not be sold but retained for long term public transport planning and function
- State Government should provide and commit to a comprehensive long term integrated transport plan, in consultation with local government and key stakeholders including communities, which identifies future transport infrastructure projects and funding mechanisms
- Any consideration of use of airspace and land adjacent to rail corridors should only be made in the context of a comprehensive integrated transport master plan for the Greater Sydney Metropolitan Area
- Income generated from rail land and airspace should be allocated by secured funding arrangements to *public transport* infrastructure projects
- Rail corridors and airspace at stations where there are existing or planned Town Centres provide some opportunities for mixed use development subject to the amenity of residents
- City of Ryde has been planning a framework which provides for opportunities for mixed use at railway stations (e.g. Eastwood, West Ryde, Meadowbank)
- A joint approach is required to properly coordinate land use and planning (master planning) of precincts surrounding railway stations
- Development above rail stations and corridors should be responsive to the context and local planning controls and not out of scale
- Master planning for improved pedestrian connectivity and accessibility across the railway can enhance seamless integration of land use and transport
- Opportunities for utilisation of rail land to meet commuter car parking demand should be considered in the master planning of station precincts and environs
- Existing above ground railway corridors (especially Northern Line through Ryde LGA) should be master planned to overcome barrier effects which have resulted in traffic pinch points, congestion, barriers to seamless mode change, divided communities, barriers to pedestrian flow, and impacts on economic growth potential
- Best practice examples provided through submissions should be examined to develop guidelines to assist stakeholders in properly master planning and designing projects utilising rail airspace and land at centres which include minimum land requirements for workable and activated pedestrian precincts
- Consideration has been given to the potential for redevelopment of land and airspace around rail stations in the Ryde LGA. The following table provides a summary of the recommendations (refer section 3.3 of this submission for full table):

Summary of Table 1 Recommendations for Railway Stations in the City of Ryde (full table included in submission)

Rail Station	Recommendation
Eastwood Station	<p>Recommendation: Any redevelopment of railway land/airspace should:</p> <ul style="list-style-type: none"> • improve pedestrian connectivity • improve the transport interchange • meet commuter parking demands and • promote opportunities for take up for mixed use development, especially as Eastwood Station is an express stop station and on route for a number of bus routes including cross regional bus routes.
Denistone Station	<p>Recommendation: Consider improvements to pedestrian circulation and connectivity, including to overcome vehicle pinch points at rail crossing, in consultation with Council. Design to facilitate “kiss and ride”.</p>
West Ryde Station	<p>Recommendation: A better interchange is recommended, in particular to respond to anticipated significant growth. The State government should examine and respond to the draft DCP (when exhibited) and engage in a holistic approach to utilising the rail corridor and land adjacent to improve pedestrian connectivity and connections between both sides of the railway station, and potential for mixed use redevelopment that is in scale with the local planning framework.</p>
Meadowbank Station	<p>Recommendation: Any redevelopment of railway land and land adjacent to the corridor should improve pedestrian accessibility, amenity and community connectivity, in particular to facilitate linkages between the station and the education precinct, surrounding commercial and retail uses and improve night time linkages to the TAFE. Reconfigure the street access/vehicular road bridge to the south of the station to provide a more direct approach from both sides of the railway. Consider provision of commuter car parking.</p>
Macquarie University Station AND Macquarie Park Station	<p>Recommendation: Work with the City of Ryde and other state agencies to review precinct for improved access, activation, public domain spaces and transport interchange opportunities.</p>
North Ryde Station	<p>Recommendation: Plan for best practice transit oriented development. Facilitate access to the station for the residential community south of Epping Road.</p>

1. Introduction

This submission is made by City of Ryde in response to the inquiry into the utilisation of rail corridors being conducted by the NSW Parliament Legislative Assembly Committee on Transport and Infrastructure (Committee). The purpose of the inquiry is for the Committee to inquire into and report on the utilisation of air space above, and the land adjacent to, the rail corridor in the Greater Metropolitan Area of Sydney, including the Hunter and the Illawarra.

The following are understood to be the Terms of Reference of the Inquiry and provide the basis for this submission in response:

Under the terms of reference matters may include, but are not limited to, how rail corridors might contribute to:

- *providing opportunities for mixed use property development;*
- *generating income for funding future infrastructure projects;*
- *facilitating sustainable urban renewal and development;*
- *facilitation of transit oriented development schemes around railway stations;*
- *connectivity of communities either side of railway lines.*

Other areas of inquiry will include:

- *the current planning and policy framework;*
- *regulatory and policy barriers to implementing rail corridor projects;*
- *issues relating to the financing and funding of such projects;*
- *methods of assessing the compatibility of projects with the local community;*
- *examples of best practice from other jurisdictions.*

2. General Comments

City of Ryde has been consistently supportive of the NSW Government's proposals for public transport systems, public transport infrastructure provision, and for the integration of land use and transport generally.

The principles of integrating land use and transport provide opportunities for good planning outcomes. A good planning outcome is one which provides for economic, environmental and social benefits for the community. City of Ryde has master planned a number of centres that include the rail corridors and stations, planning a framework which provides for opportunities for mixed use at railway stations, in all cases seeking good planning outcomes.

Based on this experience, City of Ryde considers that utilisation of the airspace and rail corridors are pursued by the State Government and the following should be taken into account:

- Priority should be given to providing for modal interchange opportunities and for better integration of land use activities in the vicinity of rail stations and corridors, especially at existing railway stations planned for growth
- The use of airspace and land adjacent to rail corridors should be made in the context of a comprehensive integrated transport master plan for the Greater Sydney Metropolitan Area
- The existing and future function of the rail corridors as a public transport network should not be compromised in any decision on future development or disposal of railway land
- Opportunities for community (social) benefits should be maximised, e.g. overcoming rail corridors being barriers to pedestrian access
- The amenity of potential future residents should be considered in relation to noise, vibration and access to open space, especially to active open space.

Council has made a number of submissions and recommendations on transport issues over recent years in support of good planning outcomes.

City of Ryde staff supports the following rail transport initiatives as all important to achieving a sustainable future for City of Ryde and for Metropolitan Sydney:

- The North West heavy rail link;
- Extension of the Epping-Chatswood Rail line from Epping to Parramatta;
- Light rail linking Ryde Town Centre to:
 - the City such as proposed under the North West Metro Rail proposal (as per Christie (2001) recommendations, following along Victoria Road, stopping at Gladesville and Top Ryde), and
 - Macquarie Park and Olympic Park

Examples of Council's public support for the State Government's integrated public transport initiatives include:

- Council's support in the lead-up to the successful opening of the Epping to Chatswood Rail Line and the three new Macquarie Park train stations in February 2009. In addition the commissioning of joint studies with the State Government including Macquarie Park Traffic and Movement Study, Macquarie Park Parking Study and other public domain activities.
- Council's submission to the NSW Legislative Council General Purpose Standing Committee No. 4 (GPSC4) to the Proposed North West Metro (October 2008)
- Council's submission to the NSW Department of Planning to the Draft Inner North Sub Regional Strategy (Council resolution 18 September 2007);
- the adoption of the City of Ryde Citywide and Centre Specific Integrated Transport and Land Use Strategy (Council resolution August 2007);
- Council's resolution 6 April 2008 to commend the State Government on the initiative of the North West Metro line;
- Council's letter to the NSW Premier (9 April 2008) advising that the City of Ryde supported the Government's proposed North West Metro proposal;

- Council offer of support and resources to plan the Metro Rail initiative in the project definition stage, particularly through Council's knowledge, expertise and contacts within the local area;
- Council offer of assistance to the Government in understanding the area, engaging the community and in the selection of appropriate station sites within the City of Ryde;
- Council's offer of support for the Metro Rail initiative was acknowledged by the NSW Government. Council has since been requested to forward geotechnical or ground contamination and hydraulic and hydrological data to assist in carrying out planning studies for the North West Metro. Council staff has forwarded relevant information to assist in these studies.

2.1 City of Ryde Context

City of Ryde local government area (LGA) is located within the Inner North Sub Region of the Sydney Metropolitan area, and part of the Northern Sydney Regional Organisation of Councils (NSROC).

The key existing transport and land use corridors within City of Ryde are:

- Epping Road
- M2
- Epping to Chatswood rail link
- The Northern Line rail corridor;
- Victoria Road; and
- Lane Cove/Ryde Roads.

Of these, the road routes are also strategic bus corridors under the State Government's strategic bus corridor program (identified also under the Metropolitan Strategy).

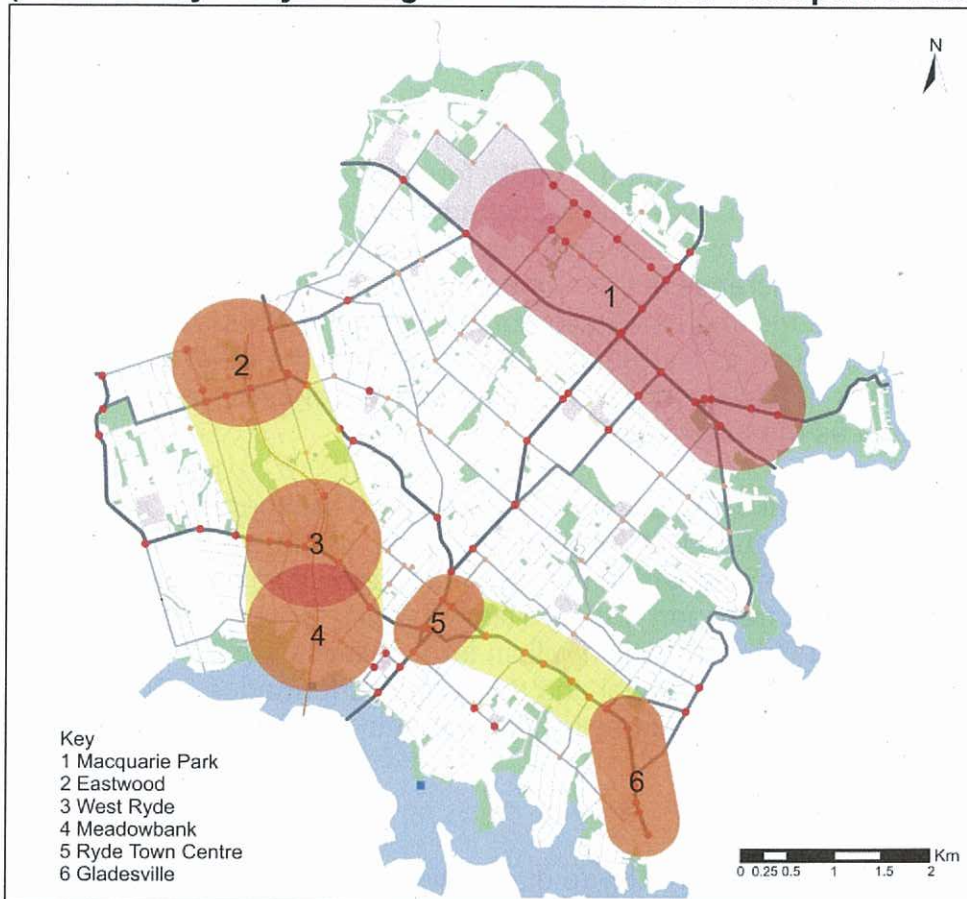
All forms of public transport are available in the City of Ryde. Of relevance to this inquiry is that there are two heavy rail corridors which traverse the LGA, being the Northern Line and the Epping to Chatswood Rail Link. Government buses serve most suburbs, and Sydney Ferries service wharves at Meadowbank and Putney.

There are a total of seven railway stations located on the two heavy rail lines in the Ryde LGA. These are:

- Eastwood, Denistone, West Ryde and Meadowbank Stations on the Northern Rail line; and
- North Ryde, Macquarie Park and Macquarie University Stations on the Epping-Chatswood Rail Line (ECRL), located within Macquarie Park.

The ECRL, opened in February 2009, connects the Macquarie Park area to the Metropolitan CityRail network (Northern Rail and North Shore lines). It is identified by CityRail as part of the Northern Rail Line.

City of Ryde rail stations function as both main and destination locations. The map (refer Figure 1 over) identifies the main centres in City of Ryde for the Integrated Land Use and Transport Strategy.

Figure 1: Ryde ITLUS Centres**(Source: City of Ryde Integrated Land Use and Transport Strategy)**

The major destination rail stations are Macquarie University, North Ryde and Macquarie Park (located in Macquarie Park Corridor shown as 1. on the map). Macquarie Park Corridor is set to become the fourth largest business centre in Sydney. It is identified in the Metropolitan Strategy as a specialised centre which will evolve into Australia's leading technology park. It is currently home to around 40,000 workers, 30,000 students and 6,000 residents. Employment is anticipated to double over the next 20 years.

The stations at Eastwood Town Centre, West Ryde Town Centre and Meadowbank Centre (refer 1., 2. and 3. on the map – Figure 1), located on the Northern Rail Line, function as both origin and destination stations.

Two other major origins/destinations are Ryde Town Centre and Gladesville (shown as 5. and 6. on the map – Figure 1) which are not serviced by the rail network.

All of these centres are earmarked for significant growth over the next 20-30 years. Planning for renewal and revitalisation of these centres, including integrated transport and land use planning, has received the NSW Government's support over the years through gazettal of Local Environmental Plans for Ryde Town Centre, Macquarie Park Corridor, Meadowbank and the Gladesville and Victoria Road Corridor.

Significant renewal has been underway in Meadowbank, Ryde Town Centre and Macquarie Park Corridor. Of particular relevance to the transport needs of the North West sector is the expansion of the Macquarie Park Corridor. This is especially because a considerable proportion of employees of businesses in Macquarie Park commute from the North West sector now. However to ensure the success of the Macquarie Park Corridor Council is aiming to increase public transport use to 60% of the total journey to work trips.

The City of Ryde Employment and Centres Study (2009) found that a high and increasing proportion of workers accessing jobs in Ryde and Macquarie Park will live outside the LGA. With the projected increase in floor space and jobs in Macquarie Park and North Ryde, there will be at least a 75% increase in the number of workers commuting to Ryde. It is important to note that despite the implementation of the Epping to Chatswood Rail Link linkages from outside Ryde such as Parramatta, Blacktown and the Inner West are still poor. This is due to the lack of a frequent service, poor connections and lack of rail service to some suburbs such as the Inner West.

The Inquiry's deliberations should take into account the need for a collaborative approach to integrate public transport infrastructure with strategic planning, urban design and public domain initiatives that will generate a pedestrian friendly, public transport orientated built environment in the vicinity of public transport nodes. This will facilitate easy access to buses, trains and active transport networks which will, in turn, optimise public transport use and reduce car dependency and enhance social and economic performance in these areas as a consequence e.g. increased street activation, vibrancy, social cohesion and pedestrian safety.

2.2 Main Issues

There are a number of issues experienced in Ryde due to significant population growth. As a consequence some issues include:

- Traffic congestion, car dependency
- Cross-suburban commuter travel through the City of Ryde
- Incomplete heavy rail network for metropolitan Sydney

The most dominant form of transport within Ryde LGA is the motor vehicle and with the continual growth of Western and North Western Sydney there has been a steady increase in traffic flows through Ryde in recent decades. These increased traffic flows have led to heavy traffic congestion on the State Road network, including Epping, Lane Cove and Victoria Roads which in turn has led to increased pressure on the local road network as motorists seek alternative routes.

Traffic volumes and existing modal splits of 15% public transport/ 85% private vehicles throughout the City are quite high which is attributed to the fact that four of Sydney's busiest roads traverse the city – Victoria Road, Lane Cove Road/Devlin Street, Epping Road and the M2 Motorway. Traffic volumes have increased by as much as 70% on some main roads in the City of Ryde since 1985, and this has had adverse consequences on air quality and ease of access in and around the City of Ryde.

The challenge is to grow public transport use by making it more convenient and attractive for use by Ryde's residents and workers.

Rail freight is also on the increase through the City of Ryde, via the Northern Rail line, with accompanying amenity impacts. Consideration should be given to ensuring rail land is available for ameliorating potential amenity impacts on surrounding residential communities from effects of increased freight rail on the Northern line (such as noise at night).

City of Ryde's residential growth target of 12,000 new dwellings (under the Draft Inner North Subregional Strategy (INSS)) can be accommodated within the current planning framework. The growth is planned to be located in compact mixed use centres with good public transport.

2.3 Supporting Studies

Council has adopted a number of programs, studies and strategies supporting planning for sustainable growth through the integration of land use and transport. In particular are the:

- *City of Ryde Integrated Land Use and Transport Strategy 2007*
- *Ryde Bicycle Strategy and Master Plan* (adopted 2007)
- *City of Ryde Local Planning Study* (adopted December 2010) and the earlier Urban Villages Program (1997) which embarked on a program of planning for growth at centres well served by public transport (focussing on transit-oriented development)

The City of Ryde has recognised the transport challenges presented as a result of its location and has completed the Ryde Integrated Transport and Land Use Strategy 2007 (RITLUS) which focuses on achieving a more sustainable, accessible, amenable, equitable, safe and integrated transport and land use system. Key aims are to reduce car dependency; reduce growth in vehicles kilometres travelled and greenhouse gas emissions; increase the share of trips made by public transport, walking and cycling; and reduce the number of trips made by private vehicles. Examples of implementation of the RITLUS working towards direct integration with existing public transport systems include the commencement of an intra Council area free community bus service to address connectivity within the Ryde local government area and is also upgrading many footpath links to better access public transport nodes.

3. Specific Comments

The following comments are structured around the terms of reference.

3.1 Mixed Use Property Development

(How rail corridors might contribute to providing opportunities for mixed use property development)

City of Ryde agrees that rail corridors could contribute to opportunities for mixed use property development, especially at express rail stops (e.g. Eastwood in Ryde LGA). A range of land uses including commercial and retail uses, together with transport interchange opportunities are considered relevant for mixed use property development. In

particular development over rail lines offers opportunities for pedestrian access in town centres aimed at overcoming the barriers created by above ground rail corridors. In some locations, especially at the fringe of centres and within walking distance of the railway station, land and airspace should be considered for use for commuter car parking.

Use of the airspace over the railway for residential use, however, is not ideal as there is seldom opportunity for readily accessible landscaped open space for use by the residents. Residential use, properly planned and designed (especially to mitigate against noise, vibration and amenity impacts), is more relevant for land adjacent to the rail line, and key worker, affordable and social housing is well suited to land in close proximity to railway stations.

Any proposed mixed use development should be properly integrated with planned growth and master planning for the surrounding land. Council's planning framework already supports mixed development within several town centres containing railway stations (Eastwood, West Ryde, Meadowbank). Council has sought amended the planning provisions of rail land in the master planning of these centres to integrate land use and transport effectively.

In particular, Council has sought through master planning to improve pedestrian access and community connectivity, to promote improved interchange facilities for seamless mode transfer, and to create vibrant, active, sustainable centres.

3.2 Income for Future Infrastructure Projects

(How rail corridors might contribute to generating income for funding future infrastructure projects)

City of Ryde supports government leveraging off property assets to develop income. However Council does not support the sale of railway assets if that would compromise the efficacy of the public transport network or opportunities to expand the network to improve future service. Rail corridors, including currently disused corridors, should not be sold but retained for long term public transport planning and function.

Future infrastructure projects

City of Ryde supports a regional perspective and suggests the following key regional issues should be addressed in the determination of future infrastructure projects:

- Identifying and securing key transport infrastructure connecting the north - west sector to Macquarie Park
- Securing adequate representation in the roll out of the strategic bus reforms connecting the Northern Beaches to Burwood and Parramatta to the CBD
- Providing demand responsive transport initiatives
- Identifying transport solutions to match population growth and employment targets in the NSROC region
- Accommodating the rapid development of Macquarie Park Corridor and connections to Parramatta and the CBD
- Avoiding excessive 'funnelling' of traffic through City of Ryde
- Providing comprehensive active transport infrastructure

- Inter-regional transport access – particularly East-West
- Major road arteries at capacity
- Reliability and regularity of rail services
- Relieving pressure of the limited capacities of the existing rail network
- Improvements to ferry services
- New rail services to centres not serviced by trains e.g. Ryde Town Centre and Gladesville.

3.3 Sustainable urban renewal and development

(How rail corridors might contribute to facilitating sustainable urban renewal and development)

Council has been planning for growth consistent with the Metropolitan Strategy and Draft INSS. City of Ryde supports best practice approaches to integrated transport and land use planning to ensure that station precincts are planned in a sustainable and holistic manner to:

- achieve improved land use integration and pedestrian access to stations and across rail lines
- guide the growth of centres
- promote development which complements the context and local planning controls.

Table 1 below identifies stations in the Ryde LGA and recommendations with respect to utilisation of rail corridors which have arisen out of master planning to date.

Table 1: Recommendations for Railway Stations in the City of Ryde

Rail Station	Description and Recommendation
Eastwood Station	<p>Eastwood Town Centre is located on both sides of the Eastwood Railway Station. The Eastwood Town Centre Master Plan is currently being prepared following the outcomes of a traffic study and flood management study.</p> <p>Recommendation: Any redevelopment of railway land/airspace should:</p> <ul style="list-style-type: none"> • improve pedestrian connectivity • improve the transport interchange • meet commuter parking demands and • promote opportunities for takeup for mixed use development, especially as Eastwood Station is an express stop station and on route for a number of bus routes including cross regional bus routes.
Denistone Station	<p>Denistone Station is located between West Ryde and Eastwood Stations and there is a steep incline in the railway between West Ryde and Eastwood. The topography varies considerably in the area surrounding the railway and the station is largely surrounded by residential properties</p>

	<p>and open space areas as a result. Land in proximity is also potentially subject to slip.</p> <p>Denistone Station was studied together with a number of other small centres in Ryde under Council's Local Planning Study (2010). It was decided that no changes would be made to the existing planning controls for this location and it will continue to be low density residential. Planned growth is to be focussed on the town centres either side of Denistone (Eastwood and West Ryde).</p> <p>Recommendation: Minimal change. Consider improvements to pedestrian circulation and connectivity including to overcome vehicle pinch points at rail crossing, in consultation with Council. Design to facilitate "kiss and ride".</p>
West Ryde Station	<p>A master plan and a Draft DCP have been prepared for the West Ryde Town Centre. It is anticipated that the Draft DCP will be exhibited in mid 2012. West Ryde Station is located near a major through road – Victoria Road.</p> <p>Recommendation: A better interchange is recommended, to respond to anticipated significant growth. The State government should examine and respond to the draft DCP (when exhibited) and engage in a holistic approach to utilising the airspace and land adjacent to improve pedestrian connectivity and community connections between both sides of the railway station, and potential for mixed use redevelopment.</p>
Meadowbank Station	<p>Meadowbank is undergoing huge growth, in particular on the eastern side of the railway where large scale residential redevelopment of former industrial land is occurring. Meadowbank TAFE adjoins the station and rail line. New high density residential developments, and a shopping precinct has opened in close proximity to the station. Vehicular and pedestrian access and community connectivity is constrained around this station due to the configuration of the vehicular crossing overbridge across the rail line.</p> <p>Recommendation: Any redevelopment of railway land and land adjacent to the corridor should improve pedestrian accessibility, amenity and community connectivity, in particular to facilitate linkages between the station and the education precinct, surrounding commercial and retail uses and improve night time linkages to the TAFE. Reconfigure the street access/vehicular road bridge to the south of the station to provide a more direct approach from both sides of the railway. Consider provision of commuter car parking.</p>
Macquarie University Station AND Macquarie	<p>These are both underground railway stations and both are located either adjacent or in close proximity to major road corridors.</p> <p>For both stations, the zone of influence is an issue for development adjoining the rail line. The Macquarie Park Corridor has been the subject of extensive study and preparation of associated planning controls,</p>

Park Station	<p>including a DCP (Part 4.5 of DCP 2010) designed to improve vehicular, pedestrian and cycle permeability within the Corridor. The DCP identifies a Structure Plan establishing street layout and blocks, open spaces and built form which together will strengthen the existing corridor identity and character and create the public domain environment within which development of sites can occur. Of particular relevance is that the structure plan supports public domain spaces around the three train stations ("station squares") and opportunities for modal interchange.</p> <p>The mode split in Macquarie Park Corridor is now 15/85%, and the desired mode split is 60/40. State rail needs to be an active partner for this to be achieved.</p> <p>Recommendation: Work with the City of Ryde and other state agencies to review precinct for improved access, activation, public domain spaces and transport interchange opportunities.</p>
North Ryde Station	<p>This is an underground railway station. The area surrounding the North Ryde Station is largely undeveloped and is currently the subject of a transit oriented redevelopment project proposed by Transport for NSW under a State Significant Development Application. Known as the "North Ryde Precinct Project", the project comprises 3.99 hectares of land centred around the North Ryde railway station is predominately in government ownership. City of Ryde has been included in the working group on this project.</p> <p>Recommendation: Plan for best practice transit oriented development. Facilitate access to the station for the residential community south of Epping Road.</p>

3.4 Transit oriented development schemes around railway stations

(How rail corridors might contribute to facilitation of transit oriented development schemes around railway stations)

In the choice of location for transit-oriented development schemes and mixed use development projects, it is essential to be mindful of the hierarchy of centres which have been identified under the Metropolitan Strategy and which Councils are using to plan for growth.

Growth potential/developer take-up for mixed use property development in proximity to railway stations in centres also relies on well designed and efficient transport interchanges of a commuter system and its ability to attract and serve local communities.

All existing railway stations should have improved interchange facilities to promote pedestrian connectivity, seamless mode change, opportunities for public spaces to be activated, and in turn to increase public transport patronage.

At many stations, such as those on the Northern Rail line in the Ryde LGA, interchanges with other modes need to be improved to facilitate passenger transfer from buses to trains,

and from other public transport modes including (walking, taxis, and, in the case of Meadowbank, ferries) and private vehicles (cars, cycles).

Improvements are also needed to provide for safe, accessible and convenient means to cross rail lines that do not act as barriers to access within centres. Standalone overhead pedestrian walkways and underpasses are inappropriate for equitable access.

Any existing car parking should not be lost in the redevelopment of station precincts. Opportunities for use of the airspace over railway stations to meet commuter car parking demands should be explored.

3.5 Community Connectivity

(How rail corridors might contribute to connectivity of communities either side of railway lines)

The railway line between Meadowbank and Eastwood is above ground and creates significant barriers to connections either side. There are minimal and narrow crossing points principally designed for vehicles but not designed to cater for increases in traffic experienced over time.

Congestion causes issues for through and local traffic, bus services and service vehicles. Access across the railway for pedestrians and cyclists is also restricted and amenity is poor.

The varying topography along the Northern Rail corridor warrants consideration in the planning for improvements and for ameliorating impacts on connectivity. Opportunities exist at the railway stations on the Northern Line through the Ryde LGA at Eastwood, West Ryde and Meadowbank in conjunction with Council planning.

Refer **Table 1** for recommendations related to pedestrian connectivity for stations in the City of Ryde.

4. Other Areas of Inquiry

4.1 Transit-oriented devt, integrating land use and transport

Transit-oriented development has been supported by Ryde Council's adopted programs, strategies and planning controls for compact mixed use centres. In particular this has been through the master planning and preparation of development controls under Council's Urban Villages program, and subsequent comprehensive reviews under the Ryde Local Planning Study which informed the preparation of a Ryde's new comprehensive LEP.

This program also responds to the growth targets set by the INSS and aims to focus that growth within centres that are well served by public transport. Ryde is well-placed to meet jobs and residential targets set by the INSS as a result.

4.2 The Current Planning and Policy Framework

Ryde's *Local Planning Study* prepared in response to the Metropolitan Strategy and draft Inner North subregional strategy, supports the key principles and strategies of integration of land use and transport.

Council's principal planning framework promotes mixed use around railway stations in town centres on the City of Ryde.

City of Ryde implemented an integrated approach to transport and land use planning for some time now through the Urban Villages Program, commenced well over ten years ago. This integrated approach is based on the concept of the urban precinct being located around a high frequency public transport node or interchange incorporating:

- A mix of land uses, including retail, commercial, employment, residential and leisure, attractive and well used public spaces;
- A safe and convenient pedestrian environment;
- Urban design elements which promote community pride and identity;
- Compact living and working environments.

4.3 Regulatory and Policy Implementation Barriers

(regulatory and policy barriers to implementing rail corridor projects)

A whole of government approach is necessary for implementing best practice in planning for appropriate use of airspace and development of land in and around existing railway stations, especially those within existing built up areas.

Council now has planning controls in place in its town centres and major centres to assist implementation of rail corridor projects.

Council's approach to centres is well considered and supported by the community. However it should be noted that the Ryde community is sensitive to building height and tall buildings over the rail lines may be an issue if out of step with Council's planning framework.

4.4 Financing and Funding Issues

(issues relating to the financing and funding of such projects)

Should they proceed, such projects should be subject to section 94 developer contributions as the development will create demand for public space, services, etc. Even if developments are for affordable housing, residents of this group will also need services and access to open space.

4.5 Project Compatibility Assessment

(methods of assessing the compatibility of projects with the local community)

Projects should:

- Be master planned in conjunction with local government and other key stakeholders

- Designed in the context of adopted studies, strategies, and planning controls at local, regional and metropolitan levels which have involved consultation and participation
- Involve community benefit testing, including a balanced assessment of net community benefits as well as what disbenefits and how these will be ameliorated
- Meet the requirements of SEPP No. 65 - Design Quality of Residential Flat Development

Consideration should also be given to the setting of minimum requirements for active open space within walking distance for the use of residents of such projects.

4.6 Best Practice Examples

(Examples of best practice from other jurisdictions)

A number of best practice examples exist in the areas covered by the inquiry, in Sydney, interstate and overseas. Such examples are usually in higher order size centres (Town Centre, Major Centre, Central Business Districts).

The following examples demonstrate well-designed and good size useable accessible and activated pedestrian areas utilising land adjacent and/or within rail corridors:

- Sydney:
 - St Leonards station precinct
 - Parramatta Interchange
 - Martin Place
- Melbourne: Federation Square
- Overseas:
 - Hi Line Park, New York, USA
 - Millennium Park, Chicago.

Conclusion

City of Ryde looks forward to further participation in the process of the inquiry if required, and to consideration of the findings of the inquiry.