



Transport
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North Ryde Station Precinct Part 3A and SSS Application Executive Report

“A vision for a new transit orientated development”

30 November 2010



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1. Executive Summary and Project Vision

This document sets out a vision for the proposed redevelopment of the North Ryde Station Precinct into a transit orientated development (TOD). This document also identifies how the proposal responds to and supports State and Local plans and policies, and how TOD principles would be met.

Project Vision

The overall vision for the project is to:

- Provide a transit orientated development (TOD) to support new rail infrastructure, on land that is currently under developed.
- Maximise public transport patronage through the appropriate placement of compatible land uses and improvements in accessibility and connectivity through the precinct and to the North Ryde Station.
- Achieve a high level of economic, environmental and social outcomes.
- Achieve planning and design innovation and excellence.
- Provide both anchor and destination uses to maximise activation of the station.

Key Information

Table 1 outlines the key development information relating to the precinct's full development.

Table 1: Development Key Information

Item	Statistics
Site Area	13.99 Ha
Estimated Capital Investment Value <i>(Source: WT Partnerships, Oct 2010)</i>	\$987 million
Estimated Number of Construction Jobs <i>(Source: TCA, Nov 2010)</i>	5,440
Estimated number of on-site jobs when development is completed <i>(Source: Land Use Assessment, SGS Economics & Planning Nov 2010)</i>	2,144
Estimated number of patrons through North Ryde station per day (Precinct fully development) <i>(Source: Traffic Assessment, ARUP Nov 2010)</i>	7,000
Current number of patrons through North Ryde station per day <i>(Source: RailCorp)</i>	1,050

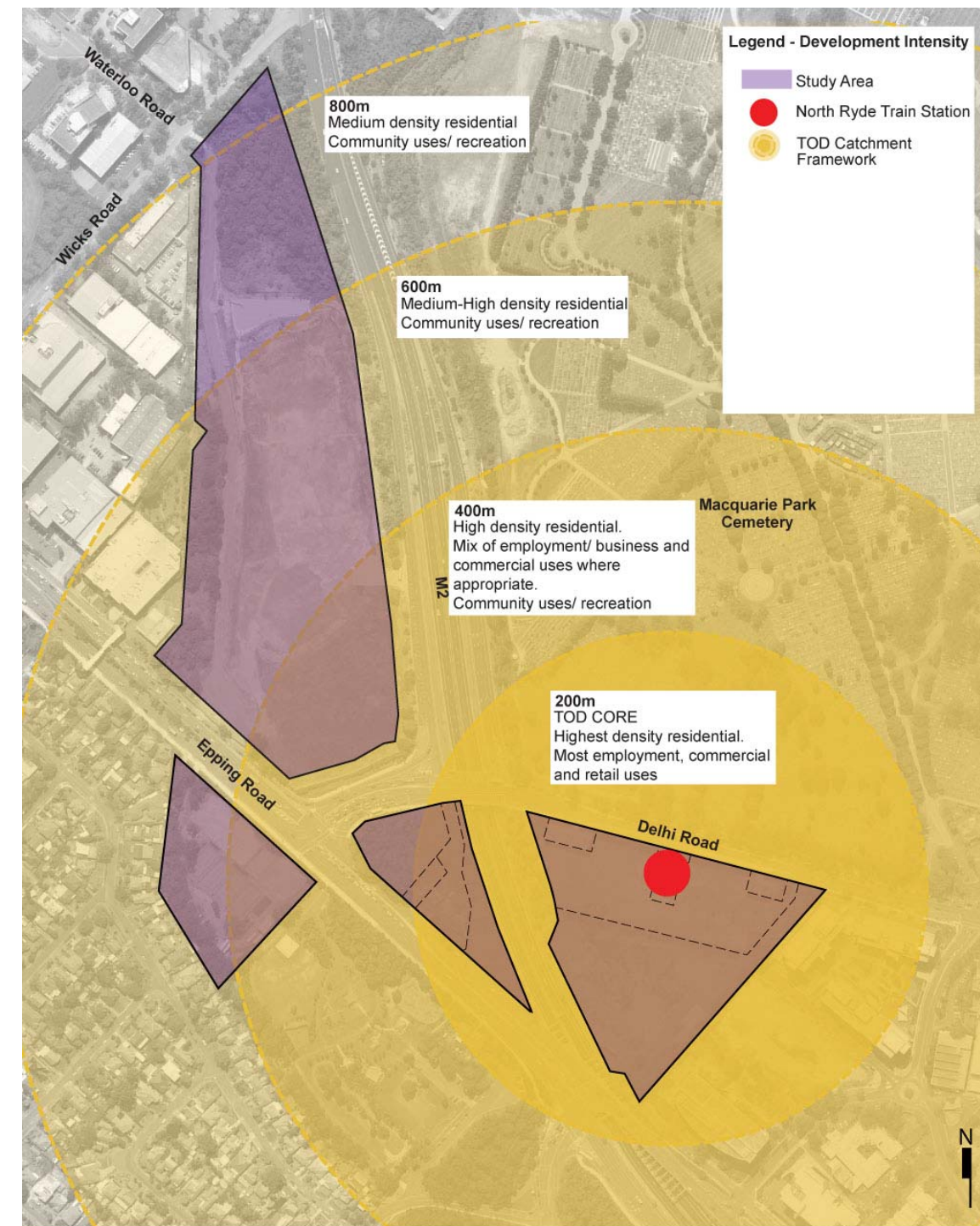
Summary

The North Ryde Station Precinct is located on the Epping to Chatswood Rail Link (ECRL), which is a new high quality underground rail link connecting the growing Macquarie Park area to the Metropolitan Cityrail network. The ECRL was a \$2.3 billion investment by the NSW State Government, which commenced services on 23 February 2009. Since commencement of services commuter patronage levels have been beyond expectations with 11,500 people using the ECRL daily.

The North Ryde Station, however, has been operating well below its patronage capacity. This is primarily due to the surrounding "North Ryde Precinct" being largely undeveloped with poor connectivity between the station and nearby residential catchments to the south. In order to rectify this situation, a transit oriented development (TOD) that encourages station usage and improves connectivity is proposed for vacant lands around the North Ryde Station known as the "North Ryde Station Precinct".

The precinct's development will have significant public transport benefits with an expected additional 6,000 journey's made to and from the North Ryde station daily as a result of the development.

Figure 1: North Ryde Station Precinct



Source: Architectus

2. The Precinct

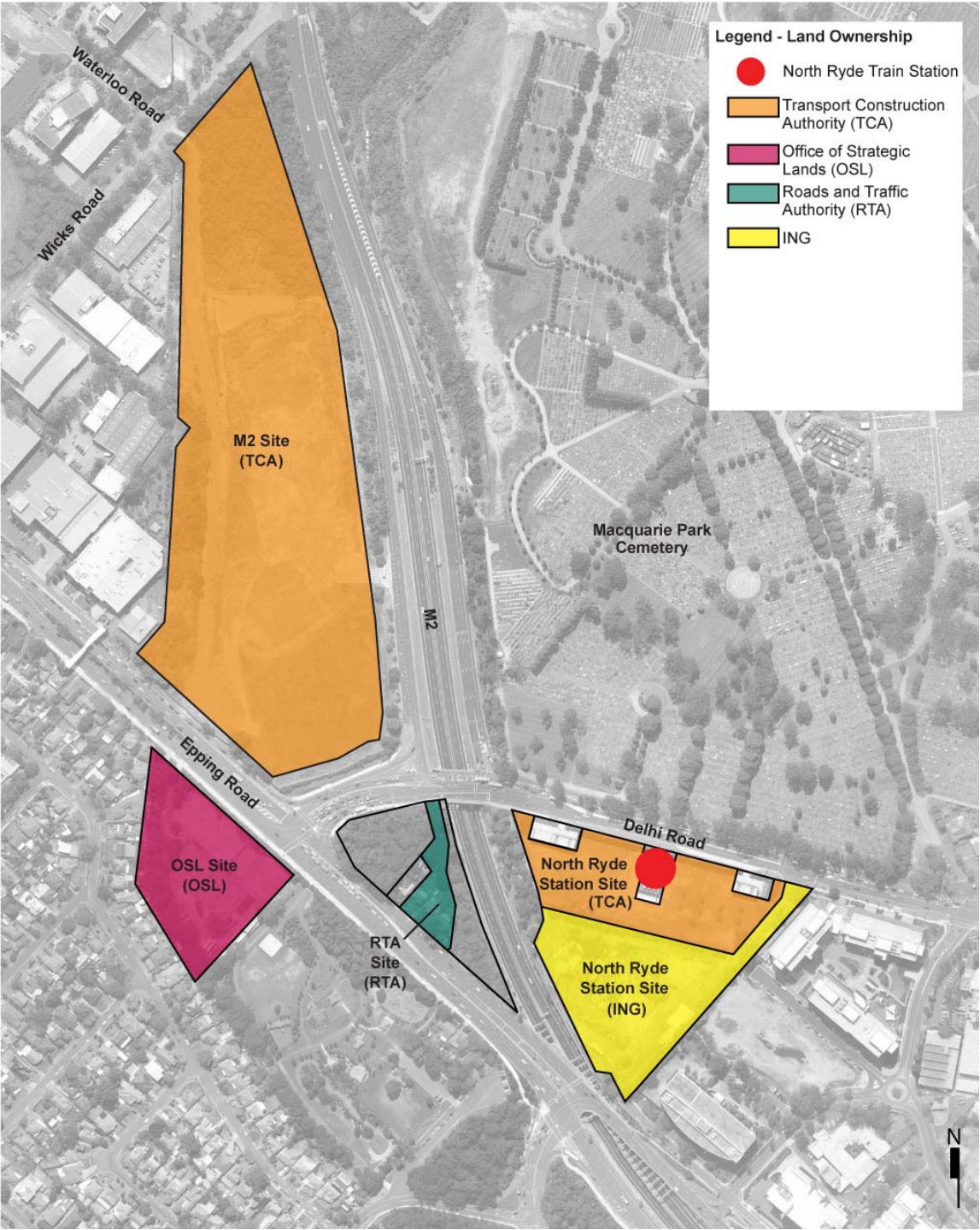
The precinct is situated within the City of Ryde Local Government Area, at the southern end of the Macquarie Park Corridor (refer to **Figure 2**). The precinct’s total land area is 13.99 hectares. The North Ryde Station Precinct is divided by the M2 Motorway, Epping Road and Delhi Road. The entire precinct is found within 800 metres of the North Ryde Station.

The North Ryde Station Precinct consists of four sites, which are identified in Table 2.

Table 2: Summary of North Ryde Station Precinct Lands

North Ryde Station Precinct				
Site Name	Portions	Ownership	Lot/DP	Site Area (Ha)
M2 Site	M2 Site (27 Epping Road)	TCA	Lot 101 DP 1131776 and Lot 100 DP 1131776	9.16
North Ryde Station Site	North Ryde Station Site - Northern Site	TCA	Lot 4 DP 1131774	1.30
	North Ryde Station Site - Southern Site	ING	Lot 160 DP 1136651	1.76
Office of Strategic Land Site	OSL	OSL	Lot 565 DP 28914	1.48
RTA Site	RTA Land	RTA	Lot 11 DP 1017829, Lot E DP 28507, Lot 11 DP 27851, Lot 12 DP 27851, Lot 20 DP 1017829 and Lot 21 DP 1017829	0.29
	Total			13.99

Figure 2: North Ryde Station Precinct Sites



Source: Architectus

3. Challenges and Opportunities

The North Ryde Station Precinct proposal is a plan for a new community through provision of a transit orientated development. The proposal is an opportunistic development that makes greater use of North Ryde Station and aims to provide interconnectivity between isolated sites making them feel like a natural connection.

The various challenges and opportunities in achieving the proposed TOD have been identified below.

Challenges

The precinct provides a number of challenges, including:

- Need to increase patronage at North Ryde Station;
- Need to improve connectivity to the station from surrounding land uses;
- Need to provide greater connectivity in and around the precinct for pedestrians and bicyclists in order to activate surrounding streets;
- Need to provide more appropriate land uses that better integrate with the station;
- Need to consider the existing environment, i.e. Precinct's existing physical constraints, road network, traffic volumes, noise generated and access to Station.

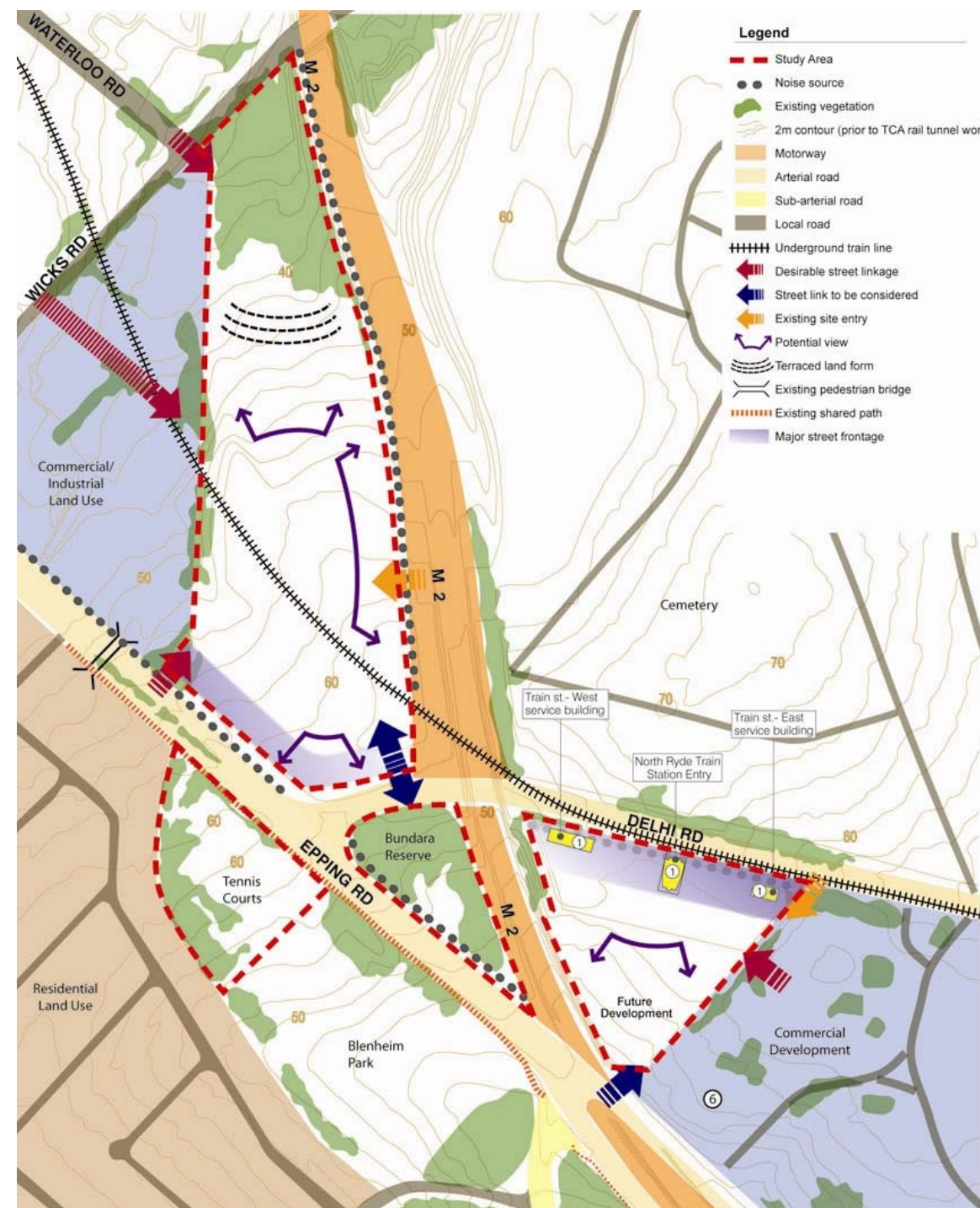
Opportunities

The proposal creates significant opportunities at the State, regional and local levels, including:

- **Increasing** patronage at North Ryde Station by increasing land uses immediately adjoining the station;
- **Improving** connectivity between North Ryde Station to and surrounding areas, in particular residential lands to the south of Epping Road;
- **Achieving** a TOD in proximity to a new railway station and in an under developed area, with a whole of government approach given that the precinct is predominately in government ownership;
- **Creating** communities that are well connected to employment areas via public transport, pedestrian and bicycle connections;
- **Creating** a benchmark TOD that would have significant measurable economic, environmental and social benefits;
- **Creating** open space and recreational areas to support the proposed land uses and incoming population;
- **Protecting and Rehabilitating** existing riparian corridor in northern section of M2 Site.

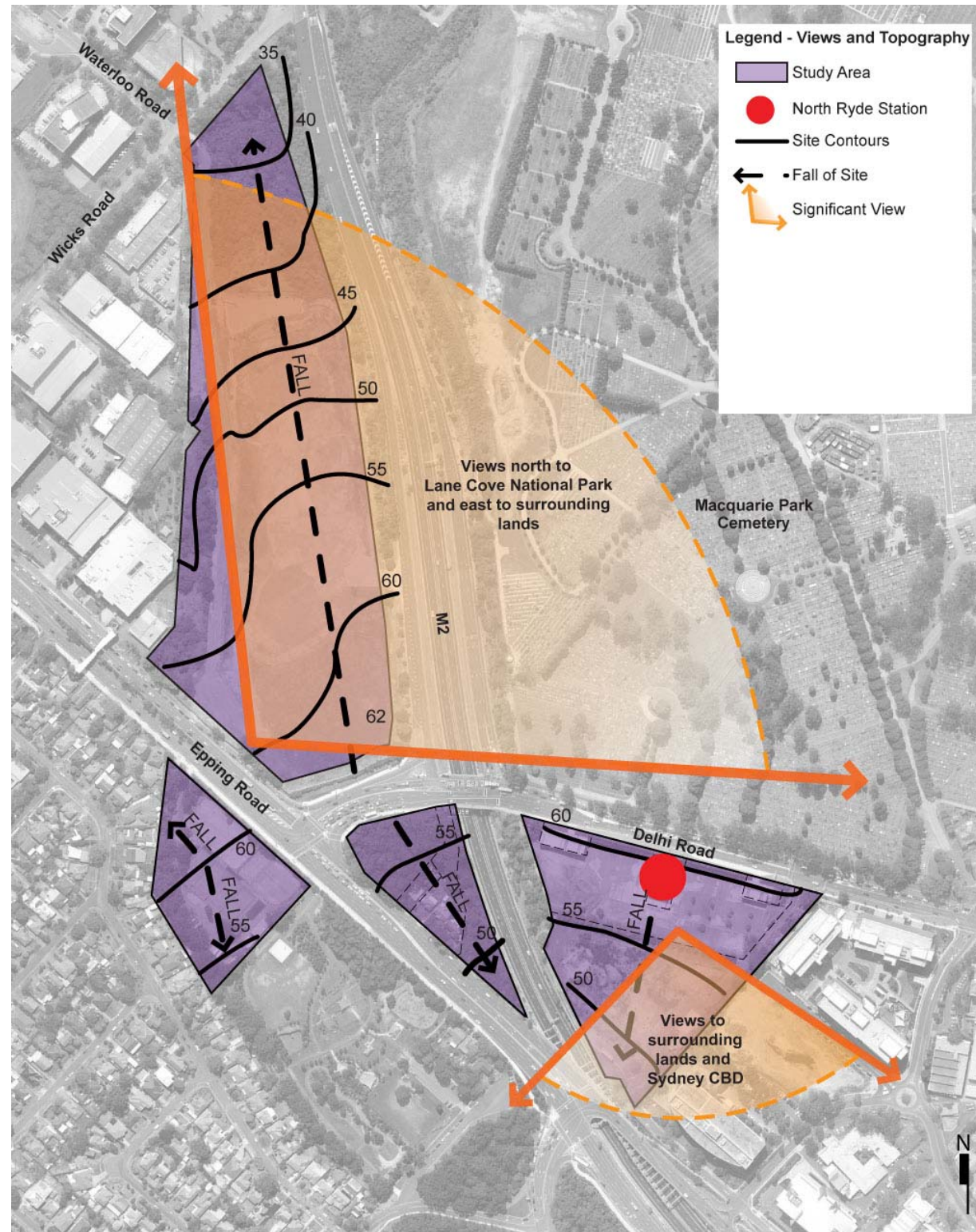
Figures 3 to 7 identify the physical challenges and the potential opportunities to improve connectivity within the precinct.

Figure 3: Site Analysis



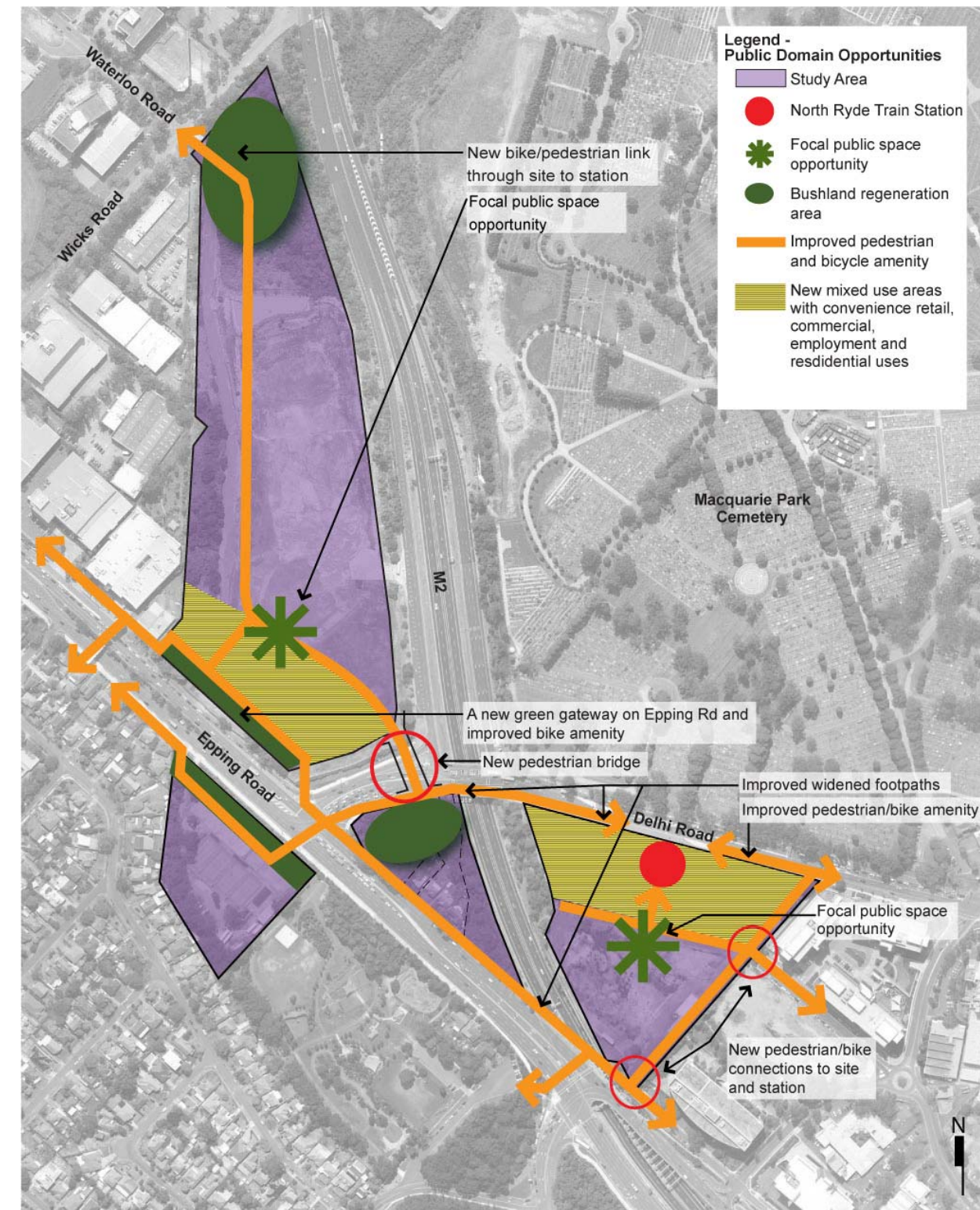
Source: Architectus

Figure 4: Significant Views from Precinct



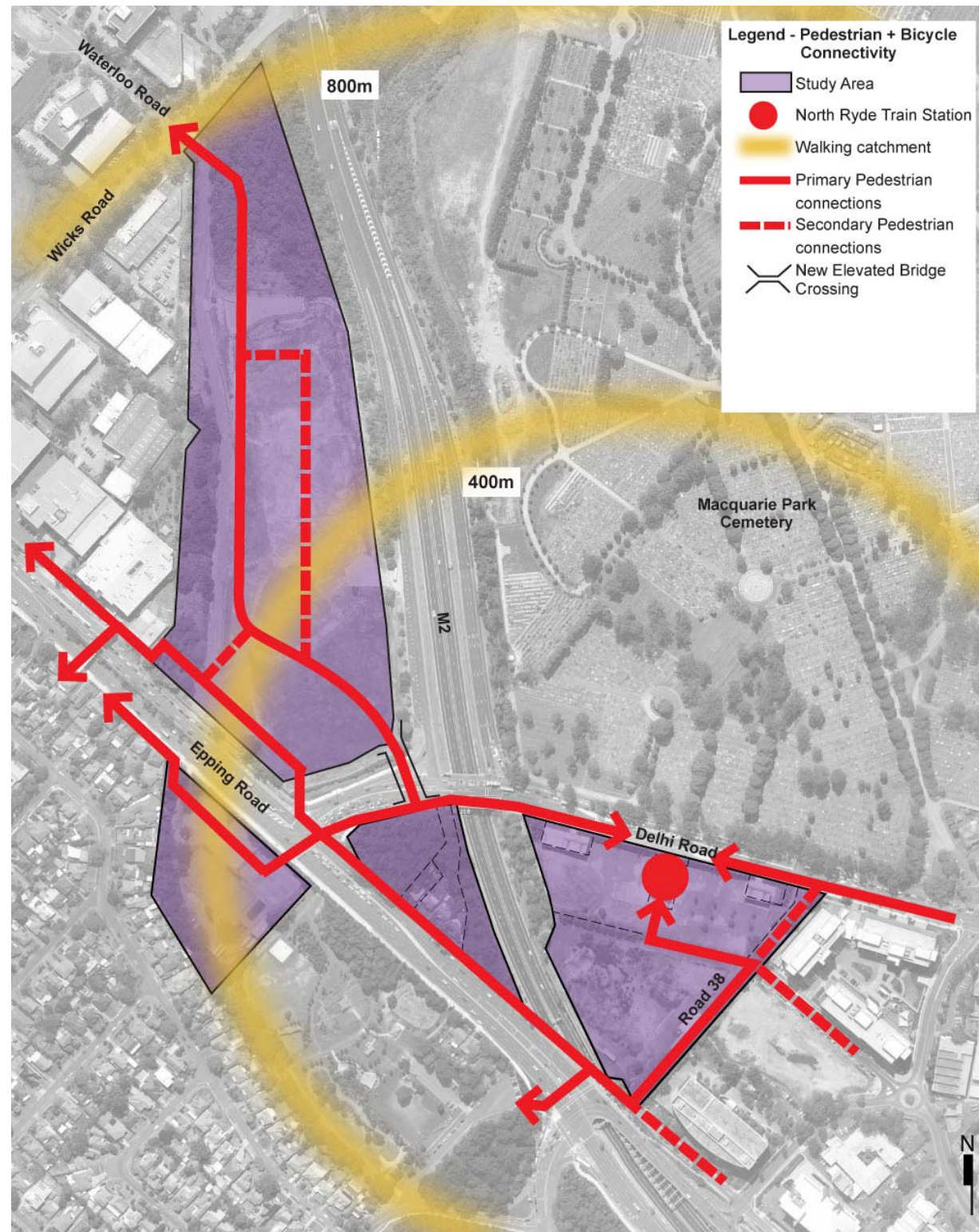
Source: Architectus

Figure 5: Public Domain Opportunities



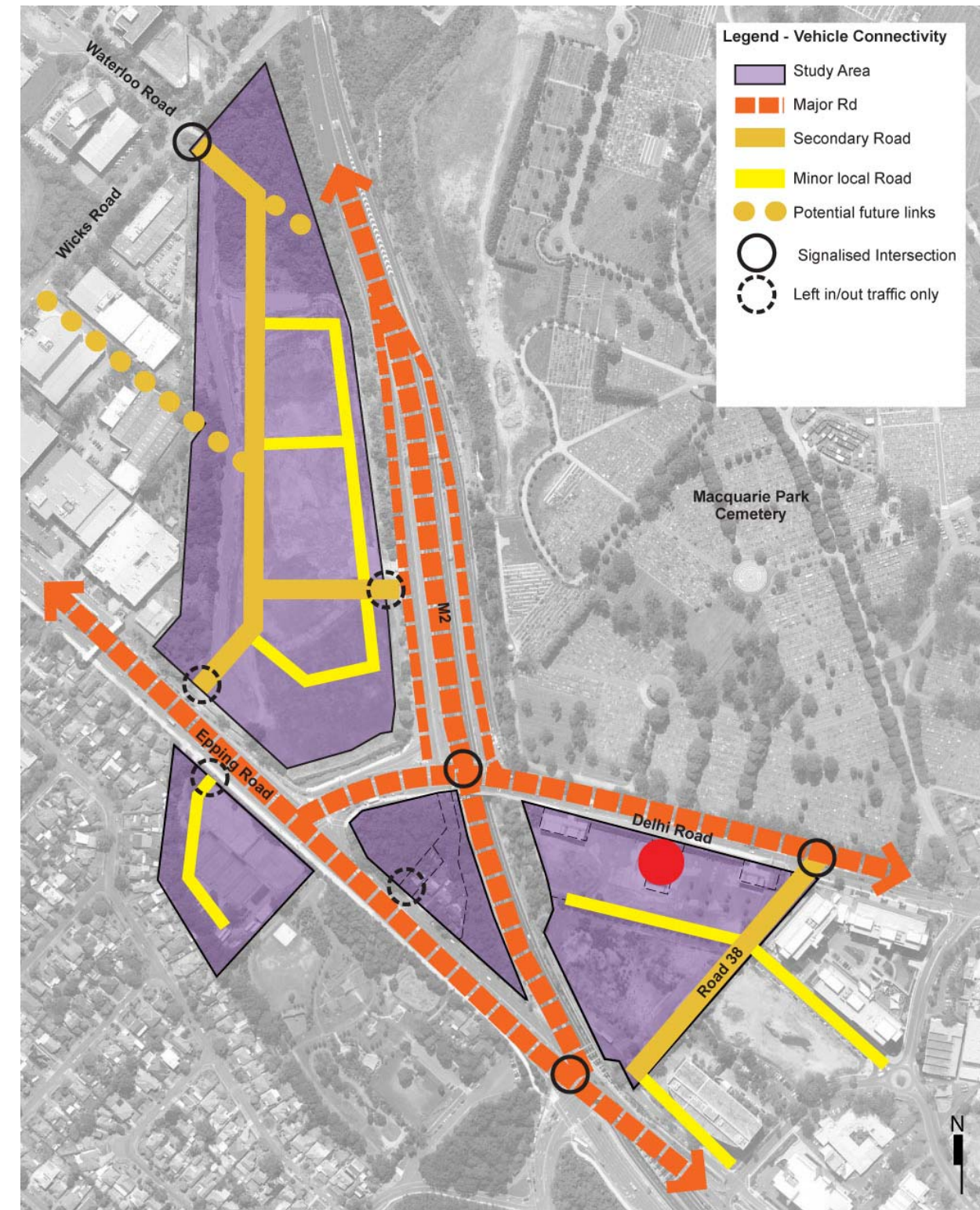
Source: Architectus

Figure 6: Pedestrian Connectivity



Source: Architectus

Figure 7: Street Network and Connectivity



Source: Architectus

4. TOD and Precinct Development Principles

The proposal offers an opportunity to achieve a TOD in an under developed precinct that has access to new a railway station. The *“Transit oriented development: guide for practitioners in Queensland”*, prepared by the Queensland Government, October 2010 (TOD Guide), defines a TOD as having the following characteristics:

- a rapid and frequent transit service
- high accessibility to the transit station
- a mix of residential, retail, commercial and community uses
- high quality public spaces and streets, which are pedestrian and cyclist friendly
- medium to high-density development within 800 metres of the transit station (i.e. the TOD precinct)
- reduced rates of private car parking.

The principles on which TODs have been generally designed are based on those established by Peter Calthorpe in, *“The Next American Metropolis”*, 1993. As identified in the TOD Guide, Calthorpe’s principles of transit oriented development included:

- Organise growth at a regional level to be compact and transit supportive.
- Place commercial, housing, jobs, parks and civic uses within walking distance of transit stops.
- Create pedestrian-friendly street networks, which directly connect local destinations.
- Provide a mix of housing types, densities and costs.
- Preserve sensitive habitat, riparian zones and high-quality open space.
- Make public spaces the focus of building orientation and neighbourhood activity.
- Encourage infill and redevelopment along transit corridors within existing neighbourhoods.

The Queensland Department of Infrastructure and Planning 2009, expanded on the above principles under six key themes, including location, land use, design, transport, social and process. In all, this included 21 agreed principles.

The North Ryde Station Precinct development encourages greater activity on adjoining lands through the implementation of suitable land uses and encourages greater use of public transport network.

The proposal is consistent with Calthorpe’s principles and those identified in the TOD Guide, as it would achieve the following:

- Mixed use development surrounding the North Ryde Station, with greater focus on residential development;
- Increased residential density around North Ryde;
- Integrate North Ryde Station with retail, commercial and recreational uses therefore stimulating activity around the station;
- Provide pedestrian and bicycle connectivity to North Ryde Station;
- Provide a high level of pedestrian and bicycle connectivity to nearby employment; and
- Provide liveable and active public domain spaces for the community that integrate with proposed land uses and North Ryde Station.
- Include rehabilitation of the riparian corridor to the north of the M2 Site; and
- Provide high quality open space that is within walking distance.

Figures 8 to Figure 13 demonstrate examples of design outcomes for a TOD.

Figure 8: High Density Built Form



Source: Architectus

Figure 9: Medium Density Built Form



Source: Architectus

Figure 10: Pedestrian Connection



Source: Architectus

Figure 11: Open Space



Source: Architectus

Figure 12: Public Domain



Source: City of Sydney

Figure 13: Street Design



Source: McGill Street Precinct, Summer Hill - Hassell

5. The Proposal

The proposal consists of the following:

- Establishing strategic land use controls, which will be mainly detailed through a State Significant Site (SSS) listing;
- A Concept Plan Application; and
- Stage 1 Project Application.

The Concept Plan and Stage 1 Project Applications will be supported by an Environmental Assessment Report. The SSS application will be supported by a SSS study.

Strategic Land Use Controls

Rezoning of the precinct will be sought through an amendment to Schedule 3 of the Major Development SEPP. At this stage specific zones have not been considered in detail although these will be included in the Concept Plan application. An amendment to *Ryde Local Environmental Plan 2010* would also be subsequently sought.

The following potential standard template (under the *Standard Instrument (Local Environmental Plans) Order 2006*) zones have been identified consistent with the zoning approach adopted by Council elsewhere in the LGA:

- Open space – Zone RE1 Public Recreation.
- Mixed use areas - Zone B4 Mixed Use.
- Ecologically significant lands - Zone E2 Environmental Conservation.
- Medium to high density residential - Zone R3 Medium density residential and/or Zone R4 High density residential.

Concept Plan Proposal

A Concept Plan is proposed to be prepared to capture key principles of the development and establish a framework for the future development of the respective sites. The preliminary Concept Plan provides an overall of gross floor area of approximately 350,000m²

A detailed staging for all the sites has not been prepared. Given the nature of the proposal and need to activate the station, it is aimed to develop the M2 site and North Ryde Station site first. The remainder of the sites are expected to be developed in the medium term. Importantly, land owned by OSL, which is located along Epping Road is understood to be in long term lease arrangements with current occupiers, therefore any potential redevelopment is expected to occur in the long term.

Stage 1 Proposal

The proposal includes a Stage 1 Project Application. The works captured under the Stage 1 Project Application relate only to the M2 site and the North Ryde Station Site, and include:

- Secondary roads and associated infrastructure (Figure 7);
- 3 x minor local roads adjoining Road 38 and associated infrastructure (Figure 7);
- Road drainage infrastructure;
- Pedestrian bridge across Delhi Road (Figure 5);
- Secondary road intersections and access (Figure 7); and
- Subdivision into superlots.

Table 3: Indicative Concept Plan Development Summary

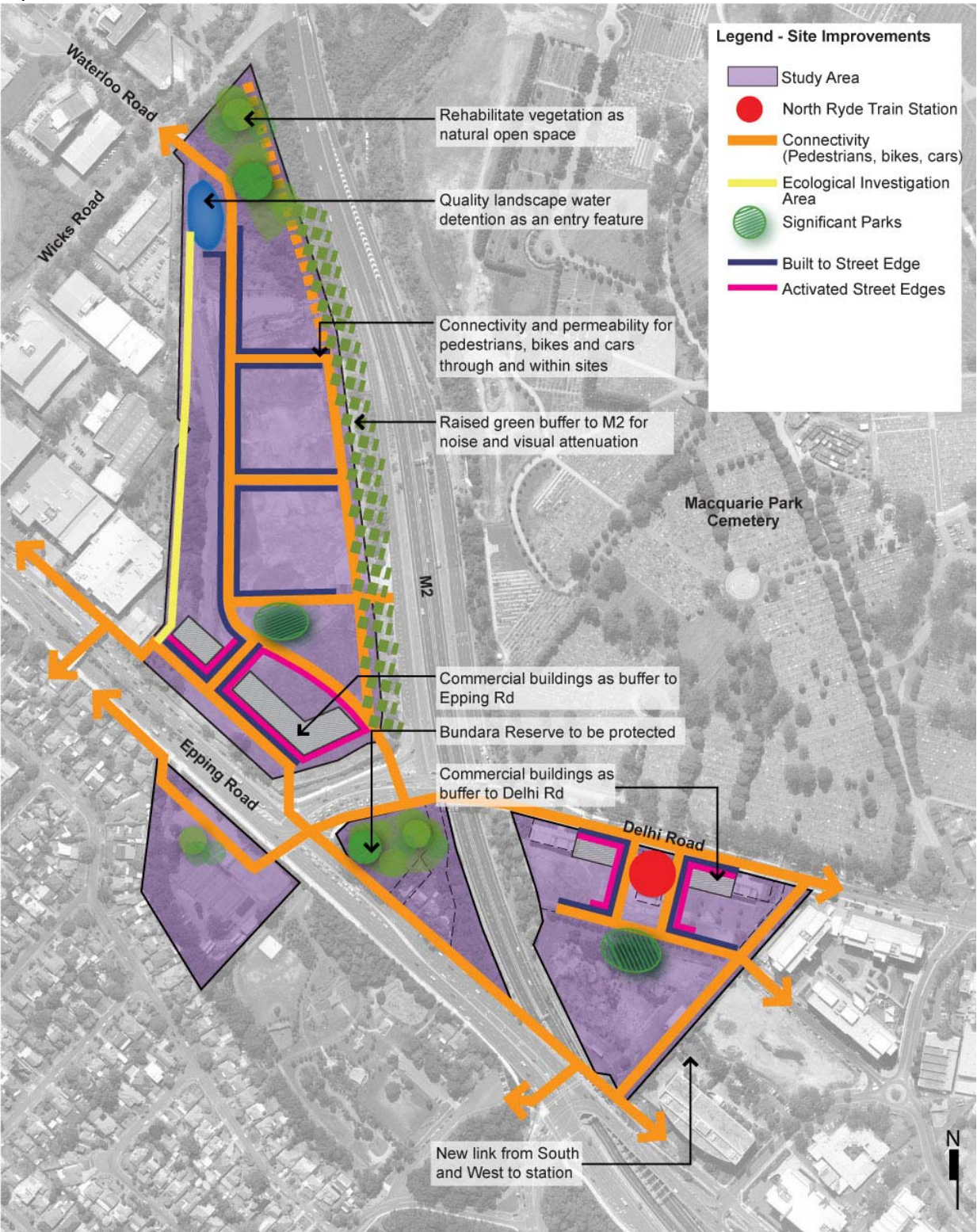
	M2 Site	North Ryde Station Site		Office of Strategic Lands Site	RTA Site	Total
	M2 Site	North Ryde Station Site - Northern Site	North Ryde Station Site - Southern Site	OSL Land	RTA Land	North Ryde Station Precinct
Development Staging (Stage 1)	3 - 5 years	3 - 5 years	3 - 5 years	NA	NA	--
Development Staging (Remainder of works, i.e. buildings, etc)	5 - 10 years	5 - 10- years	5 - 10 years	5-10 years	15+ years	--
Site Areas	9.16 Ha	1.30 Ha	1.76 Ha	1.48 Ha	0.29 Ha	13.99 Ha
Land Use	Proposed Gross Floor Area (GFA) for each site and land use (m ²)					
Commercial	42,300	6,310	0	0	0	48,610
Retail	3,000	3,000	0	0	0	6,000
Residential	202,140	31,608	49,060	18,310	10,710	311,878
Total	247,440	40,918	49,060	18,310	10,710	366,438

The various urban planning components are identified in Figures 14 to 17. A summary of the indicative standards is found in Table 4.

Table 4: Summary Of Indicative Development Framework

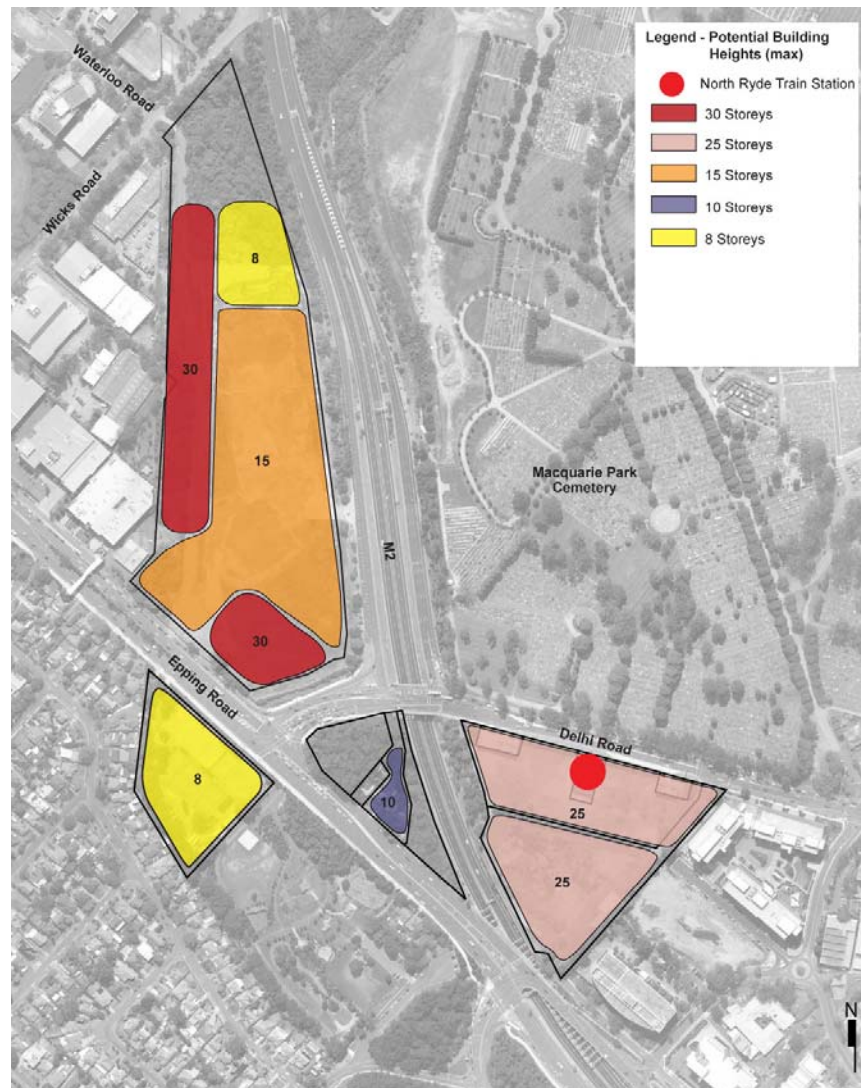
Planning Component	M2 Site	North Ryde Station Site	RTA Site	OSL Site
Land Uses	Mixed Use	Mixed Use	Mixed Use	Mixed Use
Height	Up to 30 storeys	Up to 25 Storeys	Up to 10 storeys	Up to 8 storeys
Density (FSR)	3 - 3.6:1	2.8 - 3.6:1	2.4:1	1.5 - 2.4:1

Figure 14: Indicative Concept Plan Structure and Site Improvements



Source: Architectus

Figure 15: Indicative Heights



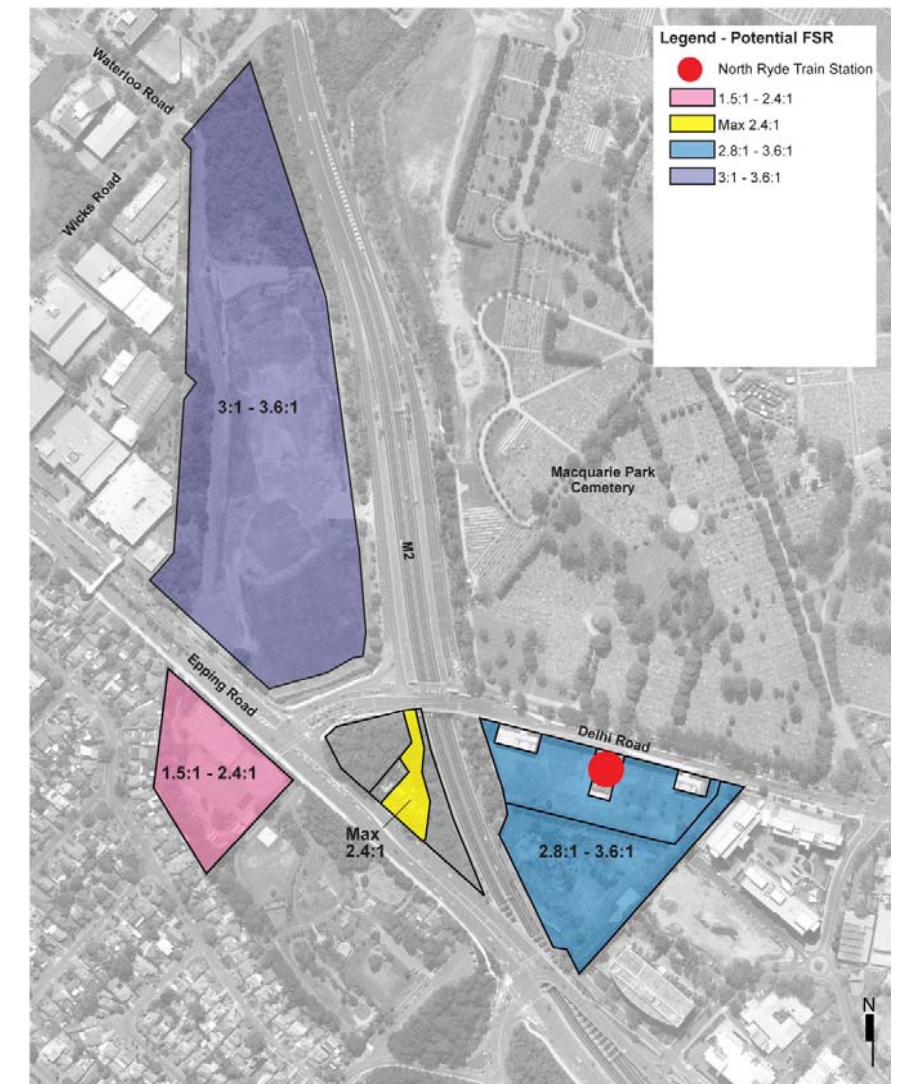
Source: Architectus

Figure 16: Indicative Land Use



Source: Architectus

Figure 17: Indicative FSR Controls



Source: Architectus

6. Improving Access and Activating North Ryde Station

The proposal is expected to provide significant public and sustainable transport benefits with:

- an additional 6,000 patrons over an entire day;
- an additional 4,500 people boarding bus services in the North Ryde area over an entire weekday; and
- 500 weekday bike trips for a range of different purposes.

This will bring the overall patronage at North Ryde Station to around 7,000 patrons per day when the project is complete.

Table 5: North Ryde Station Daily Patronage – Current And Post Project Completion

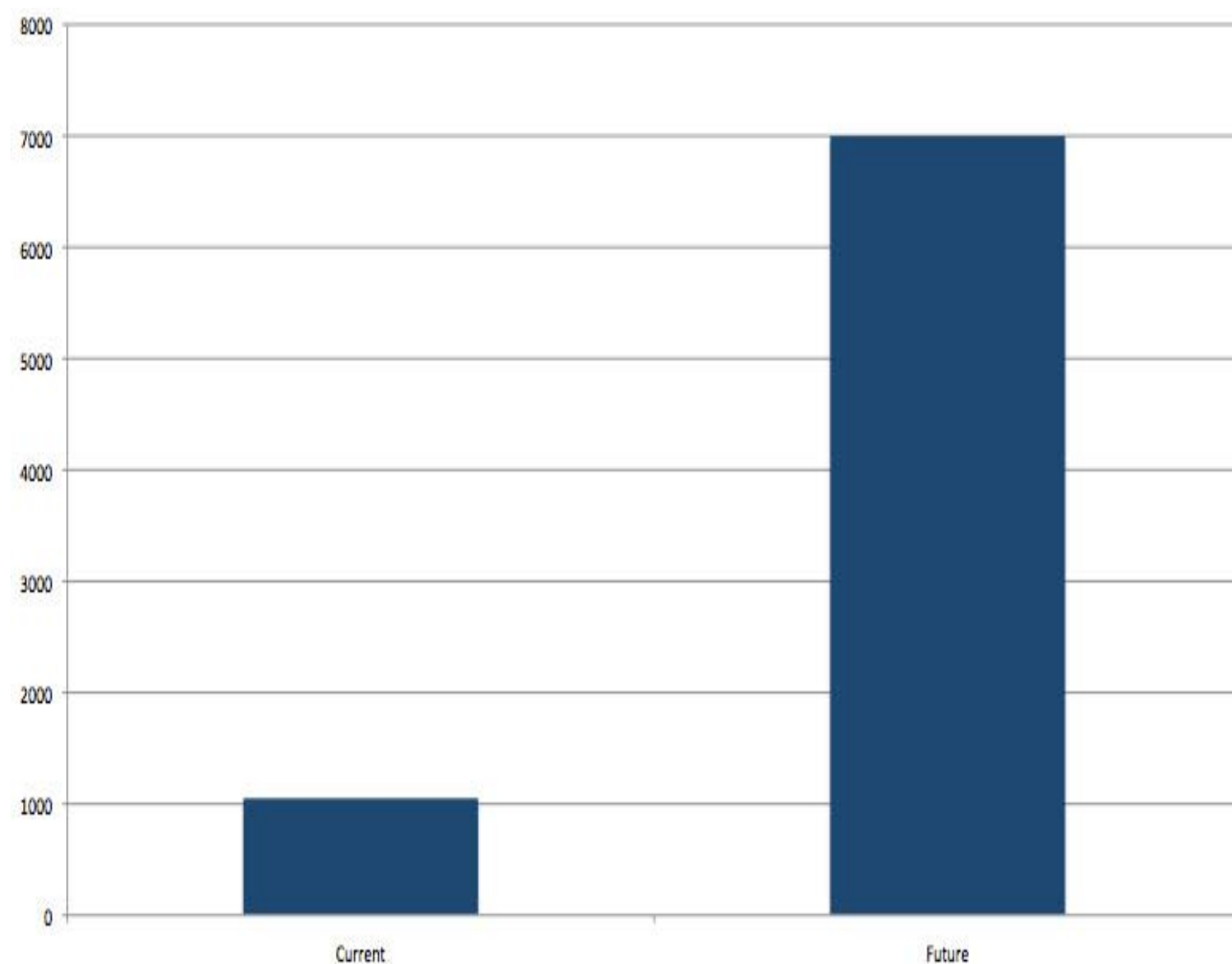
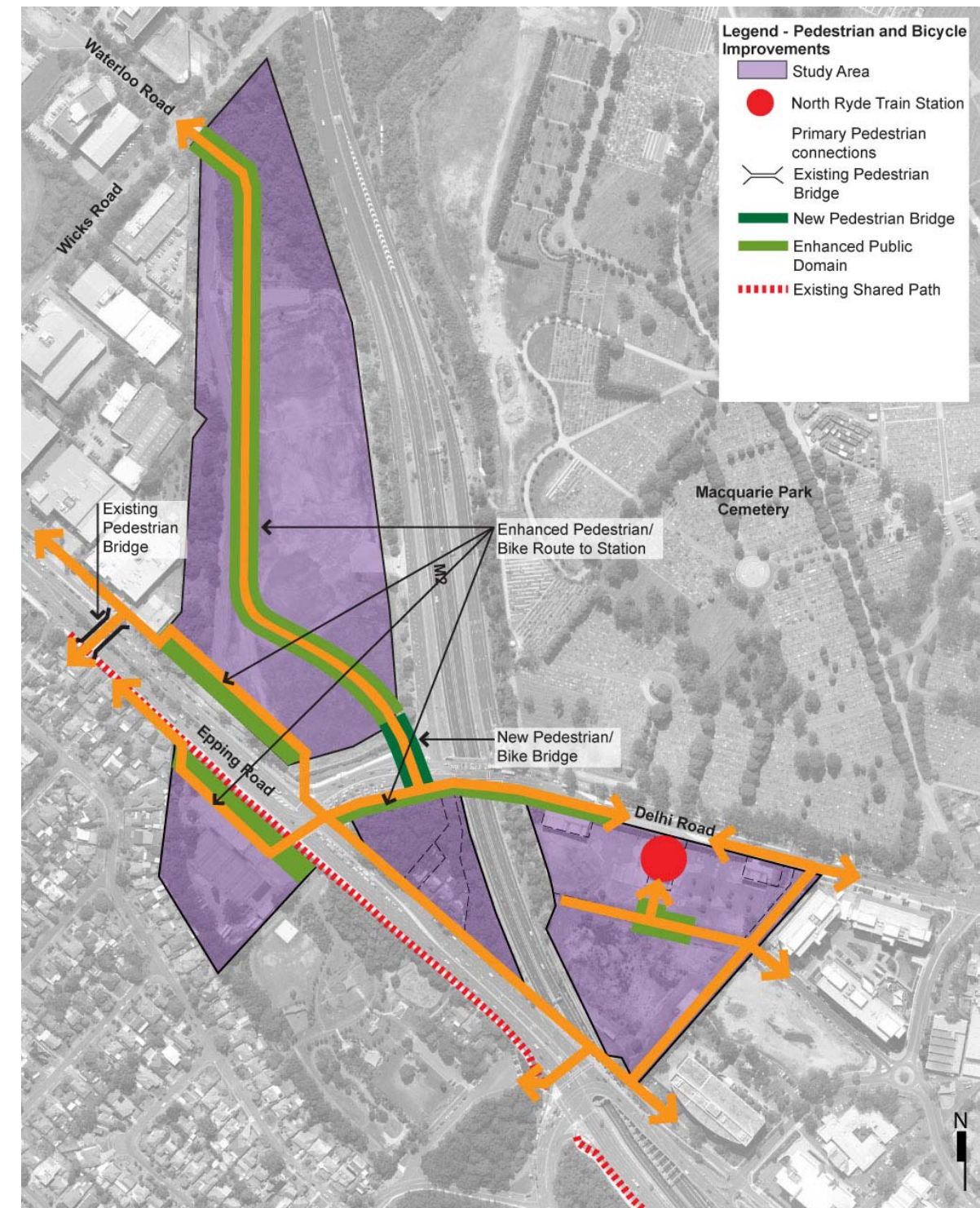


Figure 18: Pedestrian and Cyclist Connectivity



Source: Architectus

7. State Significance

The Guideline for *State Significant Sites under the Major Projects SEPP 1* sets out the key criteria for the consideration for a state significant site listing.

The proposed SSS listing is considered to:

“be of regional or state importance because it is in an identified strategic location (in a State or regional strategy), its importance to a particular industry sector, or its employment, infrastructure, service delivery or redevelopment significance in achieving government policy objectives.”

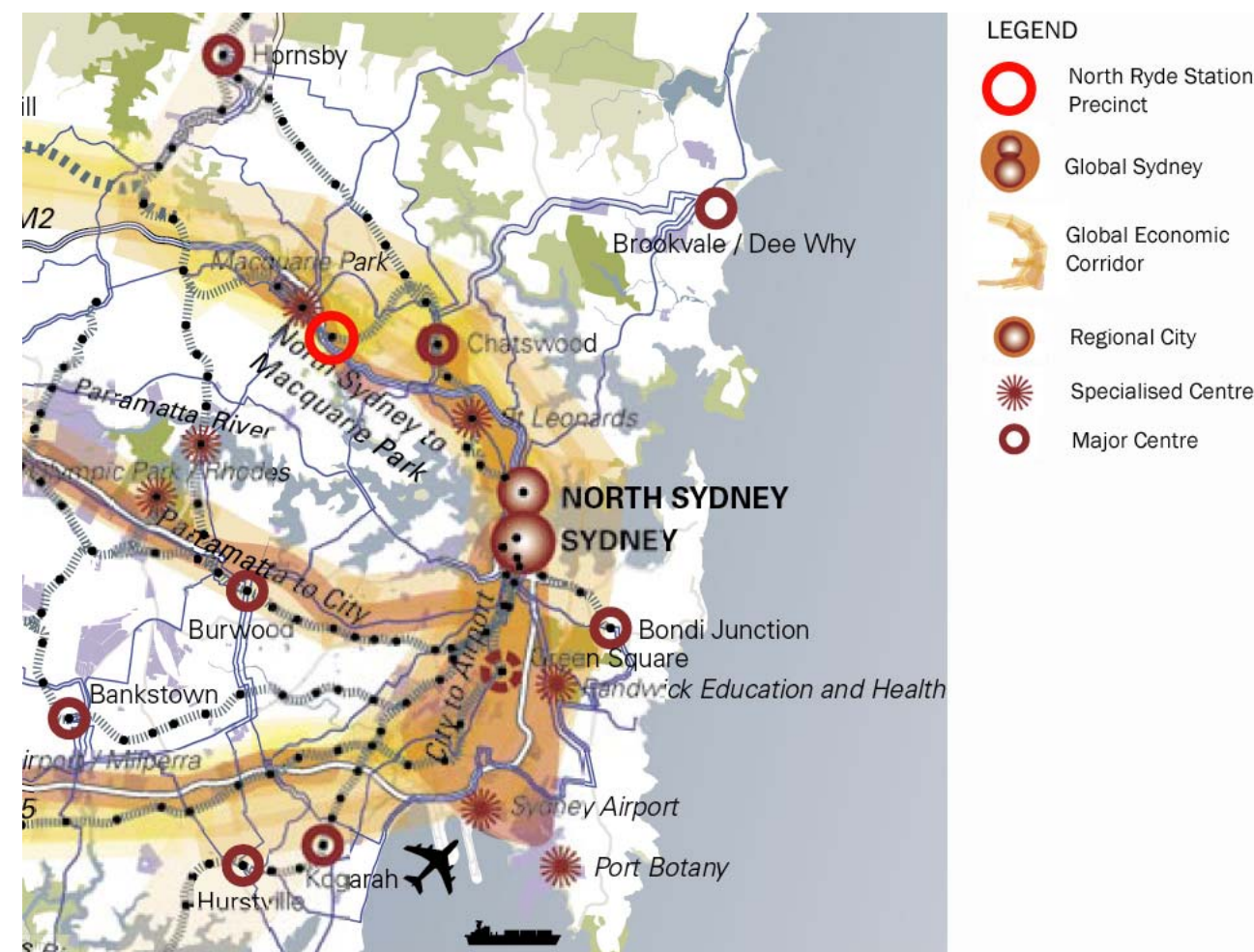
The North Ryde Station Precinct is considered to be a State Significant (SSS) as it has major State and regional significance. The site is located within the Macquarie Park Corridor and would be one of the most significant developments in the corridor. The only comparable medium to high density development sites in scale and capital investment value (in NSW) would be Barrangaroo and Fraser on Broadway.

The Macquarie Park Corridor is identified as a specialised centre in the *Inner North Subregion Draft Subregional Strategy* and is projected to have an estimated 55,300 employees by 2031. The site also forms part of the ‘Global Economic Corridor’ as identified in the Sydney Metropolitan Strategy. The precinct would significantly contribute to the economy of the Subregion and ‘Global Economic Corridor’, as the proposed development of the site is expected to provide up to 350,000m² of floorspace for mixed land use purposes. In addition, it is likely to generate more than 5,000 construction jobs over the life of the proposed development and generate over 2,100 jobs within the Precinct once the development is complete. The on-site retail expenditure from the local employees in the Precinct is calculated to be approximately \$2.5 million per annum. This retail expenditure is additional to the potential on-site retail expenditure generated from the on-site resident population, which totals approximately \$19 million per annum.

Further, the primary aim of the proposal is to better activate the North Ryde Station Precinct and provide appropriate land uses and densities that support patronage at the North Ryde Station. The State Government invested \$2.3 billion in the ECRL and the proposal is considered essential to achieving appropriate utilisation of the railway station. Recent RailCorp data on patronage identified that the ECRL carries an estimated 11,500 customers per day. The ECRL is forecast to carry an estimated 30,000 passengers by 2030. The proposal is expected to contribute an additional 6,000 patrons per day at the North Ryde Station when complete.

The site provides an opportunity for a whole of government approach to integrate land uses and public transport on a unique site, which supports transport priorities, land use priorities and established State Government targets.

Figure 19: Site as located in the ‘Global Economic Corridor’



Source: Base map is the Sydney Metropolitan Strategy, DoP 2005

Figure 20: Location of Station on Metropolitan Rail network



Source: Base network plan from City Rail

8. Statutory and strategic planning context

NSW State Plan

The NSW State Plan identifies key strategies for integrated land use development and specific seeks to achieve “Jobs closer to home”.

The proposal meets the State Plan priorities in the following ways:

- continuing to implement the Metropolitan Strategy, which plans for the growth of the Sydney region and provides guidance for all 41 metropolitan councils on how to best plan for jobs and services close to homes
- integrating urban growth and transport delivery through the Metropolitan Transport Plan and the review of the Metropolitan Strategy and Regional Strategies
- accelerating the establishment of residential and commercial centres around transport hubs

The State Plan sets a target to increase the proportion of people living within 30 minutes by public transport of a Strategic Centre, as part of Priority E5 ‘Jobs Closer to Home’. The Inner North Subregion currently performs above the Sydney average on this target. To maintain the Inner North Subregion’s performance on this State Plan target, Inner North Councils should ensure that at least 80 per cent of new dwellings are located within 30 minutes by public transport of a Strategic Centre.

Sydney Metropolitan Strategy

The proposal is consistent with the actions of the Sydney Metropolitan Strategy (Metro Strategy) and the Inner North Subregion Draft Sub-Regional Strategy (Draft INSS). Specifically, the Draft INSS aims to ensure that adequate land is available and appropriately located to sustainably accommodate the projected housing and employment needs of the region’s population over the next 25 years.

Key actions within the Metro Strategy and Draft INSS that would be achieved by the proposal are identified in Table 5.

Table 6: Review of Metro Strategy and Draft INSS Actions

Sydney Metropolitan Strategy	
Action	Response
A1 Provide suitable commercial and employment lands in strategic areas	The proposal is located within the Macquarie Park Corridor. The site is currently under developed but offers a unique opportunity to provide mixed use land uses to support the North Ryde Station.
B1 Provide places and locations for all types of economic activity and employment across the Sydney Region	The proposal will introduce a range of land uses that will activate the North Ryde Station and surrounding lands. The proposal forms a logical extension to existing development in the Macquarie Park Corridor to the west of the station and the Riverside development to the east of the station. The precinct is also located within the ‘Global Economic Corridor’ corridor as identified in the Metro Strategy therefore it is considered to be of major significance for employment and economic activity. In particular, the CIV for the development is estimated to be \$987 million and is likely to create approximately 5,440 construction jobs.

Sydney Metropolitan Strategy	
Action	Response
B4 Concentrate activities near public transport	The proposal is centred on the newly developed North Ryde Station which forms part of the ECRL. The State Government invested \$2.3 billion in the development of the ECRL. The proposal is aimed to encourage greater use of North Ryde Station and activate lands around the station.
C2 Plan for a housing mix near jobs transport and services	The proposal would include diverse housing within the precinct to promote housing affordability and diverse communities near public transport.
C5 Improve the quality of new development and urban renewal	The proposal will be a benchmark TOD and aims to include appropriate sustainability measures enhancing the quality of redevelopment. The redevelopment of the precinct will be one of the largest urban renewal projects in NSW.

Inner North Subregion draft Subregional Strategy	
Action	Response
Employment	
A3.2 Integration of employment and housing markets	The proposal is a transit orientated development which aims to integrate a variety of land uses to support North Ryde Station.
Employment	
B2 Increase densities in centres whilst improving liveability	The redevelopment will be consistent with TOD principles and promotes higher densities to support activation of the North Ryde Station. The proposal aims to create liveable and active communities with a high degree of amenity including open space and solar access.
B4 Concentrate activities near public transport	The proposal is a TOD that will activate land uses in and around North Ryde Station.
Housing	
C1.2 Apply sustainability criteria for new development	The proposal would meet TCA’s Sustainability Objectives. Appropriate sustainability measures would be incorporated at various stages of the development.
C1.3 Plan for increased housing capacity targets in existing areas across the metropolitan region. A target of 60–70 percent of new housing will be accommodated in existing urban areas, focused around centres and corridors. This will take advantage of existing services such as shops and public transport and reduce development pressures in other parts of Sydney.	The proposal is infill mixed use development in proximity to public transport. The proposal is aimed to provide up to approximately 273,000m ² of residential land use within the Macquarie Park Corridor. The additional housing provides compatible uses to the surrounding employment lands.
C2 Plan for a housing mix near jobs, transport and services	The proposal is aimed to provide a mix of housing near employment lands and public transport. The proposal would meet TOD principles.

9. Conclusion

The Preliminary Environmental Assessment provides preliminary environmental and planning considerations to guide the preparation of Director General Requirements (DGRs) for the proposed SSS, Concept Plan and Stage 1 Project Application for the North Ryde Station Precinct.

TCA is well placed to undertake the strategic planning and development of a Concept Plan for the future development of lands surrounding North Ryde Station, given the following:

- It has demonstrated experience and knowledge in delivering complex integrated land use and transport projects.
- A desire to deliver a high quality transit oriented development outcome to support North Ryde Station, for which it was responsible for constructing.
- Through delivery of various complex integrated projects it has developed relationships with key State Government agencies including RailCorp, RTA and Department of Planning. These agencies are key stakeholders in this application.
- TCA has also developed a good working relationship with City of Ryde Council through the delivery of the ECRL and participation in Council's strategic planning for the Macquarie Park Corridor.
- As a result of TCA's responsibility for delivery of the ECRL development works, TCA has accumulated significant knowledge of the Precinct and has a thorough understanding of the existing constraints.
- A detailed understanding of the strategic land use and transport issues in the Precinct, which influence access and connectivity to the North Ryde Station and the most appropriate connections required to encourage greater utilisation of the station.

The benefits of the proposed development are as follows:

- Provision of a mixed use development within 800 metres of the North Ryde Station, providing a range of uses including residential, employment, retail and community facilities. This type of development will provide North Ryde with a 'sense of place', through the creation of a centre with appropriate densities and facilities.
- Introduction of residential land uses at higher densities around North Ryde Station to encourage more sustainable public transport usage, by creating North Ryde as both an origin and destination station, and a population which can utilise the station, rail line and facilities both day and night.
- Through the whole of Precinct approach, provision of a development outcome which best integrates North Ryde Station with surrounding areas, through appropriate land use, development form and mix, and pedestrian and bicycle connections.
- Provision of liveable and active public domain spaces for the community that integrate with proposed land uses and North Ryde Station.
- Recognition of the value of environmental attributes within the Precinct with the proposed rehabilitation of the riparian corridor on the M2 Site and the integration of this area with other proposed high quality open spaces within walking distance for residents and on-site employees.