

4.6 PEDESTRIAN / CYCLE NETWORK

4.6.1 PEDESTRIAN NETWORK

The quality of pedestrian amenity around the periphery of the site is low. Kissing Point Road, James Drive Ruse Drive and Victoria Road are wide, arterial road corridors with narrow footpaths that offer minimal separation from significant traffic volumes. Refer to the Pedestrian / Cycle Network diagram adjacent for an illustration of the points identified below.

The existing paths offer a more-or-less continuous path of travel for pedestrians to walk around the site along Kissing Point Road, James Drive Ruse Drive and Victoria Road. Where the path rounds Kissing Point Road, the path is located amidst vegetation and subject to poor passive surveillance.

Connections to the PH Jeffery Reserve and the Rydalmere and Dundas train stations extend off this perimeter pathway. At grade crossings of the arterial roads are limited to Kissing Point Road and Victoria Road.

Within the site, footpaths are typically provided on one side of internal streets. The bridge connection to WSU features kerbs wide enough for pedestrians to walk on, but the gradient is likely to be non-compliant.

Local destinations that are within relatively easy walking distance (5 to 15 minutes) include WSU, the train stations, Parramatta East Public School, the Parramatta River, and active / passive recreational spaces.

4.6.2 BICYCLE NETWORK

The existing cycle network skirts the vicinity of the site without connecting to the site itself (refer to the adjacent diagram and the earlier Open Space Network diagram). These designated routes are mainly on-road routes, with some off-road cycleways. The nearest route runs along Dudley Street, parallel to the railway line. This joins the Parramatta Valley Cycleway along the river foreshore (refer to the Open Space Network diagram). The Cycleway connects to the Parramatta CBD and Sydney Olympic Park with continuing links from the latter through to the Cooks River Cycleway.



4.7 PUBLIC TRANSPORT NETWORK

The site is surrounded by public transport options that provide access to Parramatta, Sydney and surrounding local areas.

4.7.1 TRAIN SERVICES

The T6 Carlingford Train line runs east of the site, with two stations – Rydalmere and Dundas – within a walkable catchment of the site.

Dundas Station is accessible via Kissing Point Road. Rydalmere Station can only be accessed from the eastern side of the railway line. Accessing the station from the site requires a circuitous route that involves crossing the train line and multiple traffic lights.

Trains run twice an hour during peak periods and every hour during non-peak times between Carlingford and Clyde station. The latter station is the transfer station to other parts of Sydney. From Rydalmere it takes 17 minutes to Parramatta and 49 minutes to Central Station, including waiting time at Clyde.

There is one train a day that is continuous between Carlingford and Central Station with limited stops after Clyde that takes 33 minutes, leaving at 7:06am.



4.7.2 LIGHT RAIL (PROPOSAL)

Transport for NSW (TfNSW) has proposed a new east-west Light Rail corridor that will link Parramatta CBD with Westmead, Olympic Park, and Strathfield. The Light Rail proposal includes a spur-line that connects Camellia to Carlingford. It is understood that this spur-line will generally follow the existing T6 Carlingford line, which will be upgraded into an active transport corridor. The new service will be a 'Turn up and go' service without a timetable.

The site would have excellent access to this proposed Light Rail service. The site would benefit from an expansion in transport choice, and better accessibility to major centres along the Light Rail route such as the Parramatta CBD. Discussions to date with TfNSW indicate that the preferred station location for Rydalmere (the closest station to the site), is likely to be in the current railway station location, or in its vicinity. A stop is also likely at the current Dundas Station location. Together, these stops will bring the site within comfortable walking distance of Light Rail services.

The proposed timeframe for the light rail could see construction beginning mid 2018 and completing between 2022 to 2023, pending agreement to proceed with a finalised route alignment and station locations.

4.7.3 BUS

The site is located between two major arterial roads that provide frequent bus services: Victoria Road and Kissing Point Road. Victoria Road has been identified to include bus priority lanes intended to decrease bus travel times and increase reliability.

The bus routes provide access to Parramatta within a 10-15 minute journey, depending upon the road from which the bus is caught. Victoria Road has multiple bus routes that access areas to the east including West Ryde, Eastwood and Sydney CBD. The journey from Victoria Road to Park Street in the CBD takes approximately 1 hour.

Access to employment at Macquarie Park in the east takes around 50 minutes, with Chatswood an additional 20 minutes away.

BUS STOP LOCATION	BUS ROUTE	ROUTE DESTINATIONS	PEAK PERIOD FREQUENCY
KISSING POINT ROAD	545	PARRAMATTA - CHATSWOOD	5 per hour - per direction
	550	CHATSWOOD TO PARRAMATTA	2 per hour - PM peak only
VICTORIA ROAD	520	PARRAMATTA - CITY	2 per hour - 8pm to 3am
	521	PARRAMATTA - EASTWOOD	2 per hour - AM peak 1 per hour - until 7pm
	523	PARRAMATTA - WEST RYDE	2 per hour - per direction
	524	PARRAMATTA - WEST RYDE	3 per hour - per direction
	525	PARRAMATTA - BURWOOD	2-3 per hour - per direction
	M52	PARRAMATTA - CITY (LIMITED STOPS)	6 per hour - per direction
	N61	CARLINGFORD - CITY	Nightride service (Fri, Sat, Sun + Public Holiday only)

BUS SERVICES FROM BUS STOPS BY THE SITE

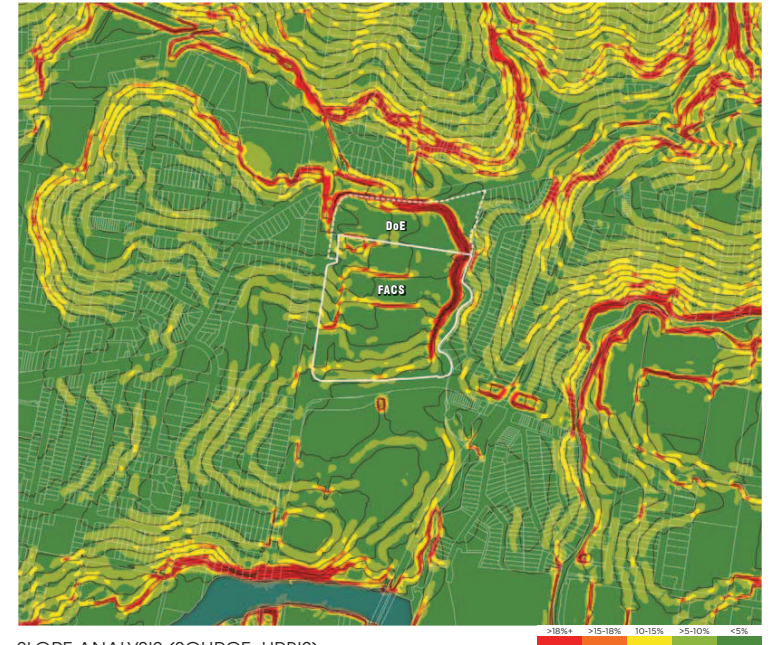
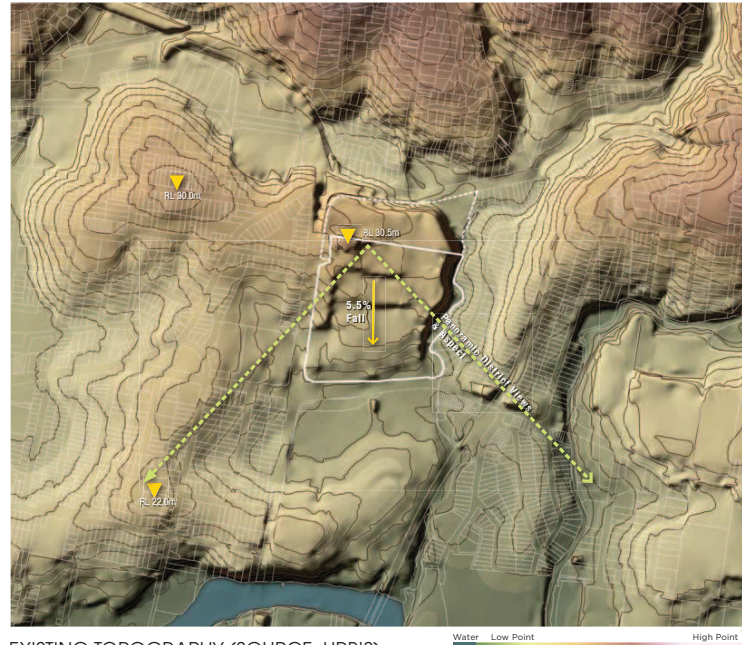
4.8 TOPOGRAPHY

The site is characterised by its terraced landform. From Victoria Road, the site rises to a high point of RL 30.5m at the boundary of the FACS and DE land parcels. This boundary line also roughly represents a crest in the landform, which plateaus north of this line before falling off steeply at the site boundary down to Kissing Point Road.

The change in level between the developed areas of the site and the riparian corridor is steep. The site is also higher than Victoria Road. These level changes elevate the developable parts of the site above its immediate context, exacerbating the disconnection of the site from its surroundings.

An area of fill between the James Ruse Drive boundary and West Street establishes an elevated portion of land on which the small pool and multi-purpose building is situated.

Averaging out the level difference between the highest point at the northern boundary of the FACS parcel and the lowest point along the Victoria Road boundary results in a gradient of 1 in 18 or 5.5%.



THE SITE IS ELEVATED ABOVE JAMES RUSE DRIVE AROUND ITS INTERSECTION WITH KISSING POINT RD

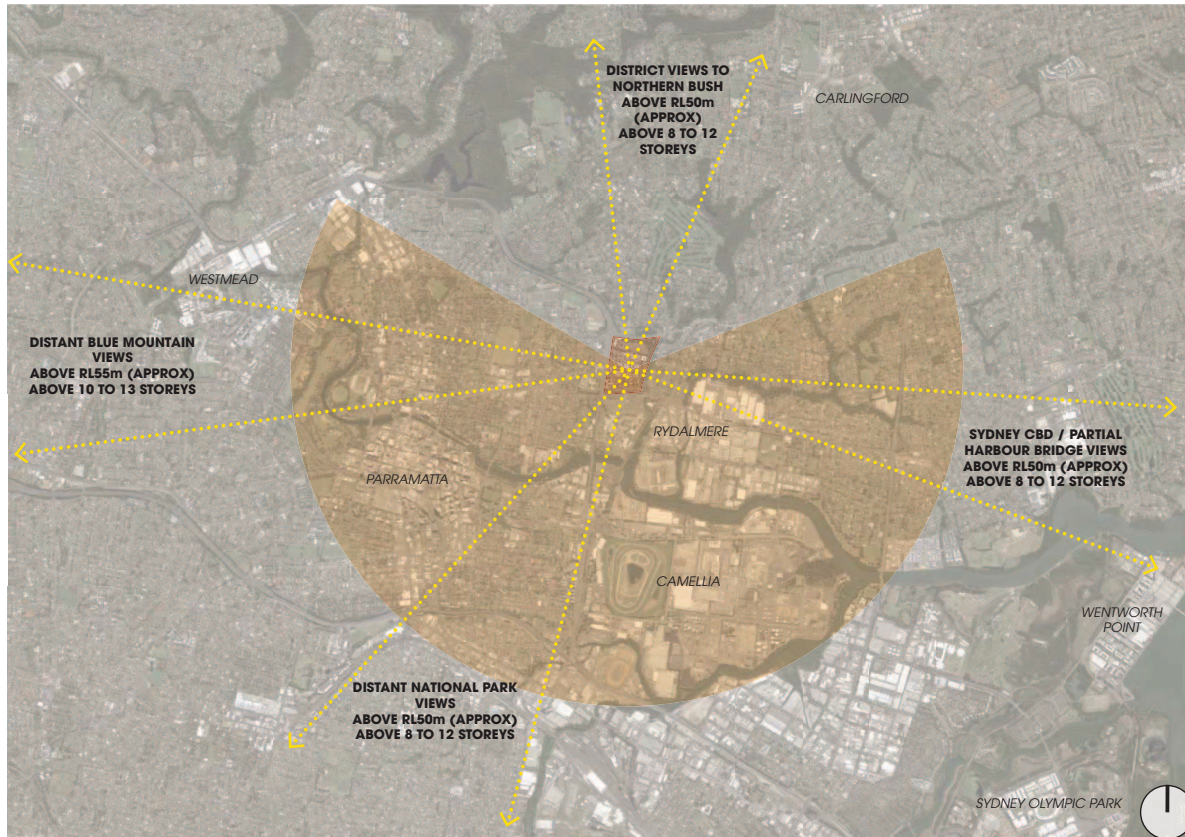


THE TOPOGRAPHY STEEPENS AROUND THE RL 30.1m HIGH POINT OF THE SITE

4.9 VIEWS

The elevation of the site above its immediate context, which becomes more pronounced as the terraced landform steps up to the north, opens up expansive district views from the First Street corridor and the high points in the site. These existing vistas extend towards the Sydney Olympic Park to the south-east and Parramatta CBD to the south-west.

Analysing the potential view opportunities reveals that panoramic long distance views to the Blue Mountains, the Sydney CBD (including partial views of the Harbour Bridge), and national parklands to the south are likely to be available above certain RLs. Depending on the local ground level at which a given development is situated, long distance views become available from the 8th to the 13th floors and above.



VIEW OPPORTUNITIES ANALYSIS



EXISTING DISTRICT VIEWS

4.10 LOCAL CHARACTER

Local areas around the site are fragmented by arterial road, rail and riparian corridors. As a consequence, the locality does not have a strong, coherent urban character that establishes a distinct sense of place. Instead, the various fragmented enclaves around the site have their own particular character which is reinforced by the different land uses established within these enclaves.

The other predominant (and generally negative) contributor to local character are the arterial roads. The disparate elements that together influence the character of the locality include the following (numbers correlate with the photograph captions):

1 - JAMES RUSE DRIVE

A busy arterial road between 7 and 9 lanes wide including off ramps. Intermittent vegetation and narrow footpaths result in a car-dominated character.



1 - JAMES RUSE DRIVE

2 - JAMES RUSE DRIVE / KISSING POINT ROAD

Where James Ruse Drive and Kissing Point Road intersect, the roads are in cut and significantly lower than the site. Steep, vegetated slopes separate the site from the road.

3 - KISSING POINT ROAD

Kissing Point Road has a highly vegetated character that screens the site from view when seen from this wide arterial road. The screening is reinforced by the level difference that elevates the site above the road. The busy road is 6 to 7 lanes wide with a median strip.

4 - DUNDAS TRAIN STATION

Dundas Train Station is the next station north of Rydalmere Station. It is adjacent a small neighbourhood retail centre and apartments up to 6 storeys in height.



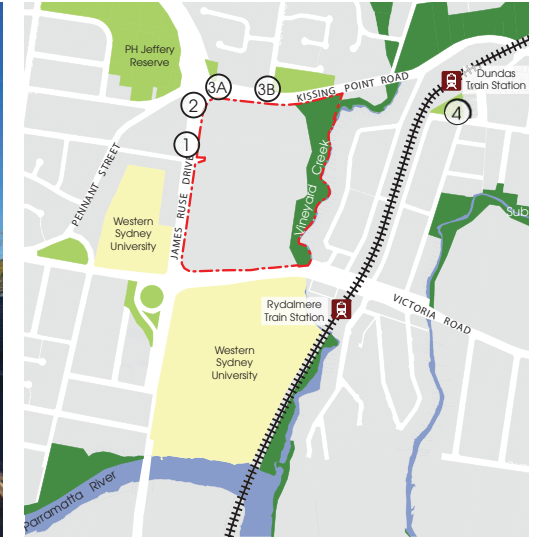
3A - KISSING POINT ROAD (1): VIEW EAST FROM INTERSECTION WITH JAMES RUSE DRIVE



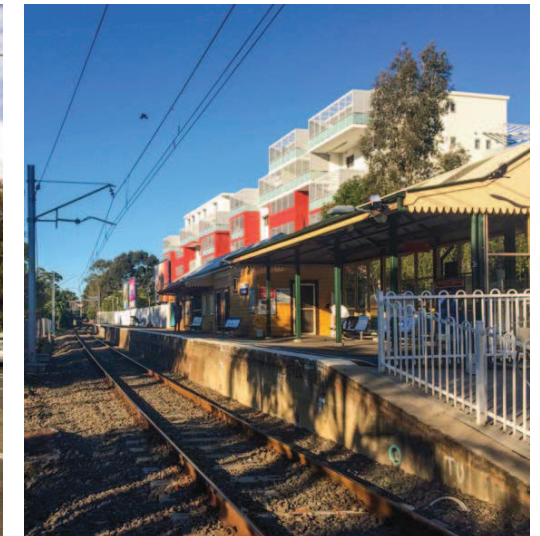
2 - LEVEL DIFFERENCE BETWEEN SITE ON THE LEFT AND JAMES RUSE DRIVE



3B - KISSING POINT ROAD (2): INTERSECTION WITH BETTINGTON ROAD



KEY PLAN



4 - DUNDAS TRAIN STATION

5 - NEW SETTLERS PARK

An informal open space approximately 1ha in area characterised by tall tree planting. Located north of the site across Kissing Point Road.

6 - BETTINGTON ROAD RESIDENTIAL AREA

Residential enclave served by Bettington Road off Kissing Point Road, characterised by topography that rises to the north. Built form typically consists of one to two storey detached dwellings, with semi-detached and attached dwellings interspersed.

7 - VINEYARD CREEK RIPARIAN CORRIDOR

The corridor extends between Telopea and the Parramatta River, passing through the site along the way. The creek has the potential to provide opportunities for passive recreation within the site. An established bushwalk track is provided within the corridor north of the site.

8 - VINEYARD CREEK RESIDENTIAL ENCLAVE

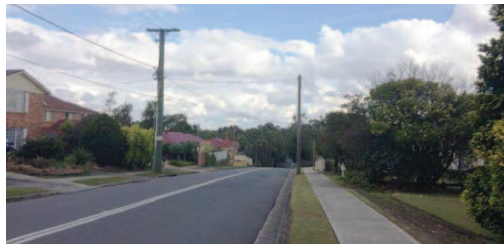
Subdivision of detached dwellings that backs onto the site's riparian corridor. The enclave is contained by the railway line to the east, Victoria Road to the south and Kissing Point Road to the north. The enclave is lower than the developable areas of the subject site, and riparian vegetation screens the site from view.

9 - RYDALMERE TRAIN STATION ENVIRONS

The station is located on the edge of the commercial and light industrial uses of the Rydalmere Employment Precinct.



5 - NEW SETTLERS PARK



6 - DWELLINGS ALONG BETTINGTON ROAD, LOOKING TOWARDS THE SITE



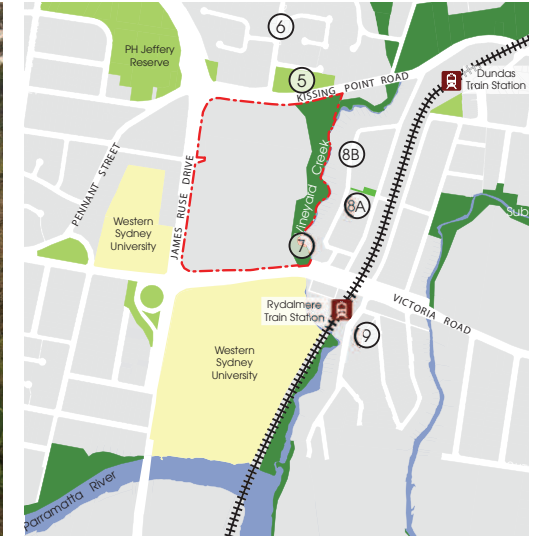
8A - GREEN LINK WITHIN RESIDENTIAL ENCLAVE CONNECTING TO A POCKET PARK



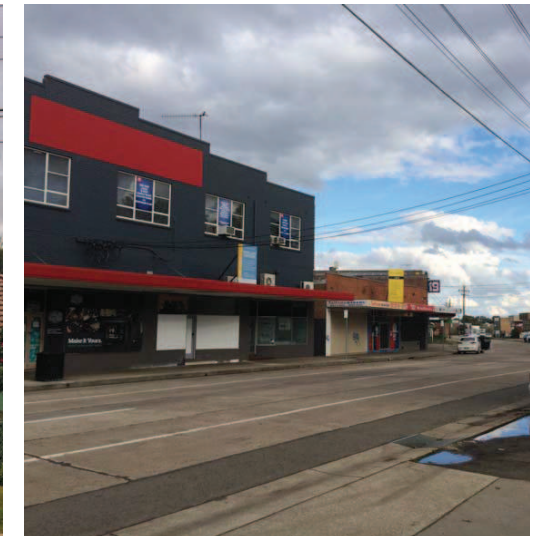
7 - VINEYARD CREEK (EXISTING CHARACTER AT SOUTHERN END OF SITE)



8B - VIEW TO RIPARIAN CORRIDOR FROM RESIDENTIAL ENCLAVE. SITE SCREENED FROM VIEW



KEY PLAN



9 - COMMERCIAL DEVELOPMENT OPPOSITE RYDALMERE TRAIN STATION

10 - VICTORIA ROAD

A busy arterial road with a character that varies along its length. Where it interfaces with the site, the road has an open, partially vegetated character. The northern side of the road is defined by trees along the site boundary. To the south, the buildings of the Western Sydney University Parramatta South Campus project an institutional character to Victoria Road that is diluted by the distance of the buildings from the road.

East of the railway line, the road has a more commercial character due to its interface with the Rydalmere employment precinct.

11 - WESTERN SYDNEY UNIVERSITY

Consists of the Parramatta South and North campuses. The Parramatta South Campus is a State heritage listed site. It features a mix of heritage buildings and more contemporary academic development, as well as landscape elements of heritage value. This includes the oval located along Victoria Road.

The Parramatta North Campus has no heritage value and projects a nondescript image to James Ruse Drive.

12 - ACTIVE RECREATIONAL PARKLAND

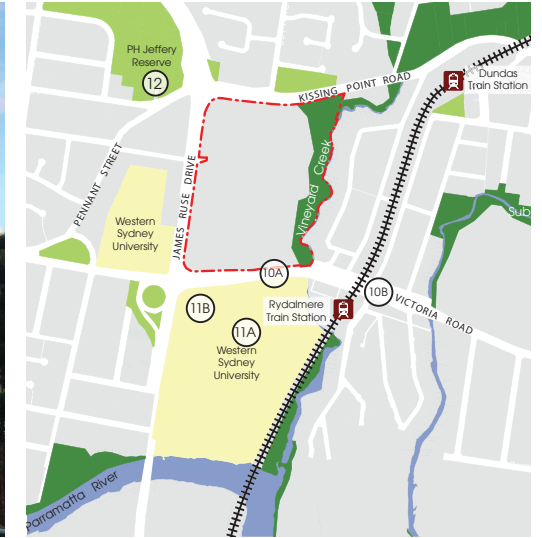
To the north west of the site is the Parramatta City Tennis Courts, the closest part of a large, regional outdoor recreational area. The area formed by P.H. Jeffery Reserve, Barton Park, Old Saleyards Reserve, Dan Mahony Reserve, and Doyle Ground provides approximately 23 ha of open space.



10A - VICTORIA ROAD CHARACTER (1): SOUTH OF SITE



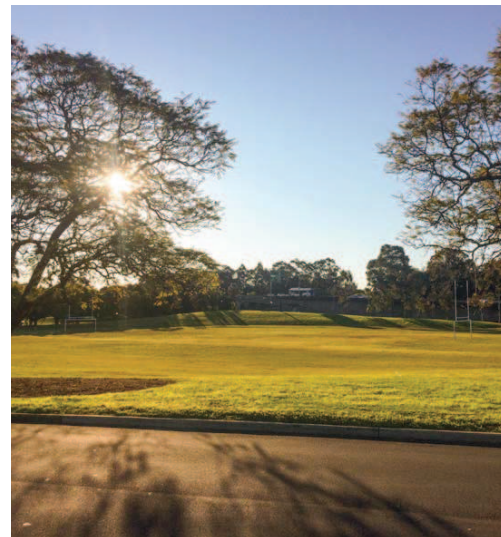
10B - VICTORIA ROAD CHARACTER (2): EAST OF RAILWAY LINE



KEY PLAN



11A - VISIBILITY OF WSU PARRAMATTA SOUTH CAMPUS FROM VICTORIA ROAD



11B - WSU PARRAMATTA SOUTH CAMPUS OVAL



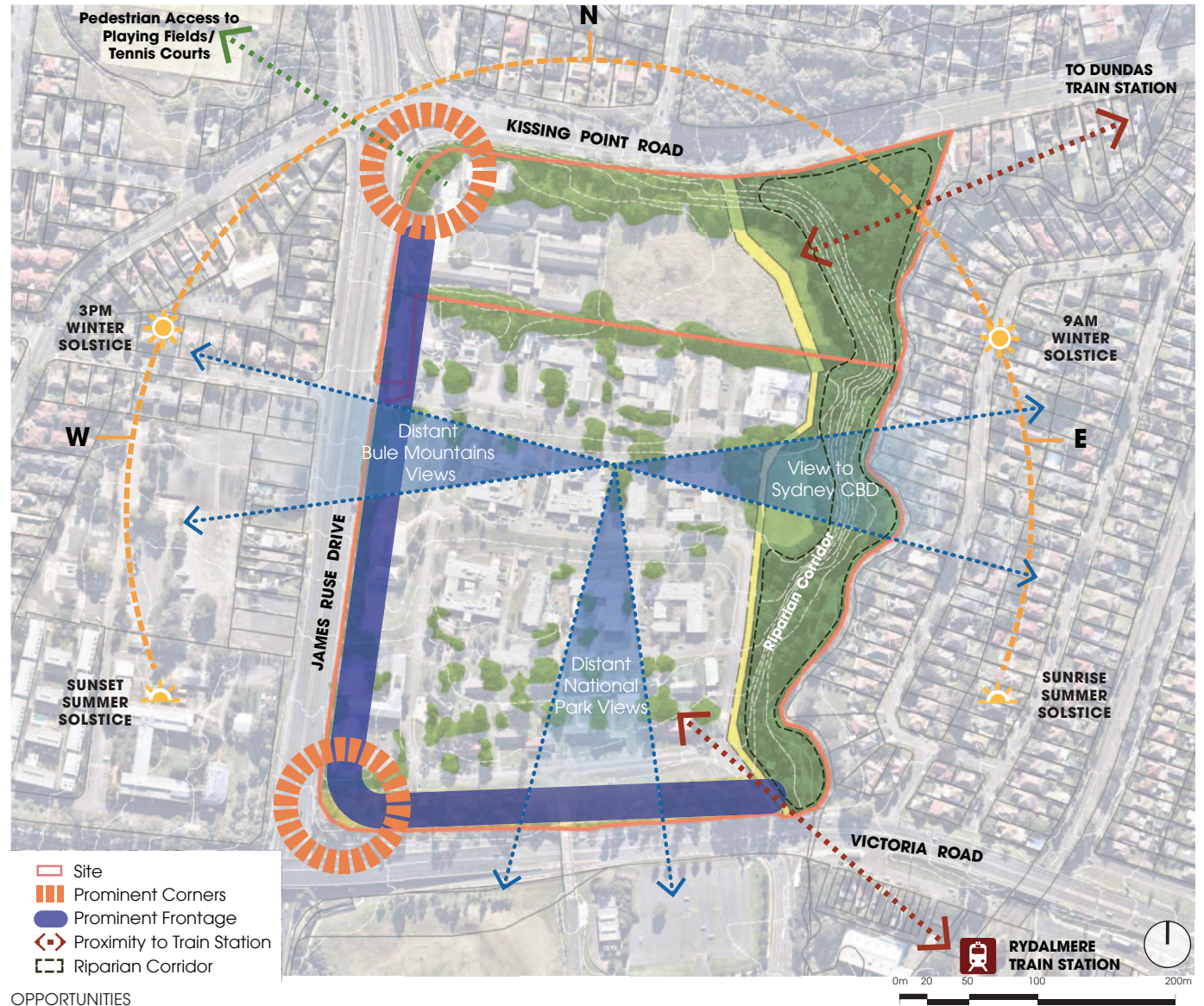
12 - PARRAMATTA CITY TENNIS FACILITIES

4.11 OPPORTUNITIES + CONSTRAINTS

The opportunities and constraints identified here focus on the urban design-related aspects of the site. Strategic opportunities and constraints (relating for example to proposed site land uses etc), are addressed elsewhere in the Planning Proposal documentation.

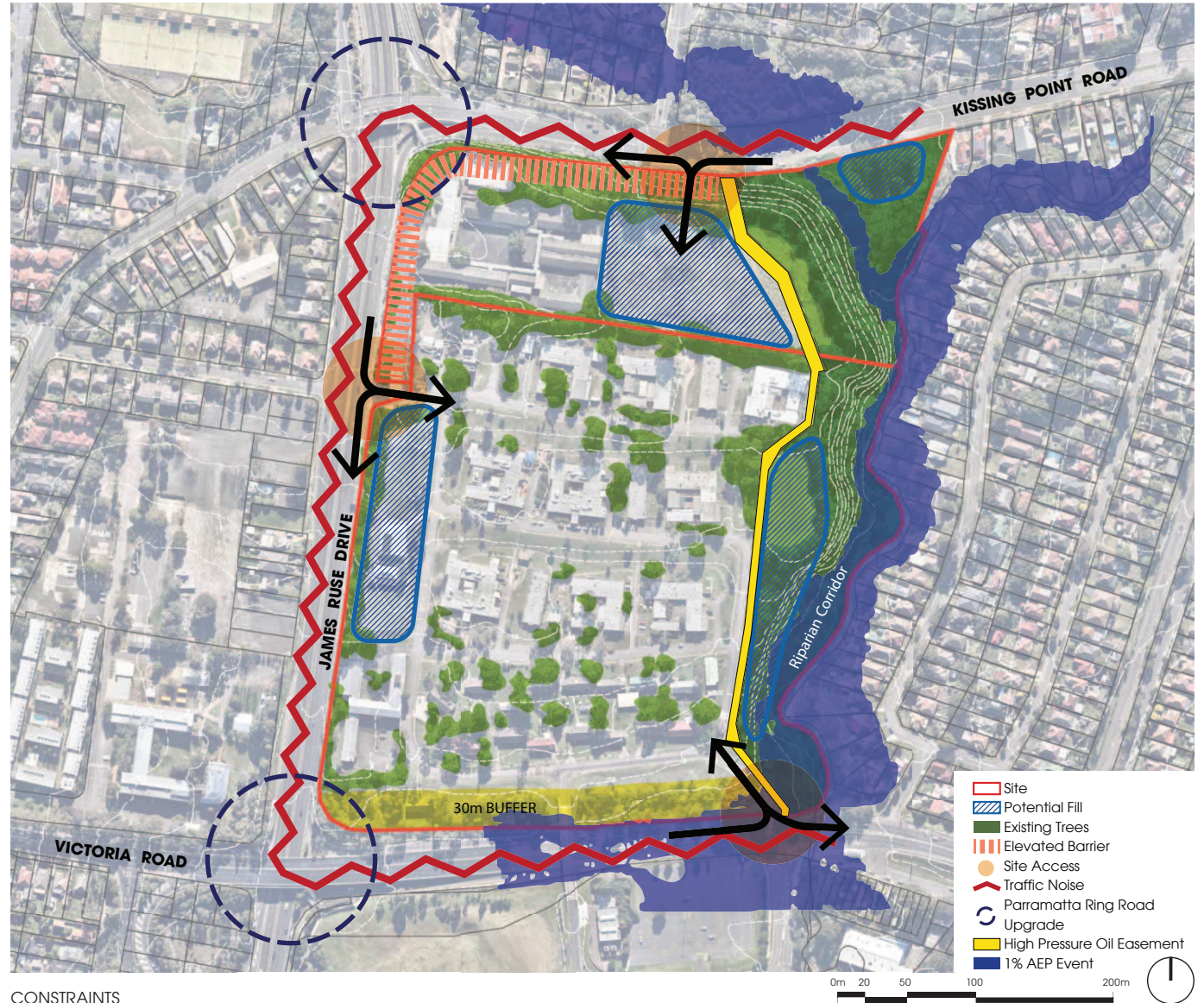
4.11.1 OPPORTUNITIES

- > Improve the visual presence of the site along Victoria Road and James Ruse Drive to leverage the site's (presently under-capitalised) high visibility to these roads
- > Proximity to Western Sydney University provides the opportunity for educational / institution focused commercial development
- > Existing vegetated edges along Kissing Point Road and James Ruse Drive provide natural buffers between arterial roads and residential development
- > Key corners on James Ruse Drive are prominent locations suitable for articulated built form that can act as markers for the precinct
- > Distant views to Sydney CBD, National Parks, and the Blue Mountains, particularly from the more elevated areas of the site
- > The site is within a 400m walkable distance to the Rydalmere and Dundas Train Stations. Transport for NSW are currently investigating replacement with a Light Rail line
- > Regional playing fields and tennis courts are located within a 5 minute walk of the north-west of the site
- > North facing residential development
- > The riparian corridor provides passive open space opportunities, as well as establishing a green backdrop to site development
- > Pedestrian and cycle connectivity between the train stations / WSU and active recreational parkland via the site
- > Connect the riparian corridor into the regional cycle network and bushwalk routes
- > Bridge over Victoria Road provides connectivity between the site and WSU
- > Potential pedestrian connection from the residential development in the east through the riparian corridor to the site.



4.11.2 CONSTRAINTS

- > The elevation of the site above Kissing Point Road & James Ruse Drive segregates the site from its surroundings.
- > Restricted opportunities for vehicular access to surrounding arterial roads.
- > Likely areas of fill include the High School playing field, along the riparian corridor next to the oil line easement, and under the field next to James Ruse Drive
- > The DCP identifies a 30m buffer to Victoria Road. Advice from Council noted that there is an opportunity to reduce this width to align with other development along Victoria Road
- > The riparian corridor creates a barrier to connectivity between the site and the existing residential enclave to the east
- > High Pressure Oil line owned by Caltex between the riparian corridor and the developable land. The requirements in place by Caltex are:
 - + Easement between 5m to 10m width
 - + No structures to be built in easement
 - + Vehicle access 5m wide must be provided from a public road along the full length of the easement
 - + 24 hour access
 - + No trees in easement, with certain tree species not to be planted within 2m of the easement
 - + Stormwater run-off must not be discharged onto the easement
 - + Construction within 5m of easement to be supervised by Caltex
- > Development adjacent to the major roads in particular will be affected by acoustic impacts
- > Small patch of Shale Sandstone Transition Forest (CEEC) located within the riparian corridor
- > The Vegetated Riparian Zone (VRZ) of Vineyard Creek (defined as a zone that is on average 20m from either side of the creek's top-of-bank) should be clear of development as per the Water Management Act 2000
- > The riparian corridor is flood-prone. The developed areas of the site are elevated above the corridor and not flood-prone. Victoria Road and Kissing Point Road are flood-affected. Flood evacuation routes that avoid these roads should be identified.



CONSTRAINTS

05
CONVO

5.0 CONCEPT
PLAN STRATEGIES

5.1 CONCEPT PLAN OVERVIEW

KEY FEATURES

01. Central open space spine as precinct focus
02. Mixed use 'heart' that relates to Victoria Road
03. Tree-lined entry boulevard establishing a sense of arrival into a lushly landscaped precinct
04. Vistas terminating in the central open space spine from the site access points
05. Riparian corridor + landscape buffer establishing a green ring to the precinct
06. Residential zone
07. Mixed use commercial zone



SUMMARY DIAGRAM OF KEY FEATURES



ILLUSTRATIVE PLAN



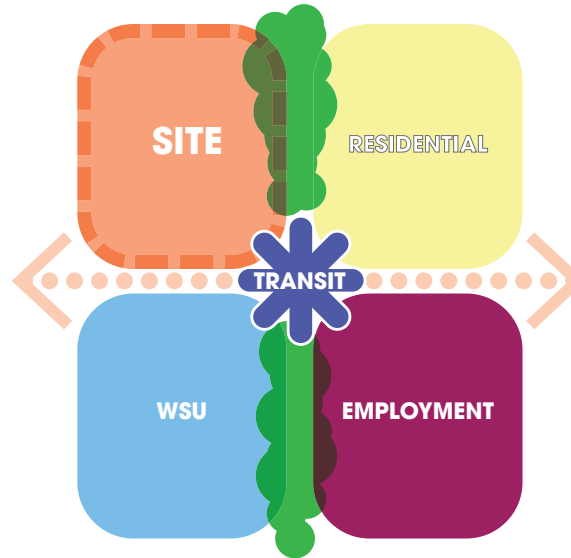
THE ENTRY BOULEVARD FROM JAMES RUSE DRIVE

5.2 PLACEMAKING PRINCIPLES

THE CONCEPT PLAN IS THE PRODUCT OF A SET OF PLACEMAKING PRINCIPLES DEVELOPED IN RESPONSE TO THE CHALLENGE OF OPENING UP AN ISOLATED SITE FOR DEVELOPMENT.

The focus of these principles is two-fold:

- > To integrate the site with its context
- > To create a precinct that is an attractive place to live, with a strong sense of identity.

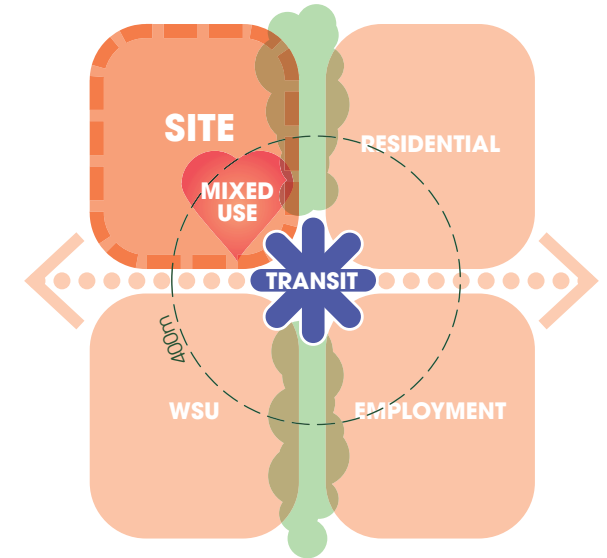


COMPLETE THE TRANSIT-ORIENTED QUADRANT.

The Concept Plan is conceived as part of a quadrant of land uses that coalesce around a transit node defined by the confluence of bus and train services around Rydalmere Station. The existing components of the quadrant comprises employment lands to the east of the transit node, an established residential area to the north, and WSU to the west.

The proposed development introduces a mixed use precinct to reinforce and complete this quadrant.

The planning of the precinct and its density forges a strong rationale for locating a Light Rail stop at Rydalmere station.



A MIXED USE 'HEART' BY VICTORIA ROAD.

The 'heart' of the Concept Plan is defined by the residential, commercial, retail and community uses organised around a focal open space that relates to Victoria Road. This creates an identifiable sense of place around the Rydalmere transit node.

PLACEMAKING PRINCIPLES (CONT.)



RETAIN THE RIPARIAN CORRIDOR.

The riparian corridor is protected from development and enhanced as a biodiversity corridor. Apart from establishing a significant passive recreational space for the future community, the juxtaposition of vegetation and urban development creates a strong sense of place specific to the site.

The rehabilitation of the corridor allows the landscape to be enjoyed not just by the future community but also by existing residents around the site, creating a shared environmental asset that encourages the integration of existing and future communities.



CONNECT TO THE RIPARIAN CORRIDOR.

The Concept Plan draws the riparian landscape into the daily experience of the precinct from both the public domain and the private spaces.

The built form and street network define view and movement corridors across the site that link directly to the riparian landscape. Breaks in the tree planting along James Ruse Drive extend these vistas to the existing context on the other side of the road, helping to visually integrate both sides of James Ruse Drive.



PEDESTRIAN-FOCUSED INTEGRATION WITH THE CONTEXT.

A permeable network of internal pedestrian routes extend outwards in all directions to provide multiple opportunities for connections to surrounding neighbourhoods and key land uses. These pedestrian connections augment the vehicular access points into the site to create a precinct that is well-connected with its context and avoids the creation of an enclave.