

CITY OF RYDE SUBMISSION ON DIRECTOR-GENERAL'S REQUIREMENTS FOR NORTH RYDE STATION PRECINCT (Station North & Station South Sites)

The Department of Planning and Infrastructure has requested Council's comments on draft Director General's Requirements (DGRs) for initial works to support implementation of certain lands within the North Ryde Station Urban Activation Precinct. The proposed works consist mainly of land administration (including subdivision), site preparation and infrastructure required to support future development on the land.

SCOPE OF WORKS

The works are described as:

- Construction of a new entry road from Delhi Road to the southern end of North Ryde Railway Station;
- Subdivision to create 2 superlots for development and 1 lot for the new entry road;
- Drainage and stormwater management infrastructure within the road reserve;
- Landscaping and public domain works including construction of the shared pedestrian share way; and
- Associated utilities servicing infrastructure – electrical, sewerage, telecommunications, potable water and gas.

DRAFT DGRs

For the most part, the draft DGRs presented by JBA Planning cover the matters that would be expected for infrastructure works on the site. All the DGRs suggested by JBA should be retained. Council firstly seeks changes to improve rather than significantly alter those requirements. Secondly, it suggests additional matters to be addressed or considered as part of the future application. Council's comments in this regard are contained in the table below.

Beyond the setting of the DGRs for this part of the project, Council continues to have concerns regarding the likely future form, character and many operational aspects of the precinct. These concerns have been expressed in its earlier submissions on the matter. In this regard, Council will be making a further submission on the Infrastructure application when it is exhibited with a focus on ensuring that the works that implemented on the site will be sufficient to accommodate all the future needs of development in the Station precincts.

TABLE 1: SUGGESTED AMENDMENTS AND COMMENTS ON DRAFT DGRs for NRSP UAP

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
Key Issues	<p>Insert the following heading between <i>Development Standards</i> and <i>Contamination</i>:</p> <p><i>Suitability of Design</i> Demonstrate that the proposed works will provide the necessary level of support to accommodate the future development of the precinct.</p>	<p>The provision of infrastructure to the site sets the platform for the whole future development of the precinct. It must be a primary consideration to ensure that it is sufficient and appropriate for the site so that it meets the needs of the future population and can allow those needs to be met over the long term without impediment.</p>

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
2. Policies, Guidelines and Planning Agreements	<p>Provide a report of elements of the process undertaken that provide a demonstration of good practice for urban planning and /or transit oriented development.</p> <p>Program for delivery of public domain and infrastructure including:</p> <ul style="list-style-type: none"> • Timing of delivery for each item; • Details of current ownership and responsibility; and • Details of future ownership and maintenance responsibility. 	<p>Lessons learned from the processes and experience of establishing and developing Urban Activation Precincts here and in other locations should be captured so that guidance can be provided to future exercises seeking to implement integrated planning to redevelop under-utilised sites.</p> <p>A clear program is required to identify which organisation or group is responsible for delivering the proposed infrastructure and in what sequence and to what standard. Such a tool is essential in helping to co-ordinate the construction and installation processes. The program also needs to identify the future owner of infrastructure including open space facilities so that the need for asset management and maintenance can be incorporated into future budgets for the relevant organisations.</p>
4. Transport and Accessibility	<ul style="list-style-type: none"> • Identify any proposed bus infrastructure upgrades and demonstrate how existing and proposed bus infrastructure and services will be integrated with the train station and development area. • Provide full details of the modelling for the road and intersection design for the precinct in accordance with the Macquarie Park Modelling (for Traffic Impact Assessment). • Demonstrate how the road design and pedestrian linkages satisfy the adopted model for traffic volumes and behaviour and for safe and effective pedestrian movement across the site. 	<p>It is not clear if the term “bus infrastructure” includes the buses and the bus routes. Hence the requested insertion of the word “services”. Council considers it important to ensure that North Ryde Station is made more accessible to the existing suburbs of North Ryde and East Ryde as a consequence of its activation.</p> <p>Also see the separate comments below regarding “Relevant Considerations for Future Development”</p>
7. Water Quality and drainage.	<p>Reinstate words struck out that relate to protecting water quality i.e.</p> <p>Show measures to be incorporated on site to protect water quality discharging to natural systems and provide details on the extent to which the proposed measures will protect downstream water quality and riparian corridors</p>	<p>The DDGR includes matter relating to water conservation but not water quality. The capacity to protect water quality needs to be built into the base system. Water quality systems often require land area and access requirements (for maintenance) that go beyond piping. The Station precinct is effectively the top of catchment for Porters Creek which feeds water eventually to Sydney Harbour. The opportunity to ensure that the water leaving the site has minimal contamination should not be missed. The Urban Activation process has potential to demonstrate better ways of providing urban development.</p>

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
9. Geotechnical and Contamination:	(No amendment proposed)	Have any impacts on local groundwater arising from the very long term use of the adjoining land as a cemetery been addressed when the railway and station were constructed? While this may not merit concern for the infrastructure proposed on the Station sites under this application (due to limited depth of excavation required to accommodate it.), any assessment of groundwater and ground conditions on the site needs to ensure that no issues arise in later development phases.
10 Utilities and Services	<ul style="list-style-type: none"> Identify any utilities and services that currently pass through or service the site including those that will become redundant. Identify the means by which such utilities and services will be decommissioned or removed. Identify all existing easements and any encumbrances on title that will be affected by the proposed subdivision. Demonstrate how the infrastructure design will provide for future maintenance needs for all utilities and services with minimal cost and disruption to the service providers and the new community. Identify how the need to provide adequately for telecommunications infrastructure will be addressed including roll-out of the National Broadcasting Network (NBN) and having regard to predicted growth and change in this sector. Identify that the proposed infrastructure design will not prevent an efficient provision of other urban infrastructure such as street lighting, street signs, parking meters and parking control signs, public waste bins and that adequate sight lines will be provided at all intersections. 	<p>There is an existing pattern of infrastructure on the site with some included in easements. Some infrastructure may relate to adjoining properties outside the precinct. The extent to which this is the case will no doubt become clearer through consultation with neighbouring property owners.</p> <p>The development phase for the precinct will extend over many years. There will be people living on the site while other buildings are under construction. A staging plan will be important for the initial construction of infrastructure but consideration also needs to be given to the circumstances where service conduits and individual utilities will need to be access during and after the development phase. As a discrete site, the opportunity exists to provide for shared access points</p> <p>The capacity to accommodate future telecommunication growth and demands as well as evolving technologies should be factored into the infrastructure design.</p> <p>The practical considerations of urban design need to be considered as part of the final design. The provision of above ground infrastructure should not be left to be considered as an "add-on". Location of inspection pits can be determined so that the treatment of the public domain paving, furniture and landscaping is not impacted. Distances between sign posts are specified in Authority guidelines. The trick is not to design a network that compromises those standards.</p>

Draft DGR Heading (Key Issues)	Suggested Amendments (in red) and Additions (in red)	Comment
Consultation	<p>In particular you must consult with:</p> <ul style="list-style-type: none"> All emergency services providers including Police, Fire and Rescue NSW, Rural Fire Service and Ambulance and State Emergency Services. <p>c) Public A high level of consultation is to be carried out with the local community and broader general public.</p>	<p>The site is in a locality that has been affected by bush fires in the recent past. The design of vehicle access into and out of the precinct should receive endorsement from all the emergency services. Consideration may need to be given to ensuring alternative points of temporary access should the roads be blocked in an emergency</p> <p>The community of Ryde has an active and continuing interest in the development of the Urban Activation Precinct.</p>

RELEVANT CONSIDERATIONS FOR FUTURE DEVELOPMENT

The provision of adequate infrastructure is an important first step in the physical redevelopment of the Station Precinct. This submission is accompanied by a plan that shows location of roads, a large turning circle, a shared public domain area and other elements. If the purpose of the application is simply to test if this plan is appropriate then Council has some concerns with the process. It would seem necessary that any plan for assessment should come as a result of the investigations that are outlined in the draft DGRs.

Arising for this concern is the need to ask a number of questions about what will provide the best option to meet the needs of the new community is aspects of their lives beyond accessibility to a railway station.

For example:

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1. Is the illustrated road pattern the best option to connect the broader community to the railway station? Is there a need to explore a widening or adjustment of Delhi Road to provide bus bays so that express buses can pick up and set down without a lengthy and circuitous journey into the site?
2. Is there a need to consider a less truncated street pattern? Are there options for better connections in and out of the site, possibly an "Out only" slip lane type connection to Delhi Road (west of the station).
3. Does the road pattern provide the connections to support facilities especially schools and child care? Will the road pattern and any bus and train connections enable easy and safe access for students of all ages to schools? In particular, how will children get to primary school? Council has received many representations from the local school community raising concern at the lack of capacity available to cater for an expanded population in the area. In such circumstances, mobility to reach schools that are further afield may become especially important.
4. Does the proposed road and public domain pattern function without an effective bridge connection to the M2 precinct of the UAP? The suggestion that the proposed pedestrian bridge be constructed in stages is a major concern to Council as it will mean that the Station Precinct becomes more isolated from the facilities

located over there. If the travel time between the two areas is extended so that car travel to a more distance site becomes the more attractive option, then the rationale of the UAP as a transit oriented development is jeopardised.

It is important to get the provision of infrastructure right for the whole precinct to function effectively. The works that are the subject of this application are important in providing not only the foundations for future development but also to create the physical and virtual connections between the future population of the precinct and the broader community of the City of Ryde.
