

SHEPHERDS BAY URBAN RENEWAL, MEADOWBANK

CONCEPT PLAN APPLICATION (MP 09_0216)
PREFERRED PROJECT REPORT




A SUMMARY

URBAN RENEWAL IN SHEPHERDS BAY, MEADOWBANK

The Shepherd's Bay Urban Renewal Concept Plan aims to revitalise the foreshore area fronting Shepherd's Bay, in Meadowbank. The proposal is for a staged redevelopment of this historically industrial area. It will deliver high quality residential accommodation and enable the replacement of an obsolete industrial area with a vibrant new living area that seamlessly connects with the surrounding residential areas, commercial and retail land that is close to employment, public transport and leisure opportunities. The Concept Plan will provide significant improvements to open spaces, stormwater management, pedestrian and cycle links to public transport hubs and better public access to the foreshore.

KEY FEATURES

- New and vibrant waterfront neighbourhood in Shepherd's Bay, covering a total area of 9.3 hectares
- 2,005 apartments with a mix of 1 bed (6.73%), 2 bed (75%) and 3 bed (15%) dwellings
- New residential buildings with heights ranging between 1 and 12 storeys
- 13 storey gateway building above a two storey podium fronting Church Street as a landmark entry point into the new community
- Publicly accessible foreshore paths connecting the Ryde Riverwalk
- North-south access routes connecting existing residential areas to the waterfront and public transport
- Elegant built form when viewed from the water, with buildings positioned to maximise solar access and enhance view corridors
- New community, commercial or retail space covering 10,000m²
- 18,422m² of open space including a 2,000m² public square with some small private communal spaces
- Undercover parking spaces for 2,980 cars including approximately 2,724 residential spaces and 252 retail, commercial or community spaces
- Upgraded stormwater infrastructure and reduction of flood risk
- Remediation of former industrial sites, with potential for heritage interpretation of historic uses in building architecture and landscaping
- Open and welcoming development, not a private 'gated' community
- Staged construction with gradual redevelopment over approximately 10 years



MEADOWBANK RAILWAY STATION

SHEPHERDS BAY

0 10 20 30 40 50 100

PUBLIC TRANSPORT

Improving accessibility to the three public transport hubs in Shepherds Bay is a priority. Safe, high quality pedestrian and cycle links to ferries, trains and buses enable increased use of non-motorised modes of transport and encourage a shift away from the use of private cars. By the time the Concept Plan site is fully developed, modal share is expected to be in the region of 35% train, 4% bus, 2% ferry 1% bicycle, 1% motorbikes, 3% walking and 54% private car.

COMMUNITY FACILITIES

A Community Facilities and Open Space Needs Assessment was undertaken and identified the need for an additional multi-purpose community facility to accommodate community events. In line with this, the Concept Plan provides flexible open space with potential for hosting outdoor community activities (such as a market area), and space within the gateway building and other key locations across the concept plan site, with potential for indoor community facilities (such as community theatre space, child care, parties, dance and fitness classes, social group meetings, and arts and cultural activities).

LANDSCAPING AND VIEWS

Localised reshaping of topography on the site will maximise views and provide better interfaces between buildings and the public domain. Reflecting the recommendations of the Visual Impact Assessment, the more accessible location and form of buildings maintain existing views and create additional view corridors to the water that exceed those identified in the Council's Development Control Plan (DCP).

STORMWATER INFRASTRUCTURE

As an additional community-wide benefit, the Concept Plan includes significant improvements to the stormwater management of the locality. Stormwater and waste water will be reused in the landscape on the site, potentially with surplus for Council's nearby parkland, and the risk of flood inundation will be minimised.

FORESHORE ACCESS AND OPEN SPACE

The provision of quality, usable publicly accessible open spaces and better public access to the waterfront enables publicly accessible enjoyment of the foreshore, connectivity between new and existing communities, and more meaningful 'place making'. The proposed amount of open space equates to 5.1 square metres per 1000 people which is substantially higher than the City of Ryde average of xx square metres per 1000 people.

SIGNATURE BUILDING

The The 13 storey gateway building above a two storey community and commercial podium fronting Church Street acts as a landmark entry point into the new community. Although predominantly residential, this building will also host some office space, and retail and community uses at within the podium levels below to activate public spaces. Retail uses will be limited to convenience shops, cafes and restaurants to ensure there are no significant impacts on nearby commercial areas and existing shopping facilities.



THE PROPOSED HEIGHTS OF THE BUILDINGS, IMPACTS ON LOCAL TRAFFIC AND THE NATURE OF THE OPEN SPACE WERE THREE OF THE KEY AREAS OF FEEDBACK RECEIVED FROM THE COMMUNITY DURING CONSULTATION



WHAT ABOUT BUILDING HEIGHTS?

Urban consolidation is appropriate and necessary to meet the needs of the growing population of Sydney. Aside from the gateway building, the proposed heights for the development range between 1 and 12 storeys and allow for the provision of much needed accommodation whilst delivering a range of additional community benefits.

A stepped approach to building heights has been applied to allow the development to blend into the surrounding built environment. Buildings along Constitution Road are proposed at 5 storeys and setback in line with the recently exhibited Ryde Draft Plan (Draft DCP). Building heights at the foreshore are 1 storey to reduce visual impact, minimise overshadowing and offset any impact of taller buildings – this is lower than required in the Local Environment Plan (LEP) and matches with the Draft DCP. Higher buildings, up to 12 storeys, are located towards the centre of the site where view lines will not be significantly impacted to create a central heart to the new living area adjacent to the foreshore.

The site occupies a significant area adjacent to the waterfront and the proposal is in the context of the changing face of Meadowbank. A number of new developments with heights of up to 9 storeys have been built or are being built close to the proposed site. It is not uncommon for height controls set out in the Council's DCP to be varied on the basis of a development's significant public benefits and positive contribution to the area. The building envelopes have been designed so as not to prejudice the future development of adjacent sites.

WHAT ABOUT TRAFFIC IMPACTS?

Extensive traffic modelling indicates a minimal impact on local traffic. Car movements associated with the development will be spread across the network of smaller roads within the site and not contribute to increased traffic volumes on Constitution Road, which is mainly used by other local and regional traffic. The proposal includes plans to improve the intersections, increase the capacity of Constitution Road and build new road extensions to connect Belmore Street and Bowden Street along Nancarrow and Rothsay Avenues.

WHAT WILL OPEN SPACE LOOK LIKE?

The Concept Plan adopts recommendations from the Environmental Assessment and, in line with community feedback, proposes a mixture of formal and informal publicly accessible open spaces that balances both active and passive uses. The publicly accessible open spaces, including the linear terraced parks in between buildings, will contain communal seating and tables integrated into the landscape, and BBQs and grassed areas for people to sit and picnic. Recreational infrastructure could include outdoor ping pong tables, exercise equipment, hopscotch designs and chess boards. Informal play elements for children and young people, such as water features, tiered seating and public art can also be incorporated. The proposal suggests the inclusion of paths for people to walk, cycle and scooter, grassed areas for informal recreation, drinking water fountains, bicycle racks, and shade trees and native plantings. The open space and associated features will be of design and colour that encourages people to sit, linger and spend time in the area.

NEXT STEPS

The final proposal is currently with the Department of Planning and Infrastructure for approval. There will be an opportunity for members of the public to view the detailed designs and accompanying technical information.

I hereby certify that the information contained in this Preferred Project Report is to our knowledge neither false nor misleading.

A handwritten signature in black ink, reading "Brian Mann". The signature is fluid and cursive, with the first name "Brian" and last name "Mann" clearly distinguishable.

Signed: Brian Mann
Director
Robertson + Marks

JULY 2012

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Bowden St

1. INTRODUCTION

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CONCEPT PLAN

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INTRODUCTION

1.1 Preliminary

This Preferred Project Report, prepared by PLACE Design Group on behalf of the Proponent, Robertson Marks Architects, is submitted to the Department of Planning & Infrastructure (the Department), in support of a Concept Plan Application (MP 09_0216). The Application sought approval for the redevelopment of the subject lands fronting Shepherds Bay at Meadowbank for residential, commercial, community, publicly accessible open space and stormwater purposes. The Environmental Assessment will be made under the transitional arrangements for projects submitted to the Minister for Planning under the now repealed State Environmental Planning Policy (Major Development) 2005 and Part 3A of the Environmental Planning & Assessment Act, 1979 (the Act).

The submitted Environmental Assessment Report (EA) for the Concept Plan Application for the Shepherds Bay Renewal Project was exhibited for 33 days from 26 January 2011 to 28 February 2011 and a total of 163 submissions were received from the general community and from government agencies. The Proponent has reviewed and considered the submissions and in accordance with the now repealed clause 75H (6) of the Environmental Planning and Assessment Act 1979, has responded to the issues raised and also additional issues raised by the Department of Planning since lodgement of the Application.

In January 2012 a Draft Preferred Project Report (PPR) was submitted to the Department of Planning & Infrastructure, setting out the Proponent’s responses to public, authority and other stakeholder submissions, and providing details of the Preferred Concept Plan (the Preferred Project) which addressed issues raised and a includes a revised Statement of Commitments.

That was reviewed by the Department of Planning & Infrastructure who provided additional comments which requested further information and minor design amendments to the Preferred Concept Plan.

This Revised PPR addresses all issues raised and provides the details of the Concept Plan which has been amended to reflect comments from the Department.

Strategically located at the “southern gateway to the City of Ryde”, the subject lands (described in Table 1) are located on the shores of the Parramatta River fronting Shepherds Bay. The lands enjoy excellent access to the full range of services and facilities and public transport.

The Concept Plan Site has an area of approximately 6.73 hectares and includes contiguous properties fronting Bowden St, Belmore St, Nancarrow Ave, Rothesay Ave, Constitution Rd and Hamilton Crescent West and a separate stand alone ‘gateway’ site fronting Church St, Well St and Parsonage St in the suburbs of Meadowbank and Ryde. The Concept Plan site is privately owned land, this excludes all roads and other land owned by Council or other private owners.

1.2 Background

This Preferred Project report describes the site and the Preferred Concept Plan development, provides relevant background information and responds to the Director General’s Requirements (DGR’s), key authorities, stakeholders and community responses from the public exhibition and additional issues raised by the Department of Planning (the Department) and the City of Ryde Council (the Council) since the lodgement of the Application. In addition this report assesses the proposed development in terms of the relevant matters set out in the legislation, environmental planning instruments and planning policies.

The Proponent, Roberston Marks, and its specialist consultant team have reviewed and considered the submissions, in accordance with clause 75H(6) of the Environmental Planning and Assessment Act 1979 (the EP&A Act).

This Preferred Project Report (PPR) sets out the Proponent’s response to the issues raised in relation to the Concept Plan Application No. MP 09_0216, (referred to herein as ‘the Concept Plan’).

Matters arising specifically in relation to the Stage 1 Project Application public exhibition and assessment process, which is also lodged with the Department of Planning, are dealt with in a separate PPR.

This PPR should be read in conjunction with the submitted Concept Plan Environmental Assessment (the EA) and supporting documents prepared by PLACE Design Group and Robertson + Marks architects.

1.3 Location, Legal Description and Updated Ownership Details

The legal description and ownership details and areas of lands included in the Concept Plan site are listed in **Table 1**.

As detailed on Table 1, the subject allotments within the Concept site are either owned or in negotiations for purchase by Holdmark Property Group or their associated companies.

The Concept Plan site sits between the recently constructed ‘Waterpoint’ high density residential development, Meadowbank commercial centre and railway station and Meadowbank Park to the west. ‘Bay One’ a recent high density residential development, foreshore reserve and waters of Shepherds Bay to the east and older style low residential development, Council’s Constitution Rd Depot and the Meadowbank TAFE to the north.

At the request of the Director General of Planning additional sites that do not form part of the Concept Plan Application, within the boundaries of the Concept Plan Area were included in the Concept Plan design process to ensure they were not disadvantaged by the redevelopment of the area.

As detailed in the original EA, Holdmark Property Group representatives have had many discussions with owners of sites directly adjoining to the Concept Plan area that they do not own or have an interest in, with the view to purchase, without success.

Details of ownerships provided in Figure 1 and Table 1 below.

1.4 Owners Consents

All relevant owners’ consents were submitted as part of the Preliminary EA, EA and Draft PPR documentation. The consent of owners of additional sites either owned or now in the process of being purchased by the Holdmark Property Group since the lodgement of the Preliminary EA accompany this Preferred Project submission.

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1.2 LANDS OWNED OR CONTROLLED BY HOLDMARK GROUP OF COMPANIES

LEGEND:

- Total Concept Plan site area - 6.73Ha
- Sites - owned or controlled by Holdmark Property Group



FIGURE 1. LAND OWNERSHIP

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TABLE 1. ALLOTMENTS OWNED OR CONTROLLED BY HOLDMARK PROPERTY GROUP OR ASSOCIATED COMPANIES

Lot	DP	Street Address	Owner	Site Area sqm
1	1072555	41- 45 Belmore Street Ryde 2112	Bayone Projects Pty Ltd	14,491
2	792836	116 Bowden Street Meadowbank 2114	AIT Trust	695
102	1037638	118-122 Bowden Street Meadowbank 2114	AIT Trust	15,766
2 1-2	550006 982743	2 Constitution Road and 7 & 9 Hamilton Crescent, Ryde	Exchanged with Ells Trading Pty Ltd, Garry Bozoghlian, Yervant Bozoghlian and Angel Bozoghlian and Holdmark Enterprises Pty Ltd Holdmark Enterprises Pty Ltd has obtained political disclosure form and permission to lodge from owner	2,058
1 1-2	104280 930584	4-6 Constitution Road Ryde 2112	Holdmark Enterprises Pty Ltd	1,669
1	713706	8 -14 Constitution Road Ryde 2112	Exchanged with Rowston. Holdmark Enterprises Pty Ltd has obtained political disclosure form and permission to lodge from owner	6,418
3	7130	16 Constitution Road Ryde 2112	AIT Trust	850
1-2	810552	18 Constitution Road Ryde	357 HPG Pty Limited	2,981
1	322641	6 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd	702
11	7130	8 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd	879
12	7130	10 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd	1,016
13 - 15	7130	12 - 16 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd	2,499

16	7130	18 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd	853
9 1 1-7 10-17	19585 122205 19585 19585	37-53 Nancarrow Avenue Ryde 2112	Nancarrow Property Investments Pty Limited	10,175
13 - 14 7 100 15	738232 809282 851723 738232	8 Parsonage Street Ryde 2112	Church Street Property Investments Pty Limited	3,952
1	703858	9- 10 Rothesay Avenue Ryde 2112	357 HPG Pty Ltd	1,504
18	7130	11 Rothesay Avenue Ryde 2112	357 HPG Pty Limited	815
total site area (From Land and Property information service)				67,323sqm

1.5 Summary of Original Submitted Concept Plan

- The originally submitted Concept Plan proposed:
- the establishment of a new waterfront neighbourhood in Shepherds Bay linking existing residential areas to the waterfront and public transport
 - increased view corridors and access to the water
 - construction of new publicly accessible open spaces, sharedways, cycleways and pedestrian paths, improving linkages to public transport and the waterfront
 - ten (10) indicative redevelopment stages over a period of approximately 10 years (although the application does not seek final approval of these)
 - building envelopes for new residential buildings with heights ranging between 4 to 16 storeys
 - approximately 260,000sqm residential plus 10,080sqm commercial GFA, equating to approximately 2,400 to 2,800 new apartments (dependant upon mix) and approximately 10,080sqm commercial or retail space commercial, retail and community uses at ground levels at activity nodes to activate public spaces
 - approximately 10,080sqm of the site to be public domain, incorporating approximately 4,125sqm of new publicly accessible open spaces to be dedicated to Council
 - car parking based on Ryde DCP 2010 controls and dependant on landuse/ apartment mix (based on a sample mix of 2,600 apartments, a maximum of 4,500 car parking spaces was provided)
 - remediation of areas of the site if required
 - infrastructure including utility upgrades and under grounding of services and significant upgrading of the area-wide stormwater infrastructure in Shepherds Bay
 - interpretation and education of the historic uses of the site in landscape elements
 - reshaping the ground plane of the site to enable provision of new vehicular and cycle connections and new pedestrian links and view corridors including and exceeding those envisioned in Council’s DCP.

Discussion as to how the original Concept Plan design supported local and state planning policies and objectives is included in the original submitted EA.

That documentation provided the detailed Site Analysis which is not reproduced in this PPR.

1.6 History of Concept Plan Application

On 21 December 2009 an initial Project Application was submitted providing a preliminary environmental assessment. The project was declared a ‘major project’ under Part 3A of the Environmental Planning and Assessment Act 1979 on 03 March 2010. The Minister required a Concept Plan to be lodged providing an overview of the project. The Director-General issued Environmental Assessment Requirements (Director General Requirements) 20 May 2010 outlining key issues to be addressed in the environmental assessment of the project. The submitted EA addressed the Director General Requirements and contained a Draft Statements of Commitment and contained details of a three of the development scenario options explored, utilising different building heights and typologies.

The submitted Environmental Assessment Report (EA) for the Concept Plan Application for the Shepherds Bay Renewal Project was exhibited for 33 days from 26 January 2011 to 28 February 2011 and a total of 163 submissions were received. The Proponent reviewed and considered the submissions and in accordance with clause 75H (6) of the Environmental Planning and Assessment Act 1979, has responded to the issues raised by the Department of Planning, Ryde Council, other authorities, the community and other stakeholders since lodgement of the Application.

Subsequent to this the Department of Planning issued another letter, dated 5 June 2011 following the public exhibition of the Application which contained a further list of Key Planning Issues to be addressed by the Proponent.

This resulted in the further refinement of the ‘Preferred Concept Plan building forms and layout’.

Responses to comments by the community, Council, Department of Planning & Infrastructure and other stakeholders were included in the Draft Preferred Project Report submitted in January 2012. The most significant response is the substantial reduction in the overall residential density proposed on the Concept Plan site.

This resulted in the further refinement of the ‘Preferred Concept Plan building forms and layout’ and further stormwater and traffic and transport details being supplied in the Draft PPR submission.

Subsequent to the Draft PPR submission, the Department of Planning & Infrastructure provided additional comments, with regard to potential traffic impacts and minor design amendments to the Preferred Concept Plan.

This Revised PPR is the result of refinement of the Concept Plan in response to the latest comments received.

The Environmental Assessment will be made under the transitional arrangements for projects submitted to the Minister for Planning under the now repealed State Environmental Planning Policy (Major Development) 2005 and Part 3A of the Environmental Planning & Assessment Act, 1979 (the Act).

1.7 Consultation

On a number of occasions during the preparation of the final Concept Plan and Stage 1 Project designs the applicant has briefed and sought feedback from the Ryde Council staff and Councillors. Council has provided comments and suggestions, some of which have been considered in the design of the Concept Plan. The Proponent and their consultant team have worked closely with the Department of Planning & Infrastructure throughout the design process.

Straight Talk, community consultation were also engaged by the Proponent and have prepared a Community Consultation Strategy which is consistent with the objectives and principles contained in the Guidelines for Major Project Community Consultation, October 2007, issued by the Department of Planning. Straight Talk community consultants facilitated two community consultation workshops during the design phase and feedback from these sessions informed the Concept Plan and Stage 1 Project designs.

Project team members were on site to have one-on-one discussions and answer questions in an informal environment. Project team members present were able to take notes and record issues of interest identified through discussions with interested stakeholders. Written feedback was made possible via the use of reply paid feedback forms, giving respondents two weeks to return their feedback.

Consultation identified a mixed community response. Some members of the community welcomed urban renewal and the lifestyle and amenity benefits associated with new development while others had significant concerns about amenity impacts associated with traffic, parking, heights and building densities.

A full copy of their Strategy and community consultation outcomes is included as **Annexure 4** of this Report.

1.8 Revised Capital Investment Value

The Quantity Surveyor’s Report prepared by Altus Page Kirkland have estimated the Revised Capital Investment Value of the Concept Plan in their report at **Annexure 5** to be \$713,472,640 (excluding GST).

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1.9 Key Issues from the Public Exhibition of the EA

The submitted Environmental Assessment Report (EA) for the Concept Plan Application for the Shepherds Bay Renewal Project was exhibited for 33 **days from 26 January 2011 to 28 February 2011** and a total of 163 submissions were received from the general community.

Annexure 6 identifies and provides a summary of responses by public agencies and the general public to the public exhibition of the project application.

Annexure 24 contains a supplementary response report dated April 2012 to the Additional Information Request from the Department of Planning & Infrastructure.

- The main issues raised through consultations pertained to:
- increases in traffic,
 - heights,
 - setbacks
 - noise,
 - densities,
 - quantity and design of open space,
 - impact on environmentally significant mangrove areas,
 - stormwater runoff.
 - infrastructure capacity,
 - car parking
 - approval process
 - visual impact,
 - heritage
 - loss of employment
 - foreshore road extension
 - pedestrian safety
 - building setbacks
 - public consultation process

Concerns were also received during the public exhibition period from the Meadowbank West Ryde Progress Association, who expressed their combined findings in a one page document. In summary their concerns were:

- Not enough usable open space
- Traffic congestion
- Foreshore Road creating more through traffic
- Not an ecologically sustainable development
- Defining what exactly was being proposed.

Further explanation and justification in relation to the Concept Plan amendments is provided in the following sections, and / or in the table of responses to submissions included at Annexure 6 and the response report at Annexure 24.

1.10 Key Revisions to the Concept Plan from the Original Application

Key revisions to the Concept Plan now submitted as the subject Preferred Project include:

- Contiguous sites not owned or controlled by the Holdmark Group of companies within the concept Plan street boundaries have been excluded from the Concept Plan site area. At the request of the Department, indicative Ryde Draft LEP and DCP 2011 compliant redevelopment schemes have been included to demonstrate that other property owners are not disadvantaged by the Concept Plan development.
- In order to protect the foreshore environment, no work is proposed within the foreshore reserve area
- Concept approval for a dwelling yield of approximately 2,005 dwellings, equating to a maximum GFA of 203,500sqm, across the Concept Plan site, including approximately 10,000sqm of commercial retail or community uses. This represents a decrease of between 200 and 400 dwellings (dependent on the dwelling mix) from the originally submitted Concept Plan scheme. The recommended level of commercial uses has been limited to some office space within the podium of the Gateway Building (6,500sqm) on Church Street and daily convenience shops, café's and restaurants at preferred locations across the Concept Plan site to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent;
- Dependant on landuse/ apartment mix (based on a sample mix of 2005 apartments) a maximum of 2,724 residential car parking spaces plus approximately 252 commercial or community spaces will be provided;
- Building envelopes with heights ranging between 1 and 12 storeys. Higher building forms have been located in the central areas of the Concept Plan site where identified view lines will not be significantly impacted. A separate 'Gateway building' which is a 13 storey residential tower above a 2 storey podium on the parcel fronting Church St (Refer Concept Plan Height Map in Section 4.3.6 and indicative Storey Plan at Annexure 8);
- Building forms have been amended to regrade the transition of heights to better relate to adjacent development and define key corners and entry points to the Concept Plan site. Specifically:
 - the transitions in height between the concept Plan building heights and forms and the adjacent new developments fronting Bowden and Belmore Streets,
 - the lower building heights and increased setbacks fronting the foreshore reserve at

- the Central Foreshore Plaza which is the 'pinch point' along Rothesay Ave where the reserve is narrowest.
- generally accentuating or marking road intersections within the Concept Plan site with additional height at the corners of Bowden St & Nancarrow Ave, Nancarrow & Belmore, Rothesay Ave & Belmore, Constitution Rd & Belmore and the 'Gateway building' fronting Church Street.
- general acceptance of the Draft LEP heights along Constitution Rd and the majority of Rothesay Ave, in terms of height above the reformed ground level.
- adoption of a 7 storey height at the corner of Rothesay Ave(Stage 1 Project) which relates to the height of the existing substantial trees in the reserve in front of that parcel and the height of the now demolished Hoover building that until recently occupied that land.
- Flexible and varied articulation of building forms by the introduction of 1 and 2 storey 'pop up' elements along Nancarrow Avenue, Belmore and Bowden Streets;
- Building forms along Constitution Road have been redesigned in line with Council's Draft DCP to be 5 storeys fronting Constitution Road. Setbacks also generally conform to the Draft DCP;
- Building setbacks greater than the Draft DCP have now been provided along part of Constitution Road, and Church Street;.
- The residential component on the Church Street site has been setback from Church St in excess (18 metres) of the Draft DCP requirements;
- Additional horizontal articulation to maximize solar access and view sharing;
- Revised building envelopes that are again capable of compliance with SEPP65 and the guidelines contained in the Residential Flat Design Code;
- Revised open space plan to include 18,422sqm of publicly accessible open spaces and more usable recreational space based on Assessment of Open Space and Community Needs undertaken by CRED social planners (Refer Annexure 25) within the Concept Plan site. These spaces link seamlessly to Council owned roads and foreshore reserve. As detailed in that report, the proposed provision of publicly accessible open space for Meadowbank will equate to around 4ha per 1,000 people post development, which is substantially higher than the City of Ryde average of 2.88ha per 1,000 people. It is noted that no requirement for additional public open space is included in the Draft LEP or DCP currently on public exhibition;
- A new building envelope has been included on Bowden Street that could potentially contain a cafe/ kiosk or community uses and Preferred locations for other commercial/retail & or community spaces have been identified on the Concept Plan, with approximately 6,530sqm GFA of these uses also included in the podium levels of the Gateway building on Church Street;

- Additional details provided on stormwater upgrades and confirmation that all building envelopes and floor levels have been designed to be at least 0.5m above the maximum potential flood event;
- Additional assessment of potential impact of the proposed development on possible Microbat Habitat and the Eucalyptus Nicholii. That assessment concluded that no bat species are considered to be roosting within any of the buildings proposed for removal and the existing Eucalyptus Nicholii are introduced and not naturally occurring on the Concept Plan site;
- Revised Statement of Commitments to respond to a range of issues arising from the submissions made during public exhibition and assessment by the Department of Planning and extensive discussions with Council.

In addition to the above amendments to the Concept Plan proposal, the following additional / supporting documentation has been prepared to respond to specific issues raised in relation to the Concept Plan proposal:

- Revised Architectural Plans
- Detailed dwelling density analysis
- Revised Concept Plan Landscape Plan and Report.
- Supplementary Ecological Assessment of potential impacts on the Eucalyptus Nicholii and Micro bats
- Supplementary letters and reports updating details submitted with the EA in respect of economic impacts, ESD, consultation, heritage, contamination & water quality, flood modelling, traffic modelling and QS.
- Supplementary TMAP and Traffic Modelling and Impact Assessment details.
- Response to Additional Information Request Preferred Project Report
- Shepherds Bay Open Space and Community Needs Study

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1.11 Summary Description of the Preferred Concept Plan -

A Vibrant New Waterfront Neighbourhood

Vision Statement

“The reuse of an outmoded waterfront industrial area of Meadowbank to create the vibrant new waterside residential urban community of Shepherds Bay offering a quality lifestyle and amenities” (Robertson + Marks Architects)

It’s a vision of an appealing and lively community with benefits for future and existing residents and visitors to Meadowbank and safer waterfront access for the public.

The Concept Plan envisages a development with a distinct identity, architecturally designed to embrace views of the Parramatta River, retain and maximise existing panoramic views and vistas while achieving high standards of environmental sustainability. It will be seamlessly connected to the existing residential area of Meadowbank and provide significant new publicly accessible open spaces and facilities with pedestrian friendly access down to the water.

The Preferred Concept Plan

The Concept Plan (as shown in **Figure 2**) facilitates:

- establishment of a new waterfront neighbourhood in Shepherds Bay linking existing residential areas to the waterfront and public transport, replacing an obsolete industrial area
- increased view corridors and access to the water
- construction of new publicly accessible open spaces, sharedways, cycleways and pedestrian paths, improving linkages to public transport and the waterfront
- ten (10) indicative redevelopment stages over a period of approximately 10 years (although the application does not seek final approval of these)
- building envelopes for new residential buildings with heights ranging between 1 and 12 storeys with one 13 storey gateway building above a 2 storey podium adjacent to the Church Street entrance to the area (Refer Concept Plan Height Plan based on RL maxima in Section 4.3.6 and Indicative Storeys Plan at Annexure 8)
- 203,500sqm GFA, equating to approximately 2,005 new apartments (dependant upon mix) and approximately 10,000sqm commercial or retail space commercial, retail and community uses
- approximately 18,422sqm of the site to be publicly accessible open space.
- car parking based generally on the RTS Guidelines, which, dependant on landuse/ apartment mix (based on a sample mix of 10% 1 bed, 75% 2 bed and 15% 3 bed resulting in 2,186 apartments), a maximum of 2,724 car parking spaces including approximately 252 commercial or community spaces will be provided

- remediation of areas of the site if required
- infrastructure including utility upgrades and under grounding of services and significant upgrading of the area-wide stormwater infrastructure in Shepherds Bay
- interpretation and education of the historic uses of the site required to be included in the detailed landscape designs of the individual development stages
- Localised reshaping of the topography in various areas of the site to achieve better planning outcomes, particularly in terms of maximising views, accessible access and providing functioning interfaces between buildings and their adjacent public domain;
- provision of new vehicular and cycle connections and new pedestrian links and view corridors including and exceeding those envisioned in Council’s DCP.
- Two new road extensions by dedication to Council of land owned by the Proponent and construction of two new road connections Belmore to Bowden along Nancarrow and Rothesay Avenues;
- a ‘transit-oriented’ development based heavily on improved accessibility to the three public transport nodes in Shepherds Bay with safe, high quality pedestrian and cycle links to encourage a shift away from the use of private cars. As detailed in the submitted TMAP, in Meadowbank in 2006 the modal share for transport was recorded in the census to be in the order of 30% train, 3% bus, 3% ferry, 1% bikes, 3% walking and 60% private cars. A shift of approximately 10% towards public transport is forecast by the Transport consultants in their report at Annexure 22.

1.12 Strategic Justification

The Preferred Concept Plan departs from Council’s DCP controls to a minor degree to achieve a better planning outcome in the renewal of Shepherds Bay foreshore area, providing high quality living area in a sought after, fully serviced middle ring suburb of Sydney. The Applications are lodged on the basis of:

- **supporting State, Regional and Local planning objectives** - the objectives and residential targets of the Metropolitan Plan for Sydney 2036, the Draft Inner North Subregional Strategy and Ryde LEP 2010 for the area. The project is consistent with regional targets for urban consolidation and priorities of increasing density near Sydney CBD close to public transport hubs and a short distance from key employment areas;

- **appropriate reuse of surplus industrial land** - providing much needed new dwellings to replace outmoded commercial and industrial uses in a highly sought after, foreshore area with direct easy access to multiple public transport modes of Sydney;

- **recent changes to built and planned built forms and land uses in Shepherds Bay** which all similarly relied on variations to the LEP height limits;
- **significantly more publicly accessible open space and pedestrian connections** - The Concept Plan recommends the provision of a number of new publicly accessible open spaces and pedestrian connections across the Concept Plan site, with approximately 18,422sqm of the site to be publicly accessible open space, substantially more than the new publicly accessible open space than envisaged in Council’s DCP and almost double the average per person in the City of Ryde LGA. Publicly accessible open spaces have been redesigned to take into account the foreshore location of the site, changing demographics, existing Council open spaces in the locality, the findings of Council’s - “Parks on Track for People 2025”, discussions with Council and the Open Space and Community Facilities Needs Study at Annexure 25.

- **better public access and enjoyment of the foreshore** and provision of a number of new pedestrian and cycle links to the foreshore reserve in support of Council’s Riverwalk Strategy;

- **strengthening existing and creating new view corridors to the water** by generally orienting buildings to the water, with other more perimeter style footprints and taller building forms at key corners, central areas and at the gateway on Church St. Reshaping the already benched and modified topography to create the street layout envisaged in Council’s LEP and DCP will open up new view corridors to the water from the surrounding residential area in addition to those envisaged in Council’s plans (refer to **Figure 30**);

- **stronger connections to surrounding residential areas** - providing greater visual and physical links and cohesion between the redevelopment area and the existing residential development in Meadowbank and to the waterfront and public transport hubs;

- **respect for surrounding residents** - particular attention has been taken to setback building density from the frontages of Constitution Road and other main roads at the boundaries of the Concept Plan site in line with Council’s Draft DCP 2011 building envelopes currently on public exhibition, to respect lower density residential development opposite. In that instance, however, due to the topography, even a LEP compliant height development would block any potential views to the waterfront (currently, generally

blocked by industrial buildings). This also applies to other areas within the Concept Plan site, where compliant development heights would result in similar view impacts to the Concept Plan heights due to changes in topography.

- **street wall heights generally consistent on boundary streets of the Concept Plan Site with permissible LEP building heights and setbacks** - The Concept Plan proposes that heights of building envelopes illustrated on the Heights Map at **Figure 12** be referenced to the RL’s of the adjacent streets. At the request of Council, each building envelope has been assigned a maximum RL which includes allowance for roof plant. On this basis, as detailed in the Architectural Drawings at **Annexure 3**. The resultant street wall height of the Concept Plan buildings are generally consistent with recent adjacent residential developments.

Variations from the LEP building height controls are sought where view access will not be impacted by marginally taller buildings, with added variety in the vertical forms with the introduction of one and two storey ‘pop ups’ along Nancarrow Ave, Belmore St and Bowden St, refer to **Figures 2**.

- **seeks alternate car parking rates dependent on proximity to public transport within the Concept Plan Site** - In response to the DGR’s request for a minimal approach to on site car parking the Concept Plan and in recognition of the site’s good access to three modes of public transport, a lower car parking rate than Council which exceeds the RTA guidelines as follows:
1 & 2 bed units 1 space
3 bed units 2 spaces
plus 1 visitor space per 5 units

Spaces for bicycles are also required to meet Council’s Draft DCP 2011 controls - provide bicycle parking equivalent to 10% of the required car spaces or part thereof.

- **respecting pedestrian scale in streets and public domain** - The Concept Plan retains all existing street reservations and in some circumstances augments them to enhance the character of the spaces for pedestrians. Additional easements and connections required in the Draft DCP have been incorporated into the final Concept Plan layout. Where possible the proportions of the street are to be enhanced by lowering street wall heights at frontages with generous, Draft DCP compliant setbacks along the Concept Plan Site perimeter streets with taller building forms set well back from street frontages to ensure a human scale in the streets, the foreshore reserve and new central foreshore plaza;

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- **improved housing affordability** - providing a mixture of apartment sizes and increase housing supply in the area;
 - **Reshaped topography for better planning outcome**
- The Concept Plan requires that the current landform in many areas across the Concept Plan site has been substantially modified through benching to provide for the existing large footprint industrial buildings and at-grade car parking and loading areas. In many cases, natural ground levels cannot be determined. The Concept Plan proposes localised reshaping of the topography in various areas of the site to achieve better planning outcomes, particularly in terms of maximising views and providing functioning interfaces between buildings and their adjacent public domain.

- **facilitating increased patronage of existing nearby services and facilities** and potentially generating additional jobs in the local area during the construction and occupation phases of the development (depending on the staging and timing of the Concept Plan development, it is estimated that approximately 2,500 construction jobs will be created and 50 or 60 permanent jobs once the whole site is operational); and

- **ensuring sensitive ecological communities are protected and cultural heritage celebrated.** In this regard, the final Preferred Concept Plan the subject of this PPR does not contemplate any works within the adjacent foreshore reserve to minimise any potential impacts to the riparian ecosystems. It is envisaged in the concept Plan that heritage interpretive elements be included in the publicly accessible open spaces.

Consistency with Ryde LEP 2010 Objectives

The development envisaged in the Concept Plan Project fully supports the Ryde LEP 2010 objectives, specifically:

“To provide a mixture of compatible land uses.”

The Concept Plan facilitates future development of a vibrant new living area with a mix of uses - residential, open spaces, community, convenience retailing, café’s and limited commercial spaces. The mix of landuses have been informed by prepared by Hill PDA included in the EA, Council’s DCP and more recent Council statement’s with regard to limitations on potential for commercial uses in the area. As detailed in the Economic Assessment, the recommended level of commercial uses has been limited to daily convenience shops, café’s and restaurants to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent.

The final Concept Plan includes additional details of preferred locations for commercial,retail and community uses, together with the Gateway tower podium levels being designated for these uses and a dedicated building envelope potentially for a kiosk/ cafe or community use in the publicly accessible open space area fronting Bowden Street.

“To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.”

The Concept Plan facilitates development of a vibrant new living area with a mix of uses - residential, community, convenience retailing and limited commercial with high quality pedestrian and cycle links to three public transport nodes.

“To create vibrant, active and safe communities and economically sound employment centres.”

One of the principal design objectives of the Concept Plan was to create a ‘transit-oriented’ development based heavily on improved accessibility to the three public transport nodes in Shepherds Bay with safe, high quality pedestrian and cycle links to encourage a shift away from the use of private cars in Shepherds Bay. To this end the Concept Plan has included all new links required by Council’s Draft DCP and added more. The additional population will help to support an increase in the ferry and train services currently sought by a number of existing residents in the locality.

“To create safe and attractive environments for pedestrians.”

The Concept Plan envisages a new vibrant waterfront living area with extensive system of publicly accessible open spaces and active uses supporting new high quality accessible and sustainable residential developments. All areas have been designed to provide users with a safe and enjoyable experience, consistent with the CPTED principles of Safety by Design. Where possible, building envelopes in the Concept Plan has been designed to be lower in height at the street and publicly accessible open spaces frontages with building bulk set back to retain a human scale and maximise solar access in the streets and other public domain areas.

“To recognize topography, landscape setting and unique location in design and land-use.”

The Concept Plan requires the reshaping of the already significantly ‘unnatural’ benched topography in parts of the site, to facilitate the development of accessible buildings, streets and publicly accessible open spaces, consistent with the current and Draft LEP and DCP layouts.

The Concept Plan design has been informed by a detailed Visual Impact Analysis by Richard Lamb and Associates, included in the EA, to ensure existing Draft and adopted DCP identified views are protected, together with the opening up of additional views to the water from the surrounding locality. That study supports the proposed localised reshaping of topography which enables the provision of additional view corridors to the water.

Consistency with Ryde Draft LEP 2011 & DCP 2011

The final Concept Plan design and controls have been informed by the changed heights, setbacks and access routes contained in these documents.

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THE CONCEPT PLAN
(PREFERRED PROJECT)

LEGEND:

Concept Plan Site

Building Envelope Footprints



FIGURE 2. CONCEPT PLAN ON SITE AERIAL PHOTOGRAPH

2. EXHIBITION OF MP NO.06_0305-CONCEPT APPLICATION

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2.1 Submissions from Key Public Agencies & Design Responses

Sydney Regional Development Advisory Committee (SRDAC) (28 February 2011) & RTA

The RTA reviewed the originally submitted Concept Plan Major Project and did not support the proposal in that form.

The RTA has requirements regarding its proposed SCATS Cabin in Waterview Street. A SCATS is a regional computer cabins and multiplexer, located at around the metropolitan area to ensure that the operations and ongoing costs of the system are optimised. In this regard, the RTA require that:

- any development shall continue to provide direct access to the SCATS Cabin from a public road
- any development should retain the existing amount of parking for maintenance vehicles as well as turning area
- if developer wanted to include SCATS cabin area in the development a replacement area would need to be found
- all costs to duplicate the SCATS Cabin area would be met by developer.

The RTA required changes to a SIDRA modelling and electronic copy of modelling to be resubmitted to RTA and Council for review and confirmation that it took into account patterns of existing industrial development to residential development in the locality.

RTA required the Proponent to obtain current traffic data from the existing industrial uses to determine current traffic generation rate; this can be used as a comparison against RTAs Guide to Traffic Generating Development industrial rate.

RTA suggested proposed bicycle networks be extended up to Meadowbank Station to improve access to public transport.

All works associated with proposal shall be at no cost to RTA.

Proponent response:

The Proponent will commit to addressing the issue of the planned RTA SCATS Cabin in Waterview Street in the detailed design of the Gateway tower in Stage 5 development application.

Additional traffic modelling was carried out and resulting submitted to the Department of Planning on 24 August 2011 and their consultants Arups for review. This was based on detailed on site traffic counts as requested. In addition, further site specific, whole of the MEA and regional traffic modelling and TMAP details have been provided by Road Delay Solutions

in their report at Annexure 22. That report which concluded:

- based on a demographic analysis of existing travel patterns it is predicted that over the next 14 years a 10% modal shift to public transport will occur in the Concept Plan area;
- the Concept Plan development will have minimal impact on the traffic in the area up to 2026 compared to the existing industrial uses which were modelled at their current 59% occupancy rate. The bulk of additional traffic in the area is regional traffic;
- over and above the traffic generated by the existing industrial uses, the Concept Plan proposed residential and commercial development will only contribute to a small degree to the demand for the following road works in the area to be undertaken by Council or the TRMS by 2026 (Refer Traffic modelling report by Road Delay Solutions at Annexure 22):

1. The widening of Constitution Road to 4 trafficable lanes during the commuter peaks ;
2. Installation of traffic signals at the intersection of Bowden Street and Constitution Road;
3. Hamilton Crescent being made one way southbound;
4. Left turn in only (right turn from Constitution Rd banned) at the intersection of Constitution Road and Hamilton Crescent; and
5. The installation of left in/left out only at the intersection of Belmore Street and Nancarrow Avenue.

- with the exception of proposed traffic signals at the intersection of Belmore Street and Nancarrow Avenue, all other road infrastructure upgrades are triggered by the growth in intrusive local and regional background traffic, with the theoretical contributions, attributed to the Concept Plan development, considered minor in comparison.

The Proponent has no power to extend the bicycle network beyond the Concept Plan site as the land is not part of the Application and is owned by Council and other private individuals.

We note the RTA will not be liable for any costs of works associated with the Concept Plan development and that the Proponent offers a monetary contribution towards the portion of new traffic facilities generated by the Concept Plan development as it occurs. Details of this contribution will be included in the final VPA when negotiations are completed with Ryde Council.

NSW Transport (4 March 2011)

NSW Transport made the following comments:

- The level of public transport analysis supporting the concept plan approval requires further detailed consideration prior to further reconsideration of

- project applications.
- Further detailed transport review of proposed renewal area should take into consideration the cumulative impacts on surrounding public transport networks including detailed transport modelling.
- The TMAP is not consistent with the draft Interim TMAP Guidelines. Further detailed traffic and transport analysis to support the proposed renewal area should be consistent with these Guidelines.
- Given proximity of the site to high frequency bus corridors, Meadowbank Station and Meadowbank Ferry Wharf, TNSW recommends lower parking rate levels (not Councils) in line with RTA Guide to Traffic Generating Development.
- Use of car share opportunities should also be included in the detailed design of the site.
- TNSW support increased provision of bicycle parking and end of trip facilities to support sustainable transport choices
- Recommend Concept Plan require that cycling facilities be provided in accordance with the rates and design specifications outlined in NSW Planning Guidelines for Walking and Cycling.
- Recommends preparation of a detailed pedestrian and cycle strategy for the proposed renewal area which should have regard to the NSW Bike Plan.
- TNSW request the preparation of a Travel Access Guide (TAG) and Workplace Travel Plan (WTP) be a condition of consent for both the Concept Plan and successive project applications. Examples of possible initiatives they cite included bulk purchase of public transport tickets at discount rate, bike rental programs for employees, pay-back schemes for residential/ employees not using parking, awareness raising of local public transport, walking and cycling options.

Proponent response:

Additional traffic modelling and TMAP information was submitted to the Department addressing the above concerns in response to this letter.

Subsequently, further TMAP and transport analysis has been prepared by Road Delay Solutions and included in Annexure 22. That report provides details of existing and projected modal splits based on modelling. That modelling predicts a 10% modal shift from private cars to public transport by 2026.

Lower car parking rates are proposed as detailed earlier in this report.

The Proponent commits to compliance with rates and design specifications outlined in NSW Planning Guidelines for Walking and Cycling in all development in Concept Plan. Refer Statement of Commitments.

The Proponent also commits to preparation of a Travel Access Guide (TAG) and Workplace Travel Plan (WTP) as a condition of Approval of the Concept Plan and successive Project Approvals.

Department of Environment and Climate Change (25 February 2011) (DECC)

DECC requested the following additional assessments be carried out in accordance with the Threatened Species Assessment Guidelines 2007:

1. an assessment of the existing Eucalyptus nicholii occurring on the site; and
2. potential to contain roosting habitat for microhiropferan bats.

It also noted with regard to flooding and stormwater management that the additional inlet pits, the overall drainage system including the vital overland flow path system should be designed to mitigate any potential adverse impact from blockage to culverts, pits and pipelines from any debris build up.

In addition, they recommended pedestrian egress routes from the car parking areas should be appropriately signposted and effectively reach a safe location above the Probable Maximum Flood (PMF) level. Further that basement car parks should be designed to ensure that flooding within the car park is controlled and gradual with adequate opportunity to self evacuate via the sign posted route.

DECC also recommended that consideration be given to ‘sheltering-in-place’ in dwellings in any vulnerable locations as an appropriate self evacuation strategy and recommended that development controls be included in the Concept Plan to ensure that affected dwellings can safely withstand flooding above the 100 year flood planning level up to the PMF level.

Proponent response:

The requested additional environmental assessments were carried out as discussed above and impacts found to be minimal provided the development is constructed in line within appropriate environmental management guidelines that will be included in the individual project Construction Management Plans.

All other recommendations by DECC have been accepted by the Proponent and are included in the Statement of Commitments.

NSW Maritime (16 February 2011)

Expressed no concerns.

Sydney Water (24 February 2011)

Sydney Water made the following comments:

The current water system does not have sufficient capacity to service the proposed development. Drinking water mains fronting the proposed development do not comply with the minimum size

required by the Water Supply Code of Australia to serve the development capacity. Amplification works need to be completed by developer to service the site. Size description and diagrams provided.

The current wastewater system does not have sufficient capacity to serve the proposed development. Amplification works need to be completed by developer to service the site. Size description and diagrams provided.

They also advised that in the event that trade wastewater is generated, the property owner is required to submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence. Information provided about removal of ‘industrial’ waste’.

They also confirmed that a Section 73 Certificate would be required for any developments within the Concept Plan site.

Proponent response:
The Proponent and developer Holdmark Group of Companies are in constant discussions with all utility providers and are aware of the requirements to upgrade the infrastructure which is included in the relevant infrastructure plans submitted.

The Proponent invites a condition of consent to this effect and requirement to obtain a Section 73 Certificate.

Office of Water (11 March 2011)
The Office of Water strongly recommends the development works do not occur in or near the riparian zone of the river.

They advise that If any works are likely to intercept or use groundwater a Licence under Part 5 of the Water Act 1912 is required. They also list a range of standard conditions in this regard.

The Office supports the proposed groundwater monitoring program to provide information on depth of groundwater and direction of flow.

Proponent response:
As mentioned above no work is now proposed in the foreshore reserve or riparian zone.

The Proponent notes the requirement for Part 5 License and will comply.

2.2 Submissions from Community and Design Responses

The following section provides a detailed response to the key issues raised by the community following a detailed review of the submissions. These comments have been taken into account in the revision of the originally submitted Concept Plan.

Annexure 6 identifies and provides detailed responses to each of the matters raised by the general public in submissions made in response to the public exhibition of the project.

The main issues raised by the community through consultations pertained to:

- increases in traffic,
- heights,
- noise,
- densities,
- quantity and design of open space,
- impact on environmentally significant mangrove areas,
- stormwater runoff,
- infrastructure capacity,
- car parking
- approval process
- visual impact,
- heritage,
- loss of employment,
- foreshore road extension,
- pedestrian safety,
- building setbacks, and
- the public consultation process

Concerns were also received in writing from the Meadowbank West Ryde Progress Association, who expressed their combined findings in a one page document. In summary their concerns were:

- Not enough usable open space
- Traffic congestion
- Foreshore Road creating more through traffic
- Not an ecologically sustainable development
- Defining what exactly was being proposed.

The Body Corporate, 13-14 Banks Street, Meadowbank (28 February 2011) also submitted concerns about:

- impacts of increased traffic
- diminishing quality of life from Putney to Ermington with overcrowding of green space and recreational areas, construction noise, blocking of breeze, views and sunlight and decrease in property values.
- density of housing
- excessive height

Issues raised were been addressed in the revised Concept Plan contained in the Draft PPR with the exception of submissions relating to perceptions of a change in the character of the area which in our view will be improved from the existing obsolete unsightly industrial area.

- This PPR also provides:
- additional traffic and transport modelling to support the Concept Plan
 - Changes in the building envelope heights and setbacks to more closely align to the now exhibited Draft LEP and DCP and provide more vertical articulation of building forms with the introduction of the principle of 1 and 2 storey part floor ‘pop up’s’
 - more detailed design of publicly accessible open spaces to provide more direction for their future recreational uses with the inclusion of rest areas, children’s play areas etc
 - greater setback of building forms to part of Constitution Road than required by Council’s Draft DCP

2.3 Additional Issues Raised by the Department of Planning in letter of 5 June 2011 and Design Responses

Following lodgement and exhibition of the Concept Plan Application a further letter from the Department, dated 5 June 2011 was received by the Proponent seeking further clarification, refinements and assessment of various aspects of the proposal.

Details of their request and the Proponents responses follow:

1. LAND TO WHICH THE CONCEPT PLAN APPLIES
The Department requested that all owners consents be provided and that the Concept Plan be revised to exclude land where owners’ consent has not been obtained. In addition, it was requested that plans and details must be submitted demonstrating that adjoining sites can be developed independently in accordance with Council’s DCP controls.

Proponent response:
All owners consents for lands included in the Concept Plan, including those purchased by the developer Holdmark Group of Companies since lodgement have now been submitted. In addition, as illustrated in Section 6 of this Report, all adjacent consolidated sites can be developed in compliance with Council’s DCP and are not disadvantaged by the Concept Plan.

2. HEIGHT, BUILT FORM AND DENSITY
The Department requested a review of building envelope heights, particularly along Constitution Road and the gateway building fronting Church Street. Options for revised building envelopes were required, including reduction in overall bulk and scale, through increased setbacks, special treatment at prominent corner sites and breaks and separations between buildings to improve streetscape presentation, residential amenity and increased solar access consistent with SEPP65 objectives and minimise impacts on existing locality.

Proponent design response:
The Preferred Concept Plan submitted with the Draft PPR responded positively to these design change requests as follows:

Firstly the overall maximum achievable density was significantly reduced from 260,000sqm residential (equating to approximately 2,400 to 2,,800 new apartments) plus 10,080sqm commercial GFA, to 193,500sqm residential plus 10,000sqm commercial GFA, equating to approximately 2,005 new apartments.

Secondly, building heights were lowered to 3 storeys fronting Constitution Road and other streets within the Concept Plan and building massing setback
Thirdly, additional horizontal articulation to and modulation of building envelopes were introduced to further maximize solar access and view sharing.

Subsequently, in response to comments from the Department of Planning & Infrastructure and Council on the Draft PPR, additional amendments have been made to the Concept Plan now submitted including changes to the heights along Constitution Road were increased to 5 storeys to align with Council’s currently exhibited Draft DCP and building setbacks increased to greater than the Draft DCP along part of Constitution Road and at the new Foreshore Plaza ‘pinch point’ where the foreshore reserve is narrowest.

3. TRAFFIC AND TRANSPORT
The Department requested that a revised TMAP and traffic modelling be provided addressing issues raised in the RTA correspondence dated 28 February 2011 and Council’s correspondence of 4 March 2011. This was to include further analysis of public transport and mode share analysis in accordance with Transport NSW correspondence dated 4 March 2011.

The Department also requested that car parking rates be significantly reduced to reflect site’s proximity to public transport.

In addition, they requested the Concept Plan Application include options to maximise pedestrian and cyclist safety and amenity and consideration of public domain upgrades both within and outside the

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site which may form part of the VPA with Council. The Department also requested that the delivery of the entire length of new road construction between Nancarrow Ave and Hamilton Crescent should be provided as part of Stage 1 of the Concept Plan development.

Proponent response:
The revised TMAP details and traffic modelling were provided to the Department on 24 August 2011 addressing issues raised by the Department, RTA and Council.

Car parking rates proposed have been reduced to reflect the site’s proximity to public transport, to marginally less than Council’s DCP requirements but exceeding the RTA Guidelines.

The Concept Plan includes extensive pedestrian and cycle paths linking seamlessly to Council’s foreshore reserve and roads. A number of discussions have now taken place between the Proponent and council regarding the VPA. The Draft VPA is included as Annexure 22. Discussions with senior Council staff have indicated an unwillingness by Council to accept the dedication of the majority of the proposed publicly accessible open spaces with the exception of that shown in the DCP. I

In this regard, the Draft DCP currently on public exhibition shoes not requirement for any new public parklands within the Concept Plan site. Accordingly as the Proponent believes the development of the site to include an additional 2005 dwellings will generate the need for additional publicly accessible open spaces these are proposed to remain in private ownership and maintained by the relevant owners corporations once constructed.

Subsequently additional traffic modelling and TMAP details have been submitted in support of the Concept Plan and included in Annexure 22.

With regard to inclusion of extension of Nancarrow in Stage 1, as the details of the design of this road extension are still being discussed with Council as part of the VPA negotiations, it is not possible to include them in the Stage 1 Project.

4. OPEN SPACE AND PUBLIC DOMAIN
The Department requested further justification for the level of open space provided within the Concept Plan site and requested that consideration be given to increasing the open space provided.

They further requested that additional details on the quantity of open space be submitted clearly showing delineation between publicly accessible and private spaces and linkages to other parts of the area.

The Department requested further justification for the proposed foreshore link road and boardwalk in response to concerns raised by NSW Office of Water regarding the impacts on riparian environment along the Parramatta River.

Additional detail of the finished topography was requested and how new development would link to surrounding open spaces and roads, addressing equitable access.

Additional details were also required on the area available for deep soil planting within the Concept Plan site to meet SEPP 65 and the RFDC.

Proponent design response:
In response to the Council’s request, the quantum of new publicly accessible open space within the Concept Plan site has been amended to exclude all street verges and building entry open space and the revised figure of 18,422sqm of publicly accessible open space within the Concept Plan site. The proposed provision of publicly accessible open space for Meadowbank will equate to 3.82ha per 1,000 people, which is substantially higher than the City of Ryde average of 2.88ha per 1,000 people.

As mentioned above, Ryde Council do not want any open spaces within the Concept Plan to be dedicated to them and have been closely involved in defining the quantum to be provided.

In addition, based on the findings of an Open Space and Community Facilities Needs Study carried out by Cred Social planners for the Proponent at Annexure 25 additional details and guidance have been included in the Concept Plan Landscape Plan for the future design of the publicly accessible open spaces. This includes indicative areas for children’s play, passive recreation, public celebration and pedestrian and cycle access. Refer amended Landscape Plans at Annexure 10.

Plans clearly showing areas of publicly accessible, communal, private and deep soil planting areas accompany this Report. It is important to note that all publicly accessible open spaces proposed are deep soil (100%) areas, significantly exceeding SEPP65 and RFDC guidelines.

In response to NSW Office of Water concerns, we again confirm that no work is now proposed as part of the Concept Plan Application within Council’s foreshore reserve, with the exception of the foreshore link road which while not originally proposed by the Proponent was included at Council’s request. Detailed finished RL’s were provided for every building envelope in individual development Stages which reflect the finished levels of reformed topography derived from RL’s of adjacent streets.

A plan showing all potential deep soil areas of the Concept Plan site was submitted with the Draft PPR. It is important to note that all publicly accessible open spaces are potentially 100% deep soil areas, subject to detail design.

This submission includes a revised SEPP 65 Assessment which is attached as Annexure 9.

5. SOCIAL INFRASTRUCTURE AND OPEN SPACE

The Department requests further details of open space, social and community infrastructure allowed for in the Concept Plan to meet the needs of future residents.

Proponent response:
The Proponent and consultant team have sought advice from Council as no concrete requirements for additional community facilities in the Concept Plan site.

However, the building envelopes have all been designed with higher ceilings on ground floors to enable flexibility of ground floor uses to include a wide range of community facilities and ‘active uses’ which are permissible in the zone across the whole site.

In further response to this issue, the Proponent engaged Cred social planners to prepare the Shepherds Bay Open Space and Community Needs Study. That study provided further guidance on the nature or open spaces and identified the need for a multi-purpose community space that can be accommodated either in the Gateway building or other locations within the Concept Plan site identified on the Concept Plan, such as adjacent to the central foreshore plaza.

6. CONTRIBUTIONS, WORKS-IN-KIND OFFSETS AND PROVISION OF INFRASTRUCTURE

The Department requested further details of infrastructure works to be delivered as part of the VPA.

Proponent response:
The VPA is still the subject of negotiation between the Proponent and Council. The Draft VPA has already been submitted to the Department and Council for discussion. At this stage it appears that the Developer will provide Council with an agreed amount of money which will be spent on area wide stormwater and public domain upgrades in the immediate locality adjacent to the Concept Plan.

7. CONCEPT PLAN SEPP 65 COMPLIANCE
The Department requested an assessment of the Concept Plan envelopes against SEPP 65 and the RFDC be submitted demonstrating consistency.

Proponent response:
A revised SEPP 65 Assessment has been prepared demonstrating that all building envelopes in the Concept Plan can comply with SEPP 65 and the RFDC. Refer Annexure 9.

8. IDENTIFICATION OF KEY LOCATIONS FOR COMMERCIAL AND COMMUNITY USE
The Department requested that the concept plan should nominate key locations for commercial and community uses.

Proponent response:
The Concept Plan incorporates provision for approximately 10,080sqm commercial and community uses, the bulk of which is proposed within the podium of the gateway tower building. Also, as mentioned above, all building envelopes have all been designed with higher ceilings on ground floors to enable flexibility of ground floor uses to include a wide range of community facilities and ‘active uses’ which are permissible in the zone across the whole site.

Subsequently, the final Concept Plan contained in this PPR has been amended to now include preferred locations for commercial, retail and community uses and a new building envelope identified in the open space fronting Bowden street for a cafe/kiosk building. or community use.

9. ASSESSMENT OF EUCALYPTUS NICHOLII & MICROCHIROPTERAN BAT HABITAT

As requested, additional assessment of the potential impact of the proposed development on the Eucalyptus nicholii on the site and possible habitat of the microchiropteran bat was undertaken. A report of that assessment, by LesryK Environmental Consultants, is again attached as Annexure 12 which concluded:

“Given that the Narrow-leaved Black Peppermint individuals present within the subject site are planted and well outside its distribution range, their removal is not considered to have an adverse impact on the local population or viability of this species. With regards to microchiropteran habitat, no bat species are considered to be roosting within any of the buildings proposed for removal that were focused on during the study. Furthermore, none were recorded foraging within close proximity to the buildings. As such, the proposal can proceed as planned without having an adverse impact on any native flora or fauna of conservation concern.”

10. RYDE COUNCIL’S COMMENTS REGARDING FLOOD MODELLING AND STORMWATER DRAINAGE

Additional details were submitted with Draft PPR confirming the Concept Plan design has been informed by flood modelling as recommended by Council and would accept development consent conditions with regard to Council’s suggested safety design measures in basement car parks and provision of identified refuge areas.

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Subsequently, this PPR is accompanied by detailed Trunk Drainage and Concept Civil Engineering Designs for the Concept Plan, by Cardno, copies of which are included in Annexure 11. These have been submitted to Council and the Proponent awaits their further comment

10. REVISED/UPDATED PLANS AND REPORTS REFLECTING AMENDED DESIGN

Where appropriate reports have been revised or letters submitted stating no amendments required, to reflect amended Concept Plan Design (Preferred).

- Other issues raised by the Department in their email of 16 December 2011 were separately responded to and amendments made to the Draft PPR. In summary:
- additional ownership details and consents to lodge were included as **Annexure 23**;
 - additional traffic modelling and TMAP details were provided and included as **Annexure 22**; and
 - the Concept Plan boundaries were confirmed and all relevant maps and diagrams amended.

Subsequently all amended plans and documentation have been suitably identified in the final Concept Plan included in this PPR.

2.4 Additional Issues Raised by the City of Ryde Council and Design Responses

Council provided an extensive and detailed submission to the Department which has informed the revised design. In summary their key issues with the originally submitted Concept Plan were:

- scale and scope was inappropriate for the Meadowbank area. Inconsistent with new revised Council controls and would result in poor urban form that lacks human scale, unreasonable and unacceptable impact on views to and from the MEA and provide additional dwellings which will place strain on surrounding access networks.
- density proposed was unmanageable and unsustainable.
- Disagrees with EA that Ryde LGA must cater for additional dwellings. Stated that Ryde LGA will be more than capable of satisfying current dwelling targets (Subregional Strategy) without intensification of density in the MEA.
- would result in inappropriate impacts with respect to traffic, view loss, visual bulk and impact, community facilities and infrastructure.
- the design failed to adequately give due regard to urban form including building separation, setbacks and achieving high quality of design

- the Concept Plan may restrict or prevent the redevelopment of the remaining commercial/ industrial and low density residential areas.
- buildings would dominate streetscape and proposed public open space areas due to their height and minimal setbacks.
- the Concept Plan did not detail whether an articulated top must be provided to all buildings
- proposed heights along the interfaces between the MEA and surrounding low density residential areas are excessive.
- the 5 storey of the ‘Gateway Site’ will fail to comply with this 25m setback requirement
- overdevelopment of central portion of the MEA has the potential to stifle future development of the remaining sites

Proponent response:

The proposed density of the development has been significantly reduced (by 200 to 400 apartments).

The scale of the proposed development has been significantly reduced as discussed above. Additional view corridors have also been created to and from the water.

The potential impacts of additional traffic generated by the Concept Plan development have been modelling and remodelled and found to not be significant by Road Delay Solutions traffic and transport consultants. The predominant generation of demand for additional traffic facilities was found to be from the projected growth in the background local and regional traffic in the locality rather than the Concept Plan development.

Community facilities are permissible in any area of the Concept Plan site. The Concept Plan does not seek rezoning of particular areas to ensure flexibility in their location in discussion with Council.

Subsequently, the Proponent has engaged Cred Social planners to carry out an Open space and Community Facilities Needs study for the Concept Plan. That report, at Annexure 24 has informed the additional detail now provided in the landscape plan on the use of a number of the publicly accessible open spaces across the Concept Plan site. In addition, that Study identified the need for a multi purpose community space that could be open at night within the site which could be either accommodated within of the Gateway Building on Church St or at any of the locations identified such as adjacent to the Central Foreshore Plaza.

The final Concept Plan the subject of this PPR now identifies preferred locations for commercial, retail and community uses and contains a nominated building envelope for a small cafe/kiosk structure within the

publicly accessible open space fronting Bowden Street. The final Concept Plan, the subject of this PPR provides more detail of required building separations and setbacks consistent with SEPP 65 and the RFDC and generally consistent with Council’s Draft DCP.

At the request of the Department of Planning the Concept Plan Application includes a hypothetical design exercise demonstrating that the adjacent ‘isolated sites’ can be developed under Council’s DCP controls and are not disadvantaged by the Concept Plan.

The 2 storey podium of the gateway tower is not intended for any residential use. The residential tower is required by the Concept Plan to be setback a minimum of 31 metres from the Church Street frontage to minimise any acoustic impacts of the regional road. In addition, the 4 storey commercial building above the podium will serve to provide a partial buffer between the residences and the regional road.

- ramifications for usability of public open space and increased separation of buildings should be considered or a reduction in height.

Proponent response:

The revised Concept Plan (Preferred) contains approximately 18,422sqm of publicly accessible open space significantly more than Council’s DCP compliant scheme and wholly in addition to the Draft DCP which does not require any public open spaces within the Concept Plan site. On the advice of Council these spaces have been designed to be both passive and civic spaces as the site adjoins a major Council owned active sporting fields.

As mentioned above, an Open Space and Community Facilities Needs Study was carried out by Cred Social planners for the Proponent at Annexure 25. This study provides additional details and guidance have been included in the Concept Plan Landscape Plan for the future design of the publicly accessible open spaces. This includes indicative areas for children’s play, passive recreation, public celebration and pedestrian and cycle access. Refer amended Landscape Plans at Annexure 10.

- would unreasonably impact on views to and from MEA including views originating from both sides of the Parramatta River
- contrary to Council’s objective for the MEA to retain views of the treed ridge line and St Anne’s Cathedral when viewed from the water.

Proponent response:

The final concept Plan was informed by a detailed View study by Richard Lamb and Council’s DCP identified view lines to be retained. A major objective of the Concept Plan design is to retain and enhance

existing and future water views to, through and from the site. In fact the Concept Plan layout opens up additional views to and from the water in excess of those identified in Council’s DCP.

- consider holding design competitions or similar to ensure architectural quality and variety within the precinct.

Proponent response:

The Proponent will be guided by the Department on this issue.

- did not provide photo-montages of the other options considered under the EA or under Councils current or potential future controls
- EA only provided building elevations showing height along the street fronts only. These must be expanded to include average cross sections through the building envelopes and along the public pathways to show the difference in heights between existing development and those permissible under the Concept Plan.

Proponent response:

A number of photomontages were presented to both council and the Department during the design development of the submitted Concept Plan.

Detailed height diagrams for every development Stage are provided with this report and included in Annexure 3. Street elevations are re also provided.

In addition, artists perspectives of the Concept Plan are included in Annexure 3.

- Proponents method of determining a storey through reliance on the RL of the adjoining roadway was unreliable and questionable practice. The Standard Instrument LEP definition for building height should be used.
- should provide a defined maximum RL for the heights proposed
- Insufficient information was provided regarding proposed building setbacks and separation. The proposed building separation and setbacks were not considered appropriate given the height and scale of development
- Building setbacks must be commensurate with building heights (refer Residential Flat Design Code).

Proponent response:

The method of calculating height has been reviewed and more detail provided. Maximum RL’s are now defined for every building envelope in each development Stage, referenced to the reformed topography generated from the RL’s of existing streets. These heights along the road fronts generally correspond to Council’s Draft LEP height map, heights above ground level.

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Additional details of building separations have been provided and building heights at streets revised to generally comply with Council’s Draft DCP and Draft LEP.

A revised SEPP 65 and RDFC Assessment has been carried out confirming the revised Concept Plan building envelopes ensure the detailed building designs can meet these requirements.

- Potential for Concept Plan to improve and increase the extent of public open space areas along the foreshore should explored including complementing and adding to the existing foreshore public open space areas with proponents own holdings.
- No minimum controls for the width of public open space / pathway areas or separation between buildings fronting these areas were provided.

Proponent response:

In response to concerns raised by the Office of Water the Concept Plan does not propose works within the foreshore reserve but rather to assist Council with the funding of any future improvements by way of cash contribution in the Draft VPA, which has already been submitted to the Council and Department and is included as Annexure 22.

Additional details of the design requirements for pedestrian and cycleways has been provided in the Concept Plan Landscape Plans at Annexure 10 which will guide the detailed design of these facilities.

- No consideration of the social impacts or additional burden on infrastructure resulting from the substantial increase in density and local population was provided.
- No assessment of the potential needs of residents from 2400-2800 additional new dwellings was made. No assessment of the capacity level of existing community facilities was provided.

Proponent response:

The LEP permits a wide range of uses, including community uses. The Proponent sought advice from Council as to any future projected needs for services in this regard and were advised there were no plans.

The Proponent commits to ongoing discussions with Council as the Concept Plan site is developed to ensure adequate community facilities are provided.

Subsequent to the submission of the Draft PPR, the Proponent engaged Cred social planners to prepare the Shepherds Bay Open Space and Community Needs Study. That study provided further guidance on the nature or open spaces and identified the need for a multi purpose community space that can be accommodated either in the Gateway building or other locations within the Concept

Plan site identified on the Concept Plan, such as adjacent to the central foreshore plaza.

- queried calculations of theoretical DCP compliant yields
- Concept Plan did not take into consideration in calculations: circulation areas, balcony areas, building modulation, minimum building separation or maximum building widths.

Proponent response:

Calculations were carried out by highly qualified architects. Both Envelope and gross floor areas have been estimated floor by floor and included.

- Questioned whether the proposed access network was suitable regarding vehicular access, traffic and car parking, pedestrian pathways and cycle way.
- Council supports the additional road link between Nancarrow Avenue and Hamilton Crescent but would recommend it be constructed in Stage 1.
- The proposed road link (connecting Nancarrow Avenue to Belmore Street) failed to provide footpaths along both sides of the roadway or cycle ways, and results in a substantial change in level between the roadway and the adjoining site. More details required.
- Further clarification required in the form of standard cross sections detailing the intended treatments to the vehicular access networks.
- Further details required of proposed works within the existing Nancarrow Lane (owned by Council).
- consideration must be given to the ability of the existing road network and proposed new connection to be able to cater for the placement of rubbish bins

Proponent response:

The traffic impact of the Concept Plan development has been exhaustively modelled and remodelled, based on a development yield of approximately 995 more dwellings (3,000 dwellings plus 10,000sqm commercial) than now proposed and it was found that the network was capable of sustaining the minor increase in traffic.

In addition, further site specific, whole of MEA area and regional traffic modelling and TMAP details have been provided by Road Delay Solutions in their report at Annexure 22 . That report concluded:

- based on a demographic analysis of existing travel patterns it is predicted that over the next 14 years a 10% modal shift to public transport will occur in the Concept Plan area;
- the Concept Plan development will have minimal impact on the traffic in the area up to 2026 compared to the existing industrial uses which were modelled at their current 59.2% vacancy rate. The bulk of additional traffic in the area is regional traffic;

- over and above the traffic generated by the existing industrial uses and the substantial local and regional background traffic growth, the proposed residential and commercial development will only contribute to a small proportion of the demand for the following road works in the area by 2026:

1. The widening of Constitution Road to 4 trafficable lanes during the commuter peaks ;
2. Installation of traffic signals at the intersection of Bowden Street and Constitution Road;
3. Hamilton Crescent being made one way southbound;
4. Left turn in only (right turn from Constitution Rd banned) at the intersection of Constitution Road and Hamilton Crescent; and
5. The installation of left in/left out only at the intersection of Belmore Street and Nancarrow Avenue.

The proposed significant improvements in pedestrian and cycle access are considered to be one of the main community benefits of the Concept Plan and will assist in encouraging a modal shift to public transport.

As mentioned above, with regard to inclusion of extension of Nancarrow in Stage 1, as the details of the design of this road extension are still being discussed with Council as part of the VPA negotiations it is not possible to include in the Stage 1 Project. However, it has now been included in Stage 2 Project Application which is intended to follow closely behind the Stage 1 Project Application.

Additional cross sections of every development stage are now provided in Annexure 3 of this Report.

- deficiencies in TMAP relating to validity of assumptions, extent of matters considered, information provided and methods undertaken.
- TMAP was not accompanied by modelling data used to determine the impacts of traffic flow, which must be provided to Council. TMAP failed to consider future travel patterns (including freight).
- TMAP failed to give discussion on mode split targets
- Proponent should develop a Location Specific Sustainable Travel Plan

Proponent response:

A supplementary TMAP was provided to the Department on 24 August 2011 addressing these issues.

- insufficient information was provided regarding the pedestrian pathways.
- no information on how shared surfaces (portions of Nancarrow Avenue and Rothesay Avenue) will be achieved
- consideration must be given to whether existing

- pedestrian pathway areas must be upgraded in response to increased densities.
- many of the public pathways provided as public open space were not fully accessible due to stairways. This is unacceptable.
- Insufficient information provided re cycleways - Cross section must be provided
- key locations for bicycle storage facilities were not identified

Proponent response:

It is considered the level of detail submitted with the Draft PPR was sufficient for a Concept Plan application. However, in response to Council’s concerns, further more detailed analysis of transport and travel patterns of the existing and predicted future community of Shepherds Bay and predicted modal shifts over time are included in the report by Road Delay Solutions at Annexure 22. It is considered sufficient to guide the detailed design for future Project or Development Applications for each development Stage.

In addition, the Concept Plan requires that all publicly accessible open spaces be designed to be generally consistent with Council’s Public Domain Manual.

- insufficient public open space and no details of how and where the gross figure of 4,125m2 public open space was calculated
- areas of public and communal open space are not clearly defined and a break down of areas to be provided as open space and communal open space needs to be provided.
- the proposed riparian foreshore link was located over a property not under the ownership of the proponent.
- check consistency with RFDC which recommends a minimum 25-30% of sites be provided as communal open space
- no details of lighting were provided.
- must ensure that public open space areas are interesting and engaging
- require development of a set of base criteria and principles to be following in the design and construction of the public open space areas and must be consistent with Council’s Public Domain Manual.
- concern over disabled access to some areas of open space - Accessibility Report must explore in further depth the possibility for alternative paths of travel that will not unduly burden individuals.

Proponent response:

Approximately 18,422sqm of publicly accessible open space is proposed within the revised Concept Plan (Preferred) in response to these comments. Details

of the areas of publicly accessible, communal and private open spaces, together with potential deep soil areas within the Concept Plan are included in the map at Figure 50.

The levels of communal open space and deep soil have been assessed to more than comply with the RFDC and SEPP 65. Refer Annexure 9.

Lighting details will be provided in the revised Stage 1 Project Application and all other Project or Development Applications for future developments in the Concept Plan site.

A variety of publicly accessible open spaces are proposed across the site, totalling approximately 17.178sqm as illustrated in the revised Landscape Report at Annexure 10 which provides greater detail on the potential use recreational use of these spaces. .

A number of discussions have now taken place between the Proponent and Council regarding the VPA. Discussions with senior Council staff have indicated an unwillingness by Council to accept the dedication of the majority of the proposed publicly accessible open spaces with the exception of that shown in the DCP. Accordingly, these publicly accessible open spaces will be owned and maintained by the relevant owner’s corporations.

The final outcomes will be determined through further negotiation.

In response to Council’s concerns the more details of the type and character of open spaces has now been included in the Concept Plan Landscape Plans. These have been informed by the findings and recommendations of the Open space and Community Facilities Needs Study by Cred social planners at Annexure 25.

The proposed open spaces across the Concept Plan site have been assessed by a qualified Access consultant and found to comply with relevant standards and legislation where topography permits. Refer Annexure 21.

- insufficient public consultation was undertaken

Proponent response:

Consultation has been carried out in accordance with the Department of Planning Guidelines for Consultation for Part 3A Application by highly qualified consultants.

- request flood models be provided to Council for verification
- insufficient level of detail on Staging
- concern about Base ESD Targets and Stretch Targets being met - and provided example controls
- submitted Utility Services Report contains minimal information with respect to the concept areas ability to cater for the proposed dwelling numbers
- Utility Services Report and all other documentation did not include consideration of the Shell Crude Oil Pipeline
- no documentation was provided in the EA that demonstrates consideration how additional waste resulting from the proposed development will be managed. Request a waste management plan detailing waste reduction strategies, resource recovery and waste collection methods for future development be provided.

Proponent response:

Additional flood modelling and stormwater details have been provided since the submission of the Draft PPR with copies provided to Council.

Substantial additional detail is now provided on the proposed development staging, including identifying maximum RL’s,storey heights and setbacks for every building envelope in each development stage.

The Proponent commits to the achievement of ESD targets included in the originally submitted ESD report.

The Proponent submits that the level of detail provided on utilities is sufficient for a Concept Plan Application. The Proponent commits to the preparation of Waste Management Plan as a condition of Approval of the

2.3 Additional Issues Raised by the Department of Planning in letter of 23 May 2012 and Design Responses

On May 23 2012, the Department of Planning & Infrastructure issued further comments in response to the submission of the Draft Concept Plan Application PPR. The Proponent responses to this correspondence are included in the report at Annexure 24 and detailed in Section 4 of this PPR.

3. DIRECTOR GENERAL'S REQUIREMENTS

3.1 Key Issues Design Responses

On 20 May 2010 the Director-General of Planning issued his requirements for the assessment of the Concept Plan and Stage 1 Project Applications. The Director General’s Requirements (DGR’s) are addressed in Section 3 with additional detailed responses provided in the relevant sections of the EA. A summary of the key issues required to be assessed follows.

Director General’s Environmental Assessment Requirements

- 1. Relevant EPI’s Policies and Guidelines
- 2. Built Form Urban Design/Public Domain
- 3. Isolated Sites
- 4. Staging
- 5. Land Use
- 6. Transport and Accessibility Impacts (Construction and Operational)
- 7. Environmental and Residential Amenity
- 8. Public Domain
- 9. Ecologically Sustainable Development
- 10. Contributions
- 11. Consultation
- 12. Drainage, Stormwater Management and Flooding
- 13. Riparian Land and Threatened Species
- 14. Groundwater Management
- 15. Utilities
- 16. Noise Assessment
- 17. Contamination and Geotechnical Issues
- 18. Statements of Commitment

A detailed assessment of the key issues identified in the Director General’s Requirements and our own identified issues were contained in **Section 8** of the submitted EA. A summary response to these and the additional issues and design amendments requested by the Department of Planning in their letter of 5 June 2011 are included below. Detailed responses are contained in Section 6. In addition, a detailed response to all issues raised subsequent to the lodgement of the Draft PPR are included in Annexure 24.

• RELEVANT EPI’S POLICIES AND GUIDELINES

The Concept Plan is generally consistent with the objectives of the relevant Environmental Planning Instruments, policies and guidelines, with the exception of the variation sought to the height development standards contained in the Ryde LEP 2010. This variation is sought on the basis of a better planning outcome that would deliver more efficient, more

sustainable and better designed development, tailored to the specific characteristics of the site.

It is also based on the closer alignment with the Draft Ryde LEP 2011. For a detailed description of these statutory and non-statutory planning policies, guidelines and controls consistencies that applied at the time of lodgement of this Concept Plan Application refer to **Part 7** of this Report and **Annexure 5 and 6** of the EA.

The final Concept Plan the subject of this PPR was been amended to also respond to the very recently exhibited Draft LEP and DCP 2011 (30 May 2012).

BUILT FORM URBAN DESIGN/PUBLIC DOMAIN

Although variations are sought to the LEP/ DCP maximum height development standard, the height, bulk and scale of the proposed development has been designed with respect to the site context and recent developments adjacent to the Concept Plan site that have all relied on the variation of the LEP/ DCP maximum heights on the basis of community benefits offered.

Specific consideration has been given to views, scale, massing of surrounding development, street and parkland environments, solar access, safety by design and public domain.

A Visual Impact Assessment submitted with the EA informed the design of all Concept Plan development options, having regard to maintaining existing and opening up new views to the water while minimising visual impacts is included as **Annexure 8** of the EA.

Further demonstration of the Concept Plan fit within its context is evidenced in the artist perspectives contained in Annexure 3 of this PPR.

• ISOLATED SITES

Whilst Holdmark Property Group and their associated companies own or have an interest in all properties that make up the Concept Plan site, at the request of the Director General, indicative Draft DCP and Draft LEP compliant designs have been included of consolidated development parcels of ‘isolated sites’ adjoining the Concept Plan site, to demonstrate the owners are not disadvantaged by the proposed Concept Plan development.

The Holdmark Property Group have unsuccessfully attempted to purchase these properties and have made the owners aware of the project. Refer to the accompanying letters from Colliers and Colin Biggers and Paisley. These isolated sites are not included in the Application but this design exercise was included for information only.

A holistic approach has been adopted in accordance with the Director General’s Requirements to avoid fragmentation and potential generation of isolated sites. For further detail refer to **Part 4** of this report.

• STAGING

Whilst not seeking approval for the staging of development, with the exception of the separate Stage 1 Project Application already lodged with the Department of Planning, at the request of the Director General, the Concept Plan contains an indicative Staging Plan. This Plan proposes that the Concept Plan be developed in ten construction phases over a period of approximately 10 years. That Plan has been clinically evaluated in terms of cost and size to ensure that each stage provides some public benefit as needs are generated. View and access corridors will be provided as development and construction progress.

More details on staging are included in **Part 5**.

• LAND USE

Strategic directions contained in Council and State planning policies indicate that significant commercial or industrial uses are no longer economically feasible on the concept Plan site due to recent commercial and industrial development at the nearby centres of Macquarie Park, Top Ryde, Rhodes and Sydney Olympic Park.

The Economic Assessment by Hill PDA land economists and studies carried out for Council indicate that the area is now well serviced by larger employment areas in the region. The justification for the amount of residential development is based on demand and supply in the region and site suitability. The Hill PDA Economic Assessment was included in the EA.

• TRANSPORT AND ACCESSIBILITY IMPACTS

The Concept Plan site enjoys excellent access to three modes of public transport - train, ferry and bus which enables the Concept Plan to take a minimalist approach to on site car parking as requested by the Director General.

A Transport, Traffic Management and Accessibility Study has been prepared by Varga Traffic Planning. Varga Traffic Planning have indicated that the proposed development is no worse in terms of impact on traffic generation and flow than the existing commercial and industrial uses and that any increase in traffic generation and traffic flow between now and 2026 will result from ‘through traffic’ using the road network to pass through the area rather than traffic generated by the proposed development. It is important to note that the traffic study has been based on a development scenario of up to 3,000 apartments notwithstanding that the proposal is for around 2,186 apartments.

In addition, further traffic modelling and public transport assessment was submitted to the Department on 24 August 2011 in support of the Concept Plan Proposal.

Subsequent to the Draft PPR submission, as detailed above, further traffic modelling has been undertaken by Road Delay Solutions to support the concept Plan. Refer Annexure 22 of this PPR.

• ENVIRONMENTAL AND RESIDENTIAL AMENITY

The proposed development has been designed with regard to best practice environmental and residential amenity. Sunlight access, acoustic privacy and views have been addressed in the design of the final Concept Plan (Preferred) building envelopes. A Shadow Analysis was also carried out by Robertson Marks as detailed in Section 8. At the request of the Department, further assessment of the Concept Plan development ‘envelopes’ against SEPP 65 and the Residential Flat Design Code is included in **Annexure 9** to this Report. This process has been repeated for the final Concept Plan and it was revealed that the concept Plan development is capable of compliance with SEPP 65 and the relevant RFDC guidelines.

• PUBLIC DOMAIN

The proposed development involves the provision of approximately 18,422sqm of publicly accessible open space on the site and improved foreshore parkland, foreshore access, access to three public transport nodes, local streets, footpaths and shared-zones. Refer to revised Landscape Plan and Report at **Annexure 10**. The proposal also includes recommended locations for public art elements that serve to reflect on the various historic uses of the site and Shepherds Bay. In addition, a dedicated building envelope is now identified within the publicly accessible open space on Bowden Street for the potential provision of a small cafe/kiosk and/or community use to further activate that street.

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• **ECOLOGICALLY SUSTAINABLE DEVELOPMENT**

The development envisaged by the Concept Plan (Preferred) is based on sound ESD principles, refer to **Annexure 14** of the submitted EA. Each stage of the development is capable of complying with the requirements of BASIX and be designed to reduce water and energy consumption. The development comprises water sensitive urban design, low maintenance planting and water recycling. For a more detailed description of the ESD elements of the development, refer to Sections 97 + 113 of the EA.

• **CONTRIBUTIONS**

The Concept Plan Application offers significant community benefits as detailed above.

A Voluntary Planning Agreement is being developed with Council detailing the public benefits offered and development contributions to be paid by the developer and will be submitted to the Department when finalised.

• **CONSULTATION**

A number of presentations and discussions with Council planners, engineers, Councillors and the Department of Planning were undertaken during the preparation of the Concept Plan and the Stage 1 Project. StraightTalk has prepared a Consultation Strategy in accordance with the Department’s *Major Project Community Consultation Guidelines October 2007*. This Strategy was attached as **Annexure 3** to the EA.

Following the submission of the EA two community workshops and a presentation to the local Chamber of Commerce were held by the Proponent seeking to explain the details of the Concept Plan and Stage 1 Project and seek comments. The outcomes of these workshops informed the amendment of the design of the Concept Plan. Further details of community comments received are contained in Annexure 4 of this PPR.

• **DRAINAGE, STORMWATER MANAGEMENT AND FLOODING**

The Concept Plan offers upgrades to the existing area-wide stormwater management system, including drainage infrastructure and water sensitive urban design measures to address drainage, groundwater and flooding issues. Consideration has also been given in the proposed floor levels of future buildings to the potential effects of climate change, sea level rise and an increase in rainfall intensity. An Integrated Water Management Report outlining proposed

uses of potable and non-potable water, water sensitive urban design and water conservation measures was included in the submitted EA.

Subsequent to the submission of the Draft PPR, additional stormwater and flooding plans and details for the Concept Plan have been prepared and are included in Annexure 20. In addition, the Proponent and Cardno, the hydraulic consultants have provided further designs to assist Council in their final design of the Area-wide Stormwater infrastructure upgrades. In this regard, the final Concept Plan has been amended to now include a dedicated Stormwater Easement to accommodate these works in the location identified in Council’s Draft DCP.

RIPARIAN LAND AND THREATENED SPECIES

The proposed development comprises the protection of riparian land along the Parramatta River, this includes wider riparian setbacks in key locations to enhance the local foreshore connectivity value, and public access. The development has been designed to ensure no adverse impact on any threatened species, populations or endangered ecological communities and their habitats. Consultation was undertaken with the Commonwealth Department of Environment, Water, Heritage and the Arts. A Flora and Fauna Assessment was undertaken and was included in the EA.

Again we confirm that no works are now proposed in the Concept Plan in Council’s foreshore reserve with the exception of the foreshore road connection to ensure no possibility of impacts to the riparian environment along the River.

GROUNDWATER MANAGEMENT

A Groundwater Investigation Assessment was prepared by Douglas Partners which identified groundwater sources and addresses potential impacts on groundwater resources. It outlined contingency measures to remediate, reduce and mitigate potential impacts of future development on groundwater quality. The Groundwater Investigation Assessment included in the submitted EA. The Proponent commits to the standard consent conditions put forward by the NSW Office of Water in respect of protection of groundwater.

• **UTILITIES**

Consultation has been undertaken with Sydney Water and other utility providers and confirmed that upgrade works are required to address capacity requirements. These upgrade works are feasible as discussed in the Utility Services Report was included in the submitted EA. Development of the Stage 1 site requires the relocation

of the Energy Australia substation which has been agreed to in principle by Energy Australia.

• **NOISE ASSESSMENT**

Acoustic consultants were engaged to contribute to the design process of the development to manage potential noise impacts from the adjacent regional road, particularly on the gateway building fronting Church St and the Stage 1 site. The Acoustic Assessment demonstrated the Concept Plan developments will be capable of compliance with the relevant Australian Standards and the Department’s Interim Guidelines for Development near Rail Corridors and Busy Roads. It also addressed noise impacts during construction, outlines mitigation measures and demonstrates compliance with the *Interim Construction Noise Guideline (DECCW, 2009)*. The Acoustic Assessment was included in the submitted EA.

• **CONTAMINATION AND GEOTECHNICAL ISSUES**

A Geotechnical and Groundwater Assessment and a Preliminary Screening Contamination Assessment was prepared by Douglas Partners and included in the submitted EA provide guidance on how future remediation of specific sites will be managed to accommodate future development. The assessment also includes an analysis of risks/ hazards associated with urban salinity/ acid sulphate soils. Remediation of the Stage 1 site was previously approved under Development Consent No. 1244/2002.

• **STATEMENTS OF COMMITMENT**

A Draft Statements of Commitment for the Concept Plan Application was included in the submitted EA. This has now been updated to reflect the amended final Concept Plan the subject of this Report and is included in **Section 6** and attached as **Annexure 19**.



4. THE CONCEPT PLAN OPTIONS AND PREFERRED PROJECT

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4.1 Introduction

Based on the detailed site analysis two draft scenarios were originally developed, the ‘Block Concept’ (Option 1) and the ‘Harbour View Concept’ (Option 2).

Option 1 involved strengthening north-south linkages to improve access to the foreshore whilst Option 2 involved strengthening east-west linkages including extension of Nancarrow Avenue which would enhance access to and around the site. The options also contained different scenarios for building heights.

From analysis of the options for development and discussions with Council and the Department of Planning in response to the Director General’s Requirements, a third preferred development scenario, Option 3 (the Terrace Option) was arrived at which incorporated elements of the two earlier scenarios.

Option 4 was the Preferred Concept Plan which accompanied the Draft PPR submission. That scheme involved a reworking of heights and forms in response to comments from the Department of Planning & Infrastructure and Ryde Council.

Following the most recent comments received from the Department and Council that scheme was again substantially amended with the result being Concept Plan Option 5, the final ‘Preferred Concept Plan’ the subject of this PPR.

Adoption of the Concept Plan does not enable any construction works without further Development Approval from either the Minister for Planning (in the case of the submitted Stage One Project Application) or the City of Ryde Council.

4.2 Development Options explored

Option 1 - Block Concept

This Option was based generally on the principles established in Council’s LEP and DCP, as varied by the built forms of the two significant recent developments - Waterpoint and Bay One in Shepherds Bay. This development concept explored the construction of a number of ‘perimeter’ style residential developments, with buildings orientated around central landscaped areas, while maximising the number of dwellings afforded views to the waters of Shepherds Bay and sunlight access.

This option introduced the possibility of additional north-south pedestrian, cycle and vehicular links between Constitution Road and the foreshore. It also incorporated the opening up of additional view corridors to the water from Constitution Road and beyond, over and above those identified in Council’s existing and Draft DCP’s.

This Option similar to all other options also made provision for the significant area-wide stormwater management upgrade works required.

Perhaps the most important aspect of this development concept was its objective to refocus future development on a revitalised, people friendly, active foreshore precinct.

Under the Block Concept it was envisaged that heights of buildings would range between 5 and 8 storeys generally uniform to the topography of the land and similar to more recent residential development nearby with a taller 16 storey gateway building at the corner of Church and Well Streets.

This Option did not result in significant additional public open space when compared to a DCP compliant scheme as detailed in the EA.

Option 2 - Harbour View Concept

This Option was again, generally based on the principles established in Council’s LEP with the exception of building heights. This development concept, while similar in built form to Option 1, relied more on upgrading the east-west pedestrian, cycle and vehicular links through the precinct by connecting Nancarrow Avenue to Belmore Street together with significantly more public parkland.

Under the Harbour View Concept it was envisaged that heights of buildings would generally range between 3 and 8 storeys, similar to more recent residential development nearby with several taller 18-22 storey buildings in the centre of the site and a taller gateway building at the corner of Church and Well Streets.

The general principle in the proposed Harbour View Concept was to put taller buildings on the high parts of the site to take advantage of the view access to the south, southeast and southwest. It proposed a range of heights to include three to seven, four, eight, sixteen to eighteen storeys strategically proposed on the higher parts of the site and behind lower buildings. This Option had up to four to five storeys streetscapes and towers behind in the interiors of the Concept Plan site.

This Option resulted in larger areas of open space, improved solar access to adjacent public and private spaces and within the new development and overall resulted in better internal residential amenity and public domain quality. In summary, the smaller footprint, taller slimmer building envelopes increased opportunities for better solar access, views to the water and parkland when compared to a DCP compliant development as detailed in the EA. Both of these Options relied on regrading of the significantly altered topography of the Concept Plan site to facilitate accessible access between the various precincts.

Option 3 - The Terrace Concept

The general principle of the Option 3 Concept Plan layout and building height distribution was such that the proposal would present up to five storeys high buildings fronting Constitution Road, Bowden Street, Belmore Street and Rothesay Avenue with the taller components of the buildings set further back behind the main building lines.

Significant setbacks were proposed along Rothesay Avenue to appropriately address the adjacent foreshore reserve.

Option 3 involved:

- 4 - 9 storey building heights with two 12 storey buildings in the central area of the site to articulate and mark the central spine of the new development and one 16-18 storey gateway building on the gateway site fronting Church Road to act as ‘gateway’ entry statement;
- approximate GFA of 260,000sqm (based on LEP definition) made up of 250,000sqm residential plus 10,080sqm commercial and community across the Concept Plan site;
- Car parking based on Ryde DCP 2010 controls and dependant on land use/ apartment mix (based on a sample mix of 2600 apartments, a maximum of 4500 car parking spaces will be provided);
- the strengthening of both north-south and east-west pedestrian and vehicular connections;
- provisions for area-wide stormwater management;
- maintaining views to existing development and creating new view corridors;
- providing better functionality in terms of street layout, building form and location of open spaces;
- taller building forms at the central core to create a sense of place and ‘heart’ to the development; and
- significantly more open space across the Concept Plan area than the other two options - approximately 4,125sqm which is 280% more than a complying DCP scheme.

The design philosophy behind Option 3 the Terrace Concept was to have a uniform height distribution with regard to the regraded topography of the Concept Plan site with taller buildings near the central core to engender a sense of place and to take advantage of the water views offered to the site.

Option 4 - Preliminary Preferred

Option 4 was lodged as the Preferred :

- New residential development to replace existing commercial and industrial uses;
- Establishment of a new foreshore neighbourhood in Meadowbank linking existing residential areas to the waterfront and public transport;
- The construction of new roads, sharedways, cycleways and pedestrian paths to public transport and the waterfront;

- The ‘in principle’ removal of existing buildings
- Building envelopes for new residential buildings with heights ranging between 3 to 18 storeys from a reformed ground level;
- Approximately 213,616sqm GFA of new residential development which equates to approximately 2,186 new apartments (dependant upon mix) ranging between 60 to 115sqm (10% 1 bed, 75% 2 bed, 15% 3 bed) plus 10,080sqm of commercial, retail or community uses;
- Approximately 19,500sqm of the site to be publicly accessible open space;
- Car parking for approximately 3,236 residential car parking spaces, including 252 commercial and community spaces, based generally on the RTA Guidelines (1,264 less than Option 3);
- Strengthening of both north-south and east-west pedestrian and vehicular connections;
- Substantial improvement to area-wide stormwater management infrastructure;
- Remediation of land if required;
- New infrastructure including utility upgrades and under grounding of services;
- Maintaining views to existing development and creating new view corridors;
- Providing better functionality in terms of street layout, building form and location of open spaces;
- Permitting taller building forms at the central core to create a sense of place and ‘heart’ to the development at its entry point on Church St;
- Providing significantly more publicly accessible open space across the Concept Plan site than a Council DCP compliant scheme;
- Landscaping and significant improvements to the public domain; and
- Localised reshaping of the topography of the site to create the street layout envisaged in Council’s DCP, which will open up new view corridors to the water from the surrounding residential area and improve pedestrian and cyclist accessibility.

Particular attention was taken to setback building bulk from the Constitution Road frontages to respect lower density residential development opposite. It is important to note that this option limited heights along Constitution Road to be in line with Council’s current LEP & DCP 3 storey height limit. In that instance, due to the topography, even a LEP compliant height development would block any potential views to the waterfront (currently generally blocked by industrial buildings). This also applies to the majority of other areas within the Concept Plan site, where compliant development heights would result in similar view impacts to the Concept Plan heights due to changes in topography.

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4.3 Concept Plan - Final Preferred

Option 5 is the result of the final amendments in response to all comments raised by the Department, Council, the community and other stakeholders to be scheme that accompanied the Draft PPR submission.

The Preferred Concept Plan refines the previous scheme and provides:

-
- Concept approval for a dwelling yield of approximately 2,005 dwellings, representing a decrease of between 200 and 400 dwellings (dependent on the dwelling mix) from the originally submitted concept Plan, equating to a maximum GFA of 203,500sqm, across the Concept Plan site, including approximately 10,000sqm of commercial retail or community uses. The recommended level of commercial uses has been limited to some office space within the podium of the Gateway Building (6,500sqm) on Church Street and daily convenience shops, café’s and restaurants at preferred locations across the Concept Plan site to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent;
- Dependant on landuse/ apartment mix, based on a sample mix of 2005 apartments, a maximum of 2,724 residential car parking spaces plus approximately 252 commercial or community spaces will be provided;
- building envelopes with heights ranging between 1 and 12 storeys. Higher building forms have been located in the central areas of the Concept Plan site where identified view lines will not be significantly impacted. A separate ‘Gateway building’ which is a 13 storey residential tower above a 2 storey podium on the parcel fronting Church St;
- Building forms have been amended to regrade the transition of heights to better relate to adjacent development and define key corners and entry points to the Concept Plan site. Specifically:
 - the transitions in height between the concept Plan building heights and forms and the adjacent new developments fronting Bowden and Belmore Streets,
 - the lower building heights and increased setbacks fronting the foreshore reserve at the Central Foreshore Plaza which is the ‘pinch point’ along Rothesay Ave where the reserve is narrowest.
 - generally accentuating or marking road intersections within the Concept Plan site with additional height at the corners of Bowden St & Nancarrow Ave, Nancarrow & Belmore, Rothesay Ave & Belmore, Constitution Rd & Belmore and the ‘Gateway building’ fronting Church Street.
- general acceptance of the Draft LEP heights along Constitution Rd and the majority of Rothesay Ave, in terms of height above the reformed ground level.
- adoption of a 7 storey height at the corner of Rothesay ave(Stage 1 Project) which relates to the height of the existing substantial trees in the reserve in front of that parcel and the height of the now demolished Hoover building that until recently occupied that land.
- Flexible and varied articulation of building forms by the introduction of 1 and 2 storey ‘pop up’ elements along Nancarrow Avenue, Belmore and Bowden Streets;
- Building forms along Constitution Road have been redesigned in line with Council’s Draft LEP 2011 to be 5 storeys fronting Constitution Road. Setbacks also generally conform to the Draft DCP;
- Building setbacks greater than the Draft DCP have now been provided along part of Constitution Road, and Church Street;
- The residential component on the Church Street site has been setback well in excess of Council’s Draft DCP controls;
- Additional horizontal articulation to maximize solar access and view sharing;
- Revised building envelopes that are again capable of compliance with SEPP65 and the guidelines contained in the Residential Flat Design Code;
- Revised open space plan to include 18,422sqm of publicly accessible open spaces and more usable recreational space based on Assessment of Open Space and Community Needs undertaken by CRED social planners (Refer Annexure 25) within the Concept Plan site. These spaces link seamlessly to Council owned roads and foreshore reserve. As detailed in that report, the proposed provision of publicly accessible open space for Meadowbank will equate to 3.82ha per 1,000 people, which is substantially higher than the City of Ryde average of 2.88ha per 1,000 people. It is noted that no requirement for public open space is included in the Draft LEP or Draft DCP;
- A new building envelope has been included on Bowden Street that could potentially contain a cafe/ kiosk or community uses and Preferred locations for other commercial/retail & or community spaces have been identified on the Concept Plan, with 6,530sqm GFA of these uses also included in the podium levels of the Gateway building on Church Street;
- Additional details provided on stormwater upgrades and confirmation that all building envelopes and floor levels have been designed to be at least 0.5m above the maximum potential flood event;

- Additional assessment has been undertaken of potential impact of the proposed development on possible Microbat Habitat and the Eucalyptus Nicholii. That assessment concluded that no bat species are considered to be roosting within any of the buildings proposed for removal and the existing Eucalyptus Nicholii are introduced and not naturally occurring on the Concept Plan site;
- Revised Statement of Commitments to respond to a range of issues arising from the submissions made during public exhibition and assessment by the Department of Planning and extensive discussions with Council.

In addition to the above amendments to the Concept Plan proposal, the following additional / supporting documentation has been prepared to respond to specific issues raised in relation to the Concept Plan proposal:

- Revised Architectural Plans
- Detailed dwelling density analysis
- Revised Concept Plan Landscape Plan and Report.
- Supplementary Ecological Assessment of potential impacts on the Eucalyptus Nicholii and Micro bats
- Supplementary letters and reports updating details submitted with the EA in respect of economic impacts, ESD, consultation, heritage, contamination & water quality, flood modelling, traffic modelling and QS.
- Supplementary TMAP and Traffic Modelling and Impact Assessments.
- Response to Additional Information Request Preferred Project Report
- Shepherds Bay Open Space and Community Needs Study

Once again, at the request of the Department, indicative Ryde Draft LEP and Draft DCP 2011 compliant redevelopment schemes have been included to demonstrate that other property owners of contiguous sites not owned or controlled by the Holdmark Group of companies within the concept Plan street boundaries are not disadvantaged by the Concept Plan development.

Once again it is also confirmed that in order to protect the foreshore environment, no work is proposed within the foreshore reserve area.

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29. CONCEPT OPTIONS EXPLORED

CONCEPT PLANS

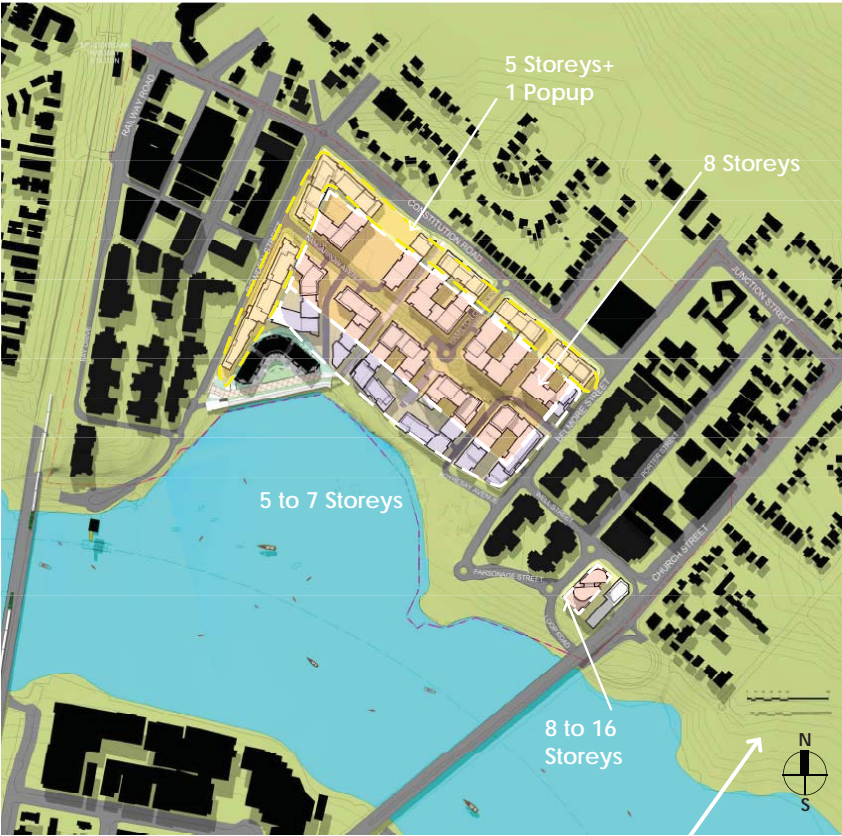


FIGURE 3. OPTION 1 - BLOCK CONCEPT PLAN



FIGURE 4. OPTION 2 - HARBOUR VIEW CONCEPT PLAN

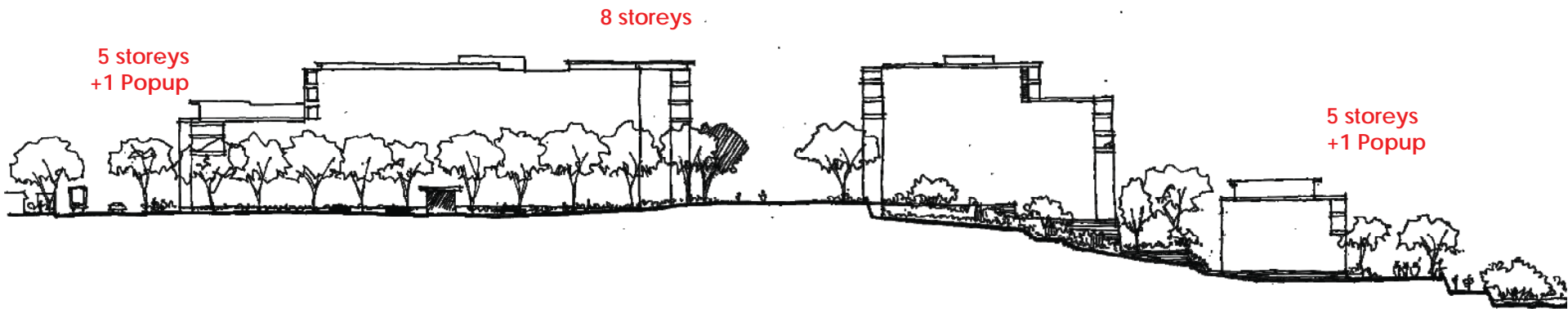


FIGURE 5. OPTION 1: BLOCK CONCEPT - LONG SECTION THROUGH SITE DOWN TO WATER

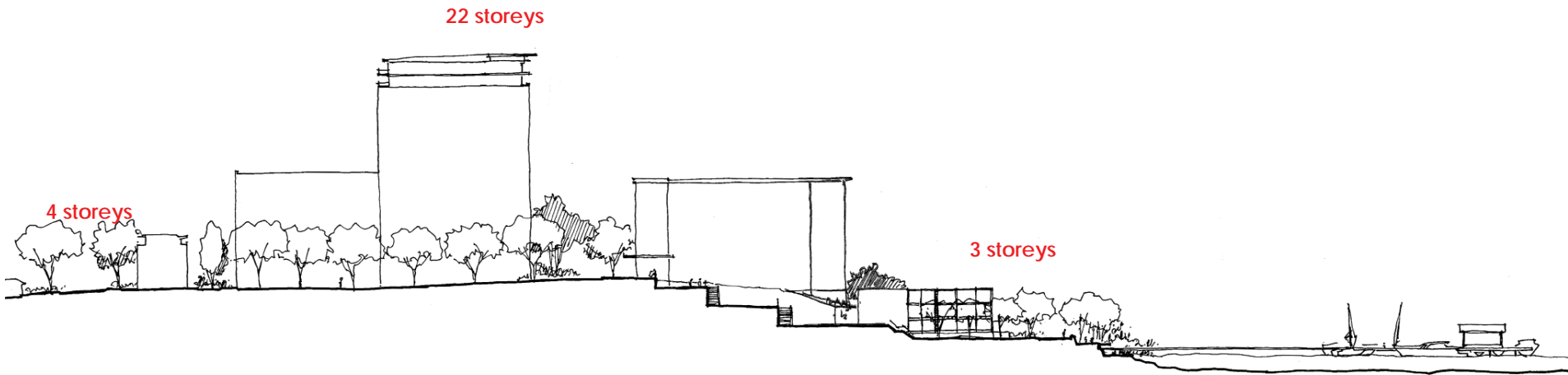


FIGURE 6. OPTION 2: HARBOUR VIEW CONCEPT - LONG SECTION THROUGH SITE DOWN TO WATER

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FIGURE 7. OPTION 3 -
TERRACE CONCEPT PLAN



FIGURE 8. OPTION 3 - TERRACE CONCEPT - LONG SECTION THROUGH SITE DOWN TO WATER

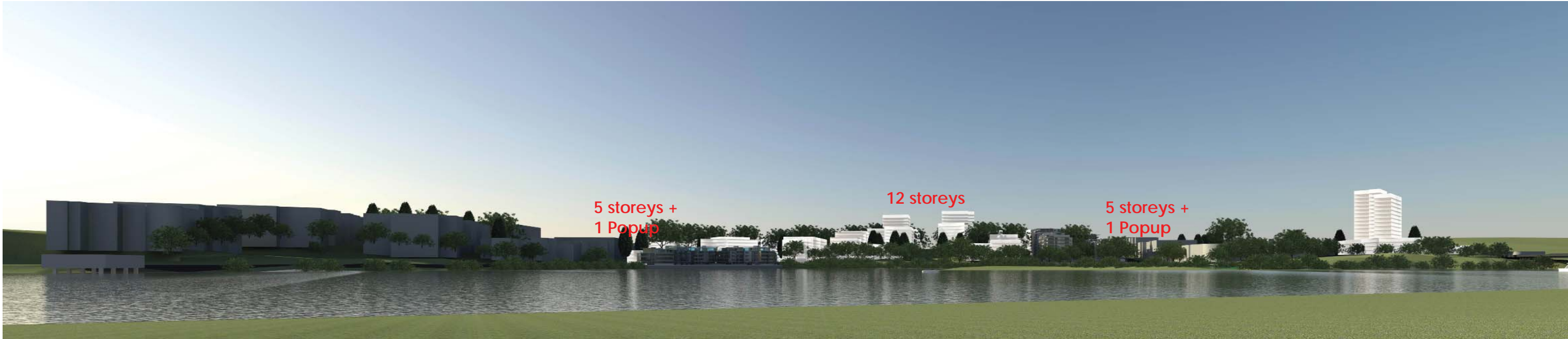


FIGURE 9. OPTION 3 - TERRACE CONCEPT - VIEW FROM NORTHERN BANK OF RHODES TO SHEPHERDS BAY

 OPTION 4 CONCEPT PLAN SITE



FIGURE 10. OPTION 4: CONCEPT PLAN

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PREFERRED CONCEPT PLAN (FINAL)


 OPTION 5 PREFERRED CONCEPT
PLAN SITE



FIGURE 11 OPTION 5: PREFERRED CONCEPT PLAN

4.3.1 Concept Plan (Final) Vision Statement

“The reuse of the outmoded industrial area at Meadowbank to create a new vibrant waterside urban community of Shepherds Bay offering a quality lifestyle and amenities”

4.3.2 Community, Environmental and Economic Benefits

Community benefits offered by the Concept Plan include:

- 1. Greater emphasis on non-motorised modes of transport and connections to ferry, rail and buses, through new and improved pedestrian and cycle links to the three public transport nodes in the area
- 2. New view corridors to the water from the surrounding area in addition to those identified in Council’s DCP
- 3. Seamless connections between the new development and existing neighbourhood
- 4. Better physical connections for pedestrians, cyclists and motorists improving public access and enjoyment of the foreshore
- 5. More defined, elegant built form when viewed from the water than a complying DCP development scenario or recent developments in Shepherds Bay
- 6. Potential for retail and community facilities across the Concept Plan site, close to the foreshore and central core of the new development and within the proposed Gateway building fronting Church St
- 7. Significant area-wide improvements to the stormwater management
- 8. Provision of approximately 18,422sqm of land for new publicly accessible open space potentially comprised of 100% deep soil planting area (as no basements proposed under these areas)
- 9. Commitment to sustainable development practices such as green buildings, green infrastructure, facilitating alternative modes of transportation and integrated stormwater management planning
- 10. A diversity of housing types and sizes that exceeds the requirements of the DCP which will in turn increase housing choice and affordability in the area
- 11. New road and infrastructure improvements, including connections of Nancarrow Avenue through to Belmore Street via two new connections along Nancarrow and Rothesay Avenues
- 12. Increased rate revenues to be used by Ryde City Council for community-wide improvements and services as well as the creation of financial benefits that will result to the community from direct and indirect job creation

4.3.3 Proposed Land Uses

Strategic directions contained in Council and State planning policies indicate that commercial or industrial uses are no longer economically feasible and point to transforming the precinct for residential purposes. The Economic Assessment by Hill PDA land economist and studies carried out for Council indicated that the area is well serviced by larger employment areas in the region. The justification for the residential development is based on demand and supply in the region and site suitability. The Hill PDA Economic Assessment was included in the EA.

Accordingly, the Concept Plan facilitates residential development with some small-scale commercial, retail and community in central locations to activate the public spaces and foreshore area.

4.3.3.1 Residential

The Concept Plan proposes building envelopes for new buildings to include approximately 203,500sqm GFA, including 193,500sqm of residential floorspace and 10,000sqm of commercial, community or retail space. It is envisaged that it will take at least 10 years for the Concept Plan site to be fully redeveloped. Indicative figures for the apartment number and mix have been prepared based on existing market conditions. It is recommended that development statistics be revised at each Project Application stage to enable response to any changes in market conditions. A summary of the indicative residential development statistics for the Concept Plan are outlined in **Table 3** below.

The apartment mix has been carefully considered and is designed to respond to current market demands as well as to meet the demographic profile for the locality. The mix of apartment sizes will provide for a variety of users ranging from single students to families.

Adaptable housing (10%) will also be provided to cater for the ageing and/or mobility impaired members of the community. A summary of the indicative average apartment mix is outlined in **Table 3** below.

Table 2 Apartment Mix and Size Summary

	Number	Apt. Mix	Average Apt. Size
Bed 1	200	10%	60
Bed 2	1505	75%	88
Bed 3	300	15%	115

4.3.3.2 Commercial and Community Uses

The Concept Plan makes provision for small-scale commercial development in key locations. Approximately 10,000sqm GFA commercial/ retail/ community uses will be provided at activity nodes across the site, particularly flanking the central foreshore plaza open space.

In this regard, the Open Space and Community Facilities Needs Assessment carried out for the Proponent by Cred identified the need for a multi purpose community meeting space within the Concept plan site which can be accommodated within the podium of the Gateway Building with other community uses possible at other locations identified on the Concept Plan.

Convenience retailing, café’s and the like will be encouraged in high use areas adjoining public open spaces. The purpose of the integration of commercial development is to activate public spaces, create a sense of place and draw people into the new foreshore neighbourhood.

Consistent with historic uses of the site, liveliness and energy will be brought back to the waterfront.

4.3.3.3 Reformed topography

The current landform in many areas across the Concept Plan site has been modified through benching to provide for the existing large footprint industrial buildings and at-grade car parking and loading areas. In many cases, natural ground levels cannot be determined.

The Concept Plan proposes localised reshaping of the existing benched topography in various areas of the site to achieve better planning outcomes, particularly in terms of accessibility, views and functioning interfaces between buildings and their adjacent public domain.

4.3.4 Isolated Sites

Whilst Holdmark Property Group endeavoured to acquire all sites within the road boundaries of the Concept Plan area, acquisition of some properties was not possible. The full site description and land ownership details are provided in **Section 1**. The other land owners have been consulted and are aware of the Concept Plan.

At the request of the Director General, the Concept Plan provides hypothetical Draft DCP compliant schemes for the sites not owned or controlled by Holdmark Property Group or their associated companies to demonstrate that the owners of those sites are not constrained or disadvantaged by the Concept Plan development.

4.3.5 Carparking

Car parking based generally on the RTA *Guide to Traffic Generating Developments* and dependant on landuse/ apartment mix (based on a sample mix of 2,005 apartments (193,500sqm GFA) plus 10,000sqm GFA of commercial, retail or community uses, a maximum of 2,724sqm car parking spaces plus approximately 250 commercial and community spaces will be required to be provided by the Concept Plan (Preferred).

The Parking rates have been adopted in recognition of the Site’s excellent access to public transport and in response to the DGR’s to adopt a minimalist approach to car parking provision with on site parking reduced where feasible. Specifically rates applying to the Concept Plan developments are as follows:

- 1 space per 1 and 2 bed unit;
- 2 spaces per 3 bed unit; plus
- 1 space per 5 units for visitors
- 1 spaces per 40sqm for commercial or community uses

The Concept Plan also requires that bicycle parking be provided within all development stages which is easily accessible from ground levels and from apartments and commercial or community uses. This is to be provided in a combination of secured areas and chained bicycle storage in public domain areas.

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4.3.6 Building Heights

Due to the highly modified existing topography, the Concept Plan defines the height of buildings envelopes illustrated on the Heights Map at **Figure 12** referenced to the RL's of the adjacent streets, as detailed in the Architectural Drawings at **Annexure 3** and as illustrated on **Figure 11**.

Also refer to the Indicative Concept Plan Storeys Map at Annexure 8.

The resultant street wall height of the Concept Plan buildings are generally consistent with recent adjacent residential developments. However, variations to compliance with the Draft LEP building height map are sought where view access to and from neighbouring development will not be impacted by marginally taller buildings.

Particular attention has been taken in the Concept Plan to setback building bulk from the Constitution Road frontage in compliance with the Draft LEP and Draft DCP. In that instance, however, due to the topography, even an LEP compliant height development would block any potential views to the waterfront (currently generally blocked by industrial buildings). This also applies to the majority of other areas within the Concept Plan site, where compliant development heights would result in similar view impacts to the Concept Plan heights due to changes in topography. Similarly, building bulk has been stepped back from the foreshore reserve and Nancarrow Ave to maximise solar access and respect the foreshore reserve public domain.

Building heights in the Concept Plan range between 1 and 12 storeys with on 13 storey tower above a 2 storey podium on the Gateway Site. Taller building forms have been located generally in the centre of the site flanking the central spine and at key street corners to mark the central spine of the development and important entry points and intersections within the Concept Plan site. Other articulated building forms of varied heights are proposed along road frontages to protect views, maximise solar access and add interest in the streetscape. Specifically, building heights were designed based on the view analysis,

recent developments, solar access and to enable the provision of significant areas of additional public open space.

Definition of Height

In the Concept Plan “height” is expressed in terms or RL's and number of storeys. Maximum RL's for specific building envelopes are determined by establishing the theoretical new ground plane by drawing a line between the RL's at relevant adjacent street frontages and adding the permissible number of storeys plus lift overrun allowance. Refer Building Envelope control diagrams for each development stage following at Figures 14 to 23.

Definition of Storey

It is intended that the definition of “storey” contained in Ryde LEP 2010 be adopted as follows:

storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:
(a) a space that contains only a lift shaft, stairway or meter room, or
(b) a mezzanine, or
(c) an attic.

A storey for the purpose of determining height does not include basement areas of buildings which protrude 1.4 metres or less above the theoretical new ground plane RL defined above.

The one and two storey ‘pop up’ levels shown on the Height Map at Figure 12 cannot each occupy more than 60% of the area of the main building footprint below.

Recommended Development Principles

Building heights in the Concept Plan site are to be provided in accordance with the Height Plan at Figure 13 and Figures 14 to 23.

Floor to ceiling heights are to comply with the Residential Flat Design Code which accompanies State Environmental Planning Policy 65.

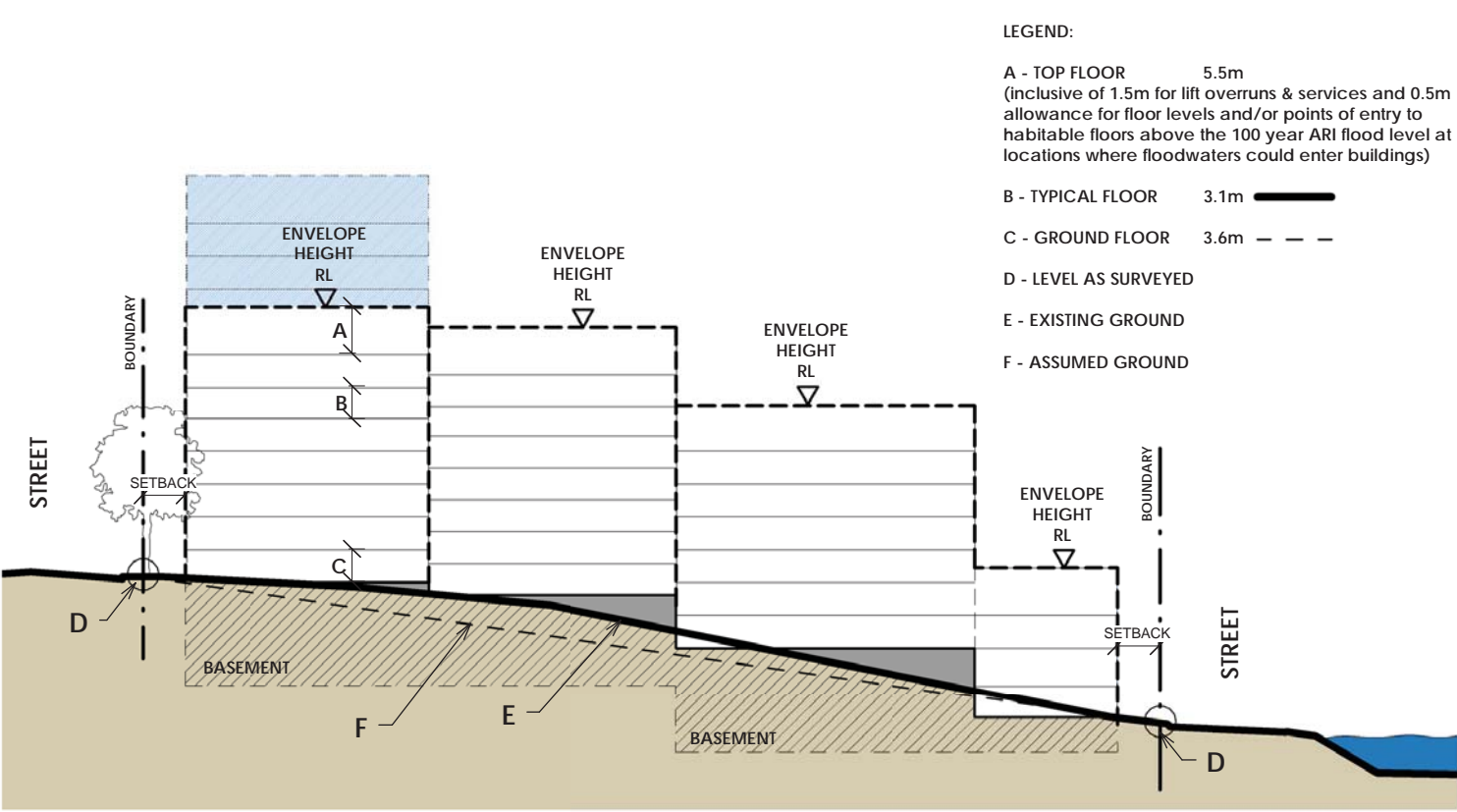


FIGURE 12. METHOD OF DEFINING HEIGHT

In calculating the maximum RL height for the various building envelopes across the Concept Plan site a 5.5 metre allowance has been included in the top floor level of every envelope for the following:

1. 3 metres for the residential floor, assuming a SEPP 65 compliant 2.7 metre floor to ceiling height;
2. Tolerance to cater for detailed flood modelling of the individual project application developments and the need to locate all habitable floor levels and/or points of entry to habitable floors at least 0.5 m above the 100 year ARI flood level at locations where floodwaters could enter buildings;
3. Designing for predicted sea level rise over time; and
4. 1.5 metres for lift overruns, other services and parapets above the roof level.

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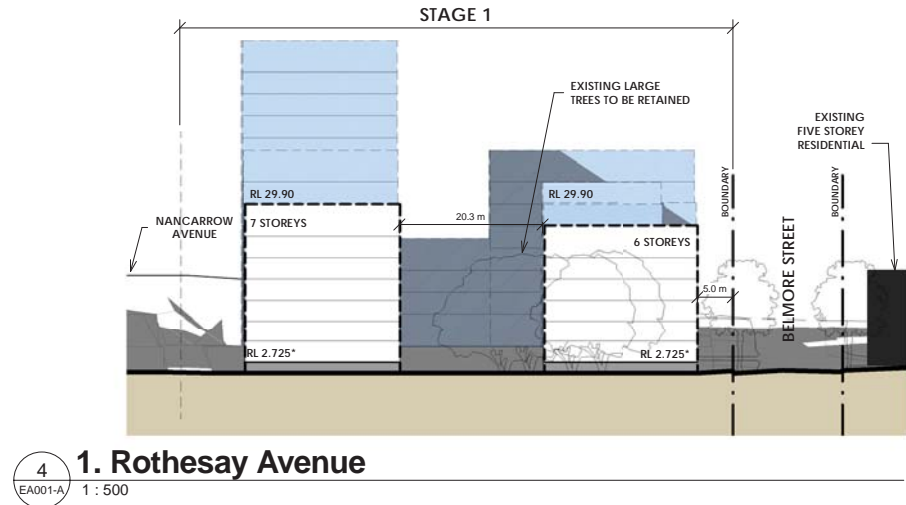
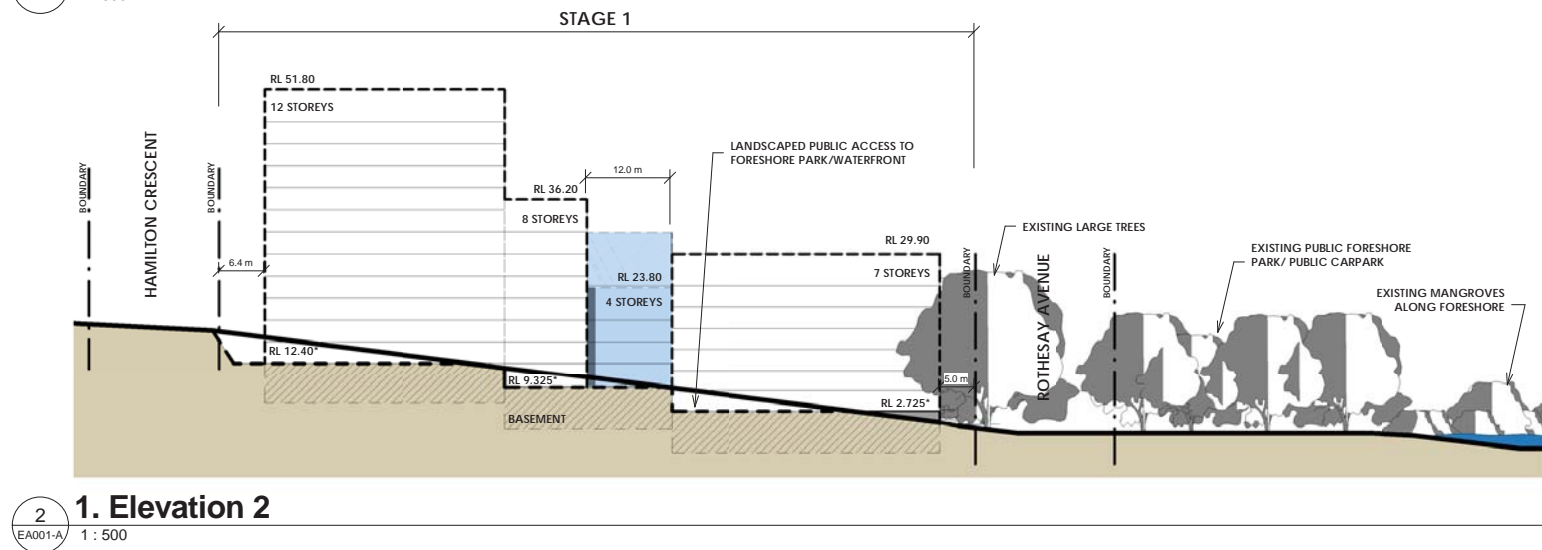
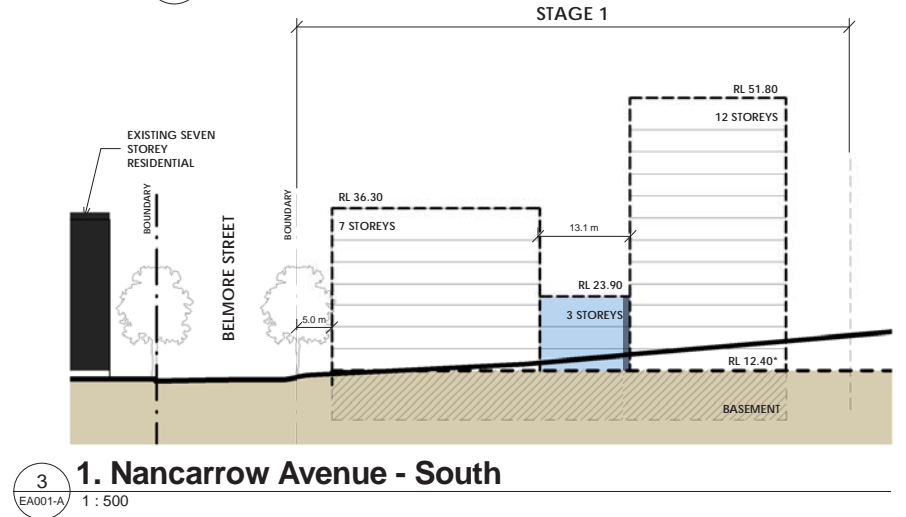
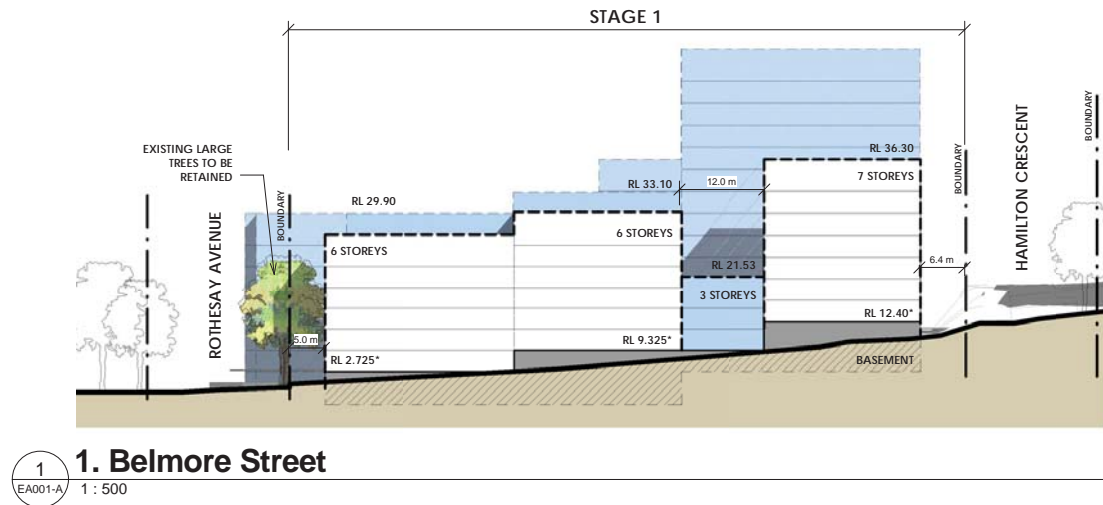
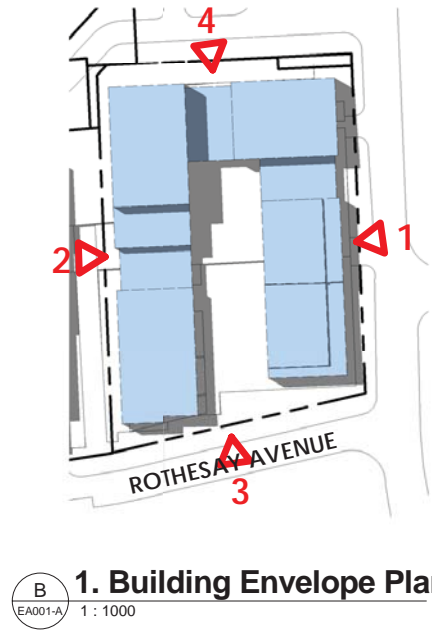


FIGURE 13. OPTION 5: PREFERRED CONCEPT PLAN: MAXIMUM HEIGHTS

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BUILDING ENVELOPES

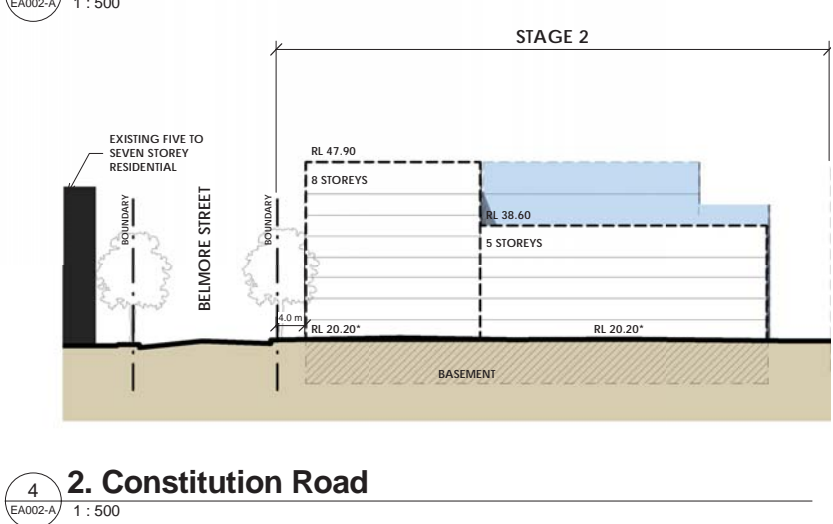
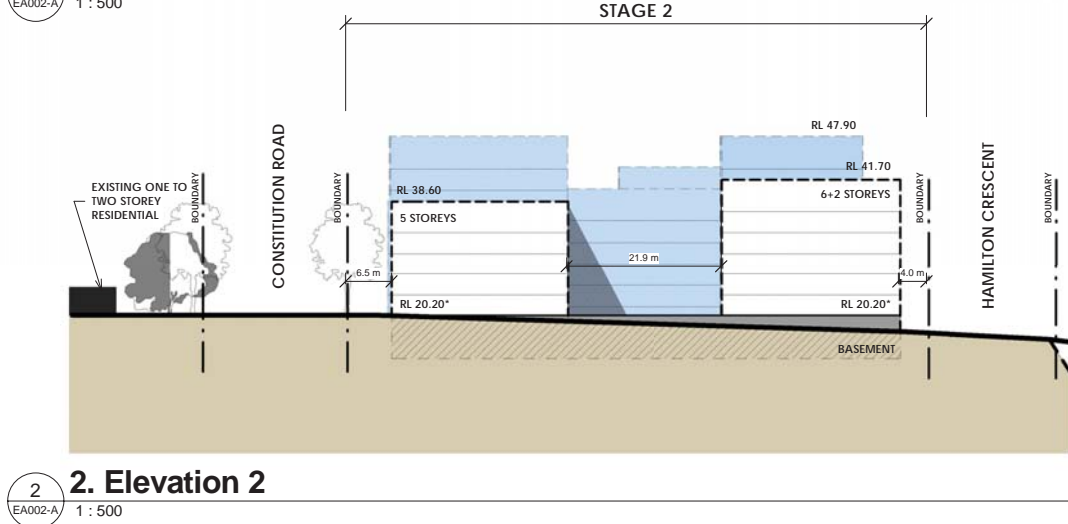
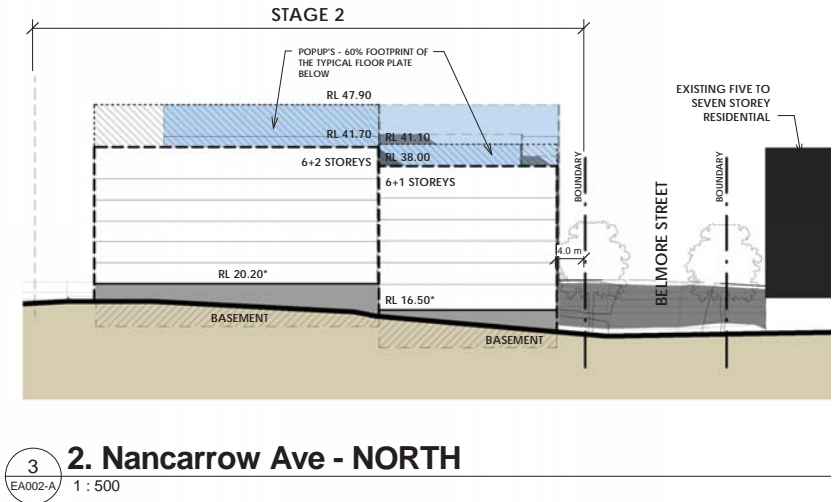
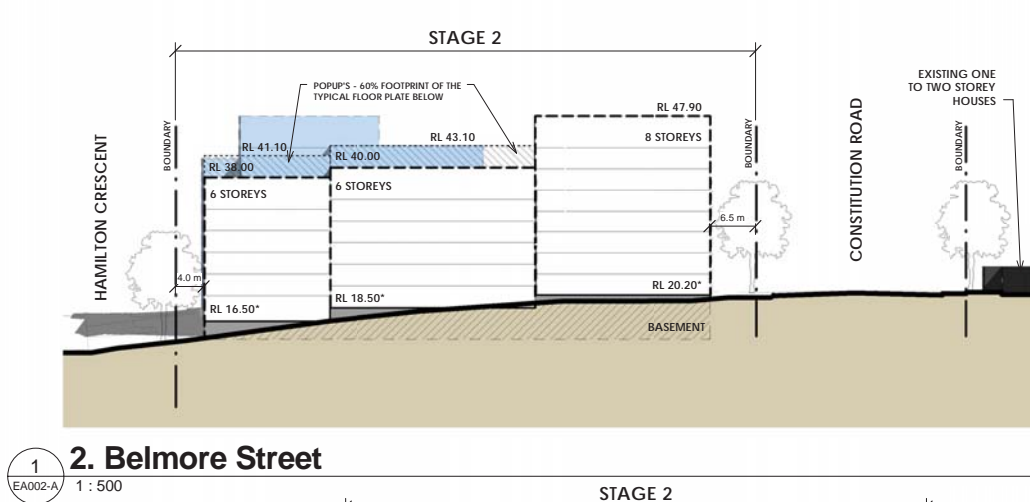
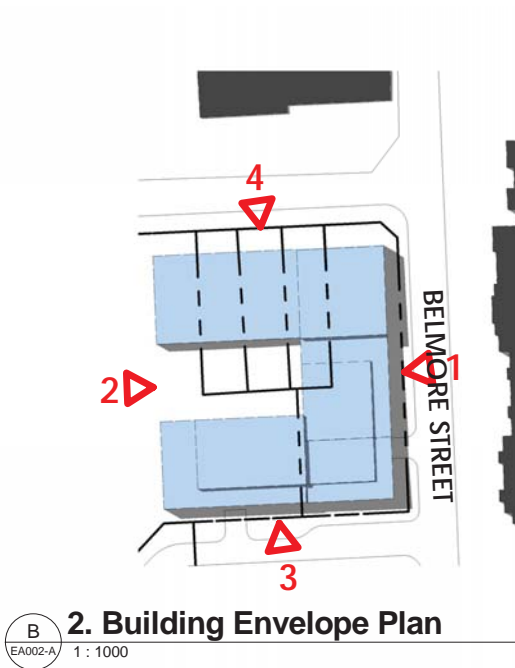
1.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12)

FIGURE 14. STAGE 1 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

2.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 1)

FIGURE 15. STAGE 2 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

3.

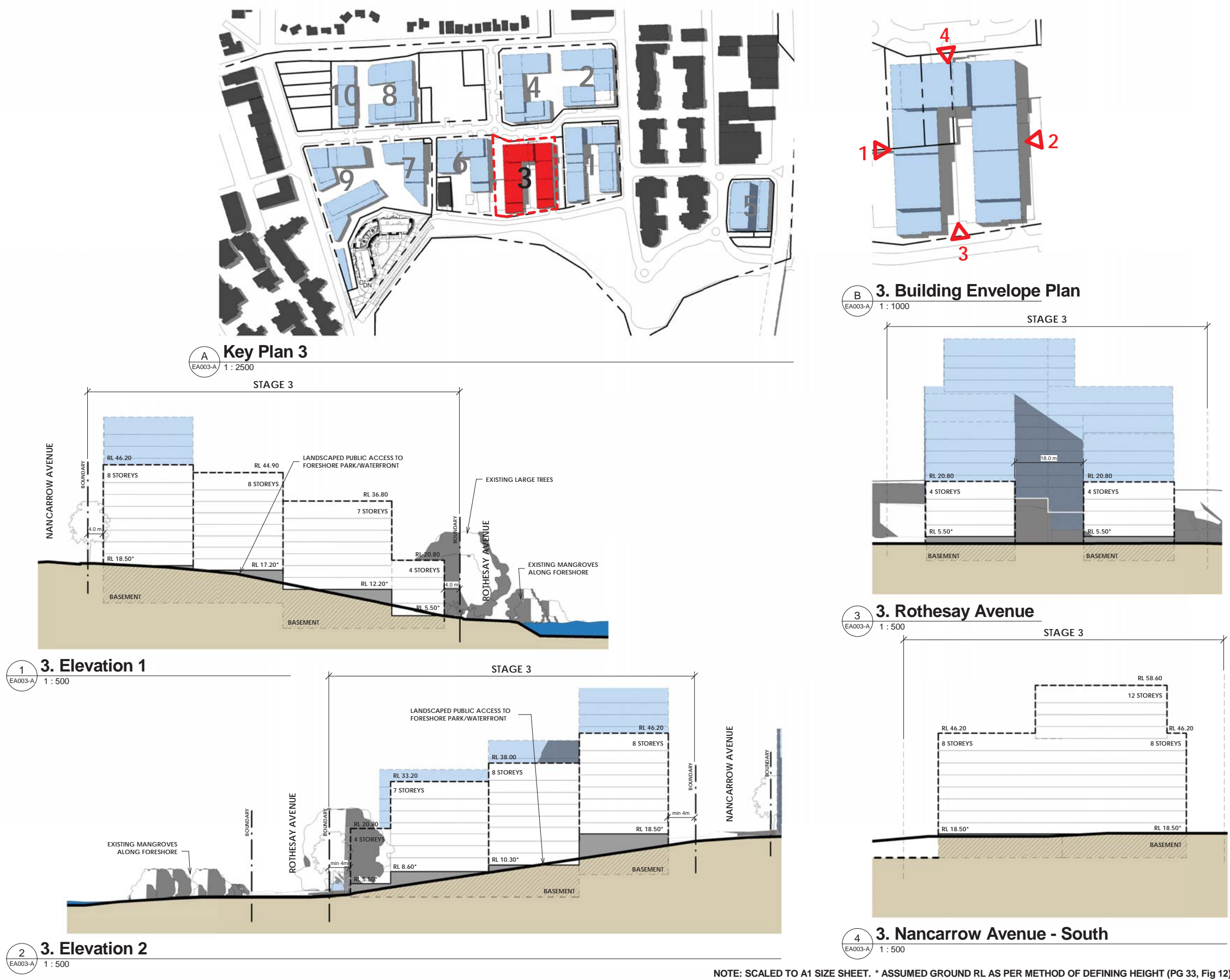
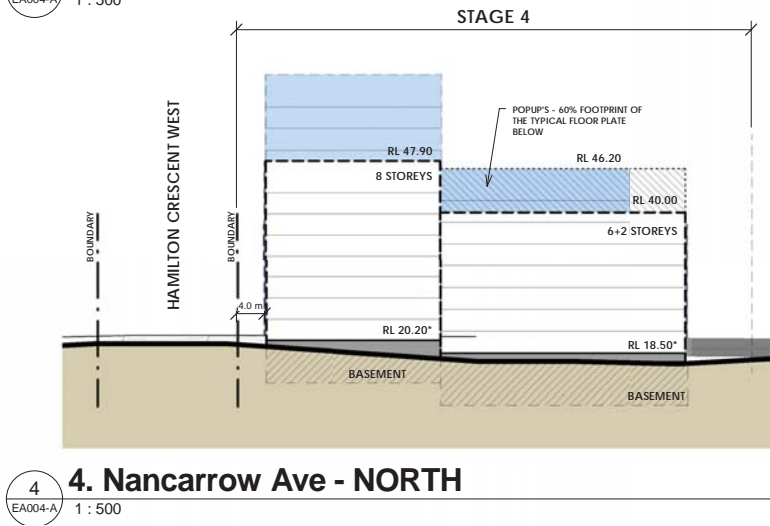
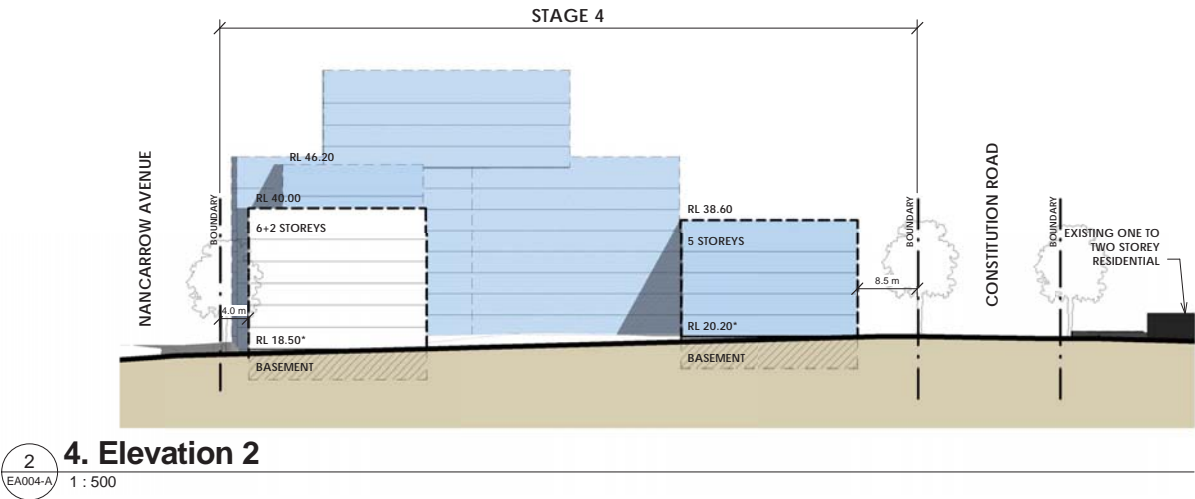
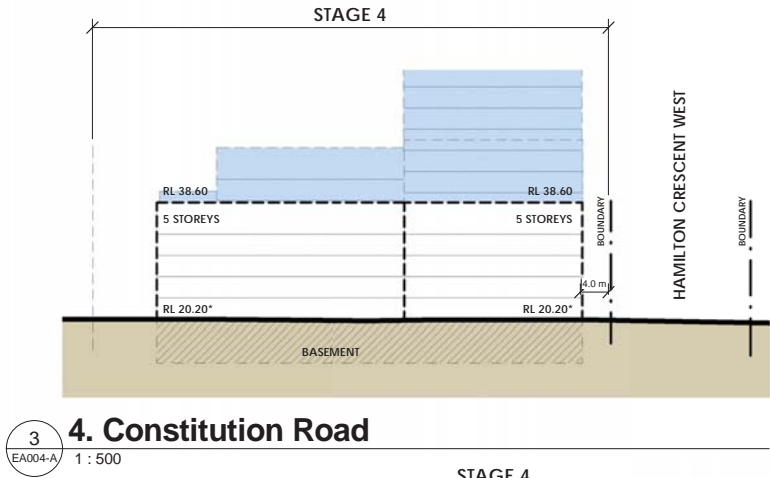
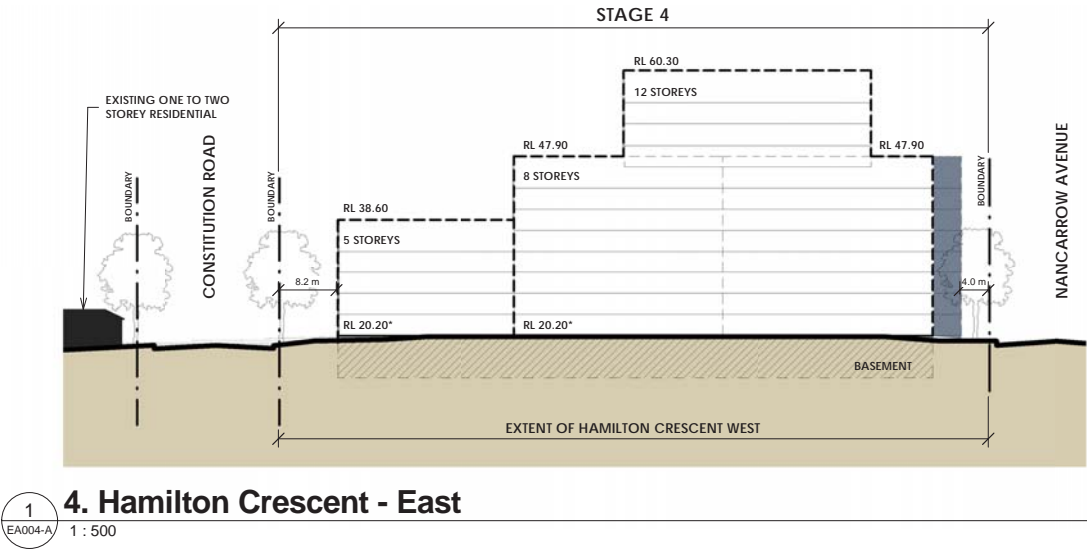
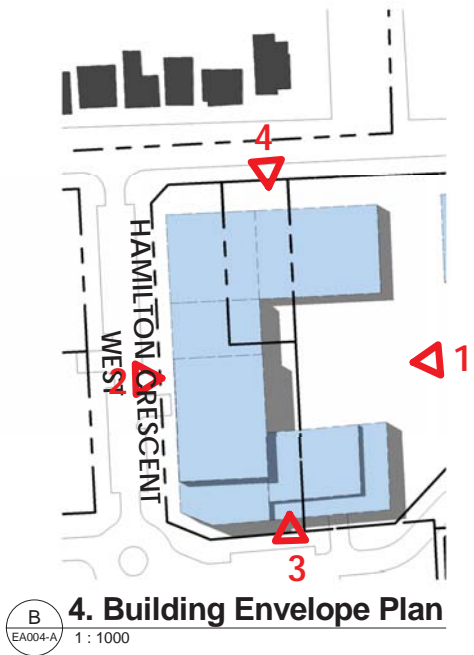


FIGURE 16. STAGE 3 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

4.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12).

FIGURE 17. STAGE 4 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

5.

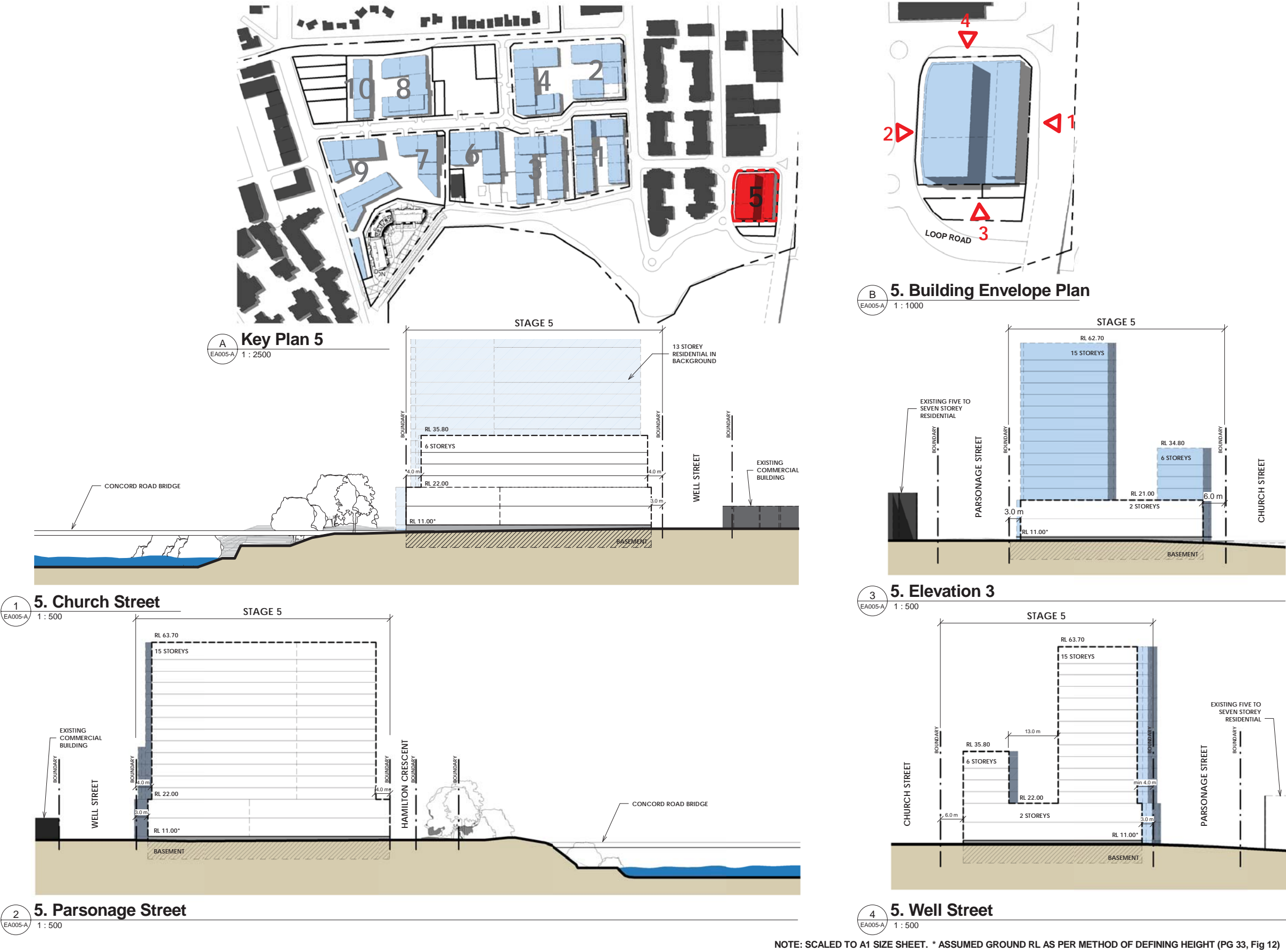
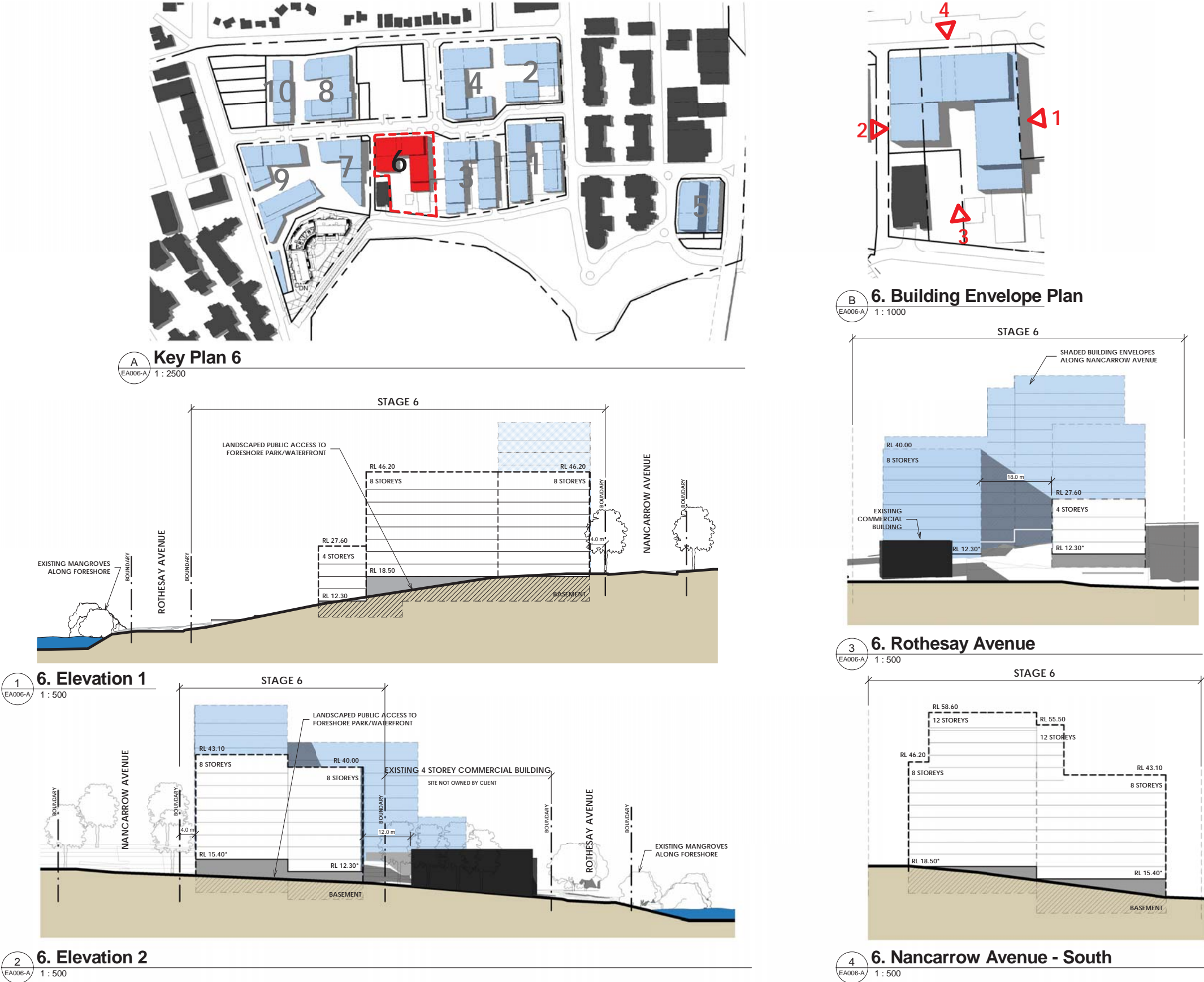


FIGURE 18. STAGE 5 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

6.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12)

FIGURE 19. STAGE 6 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

7.

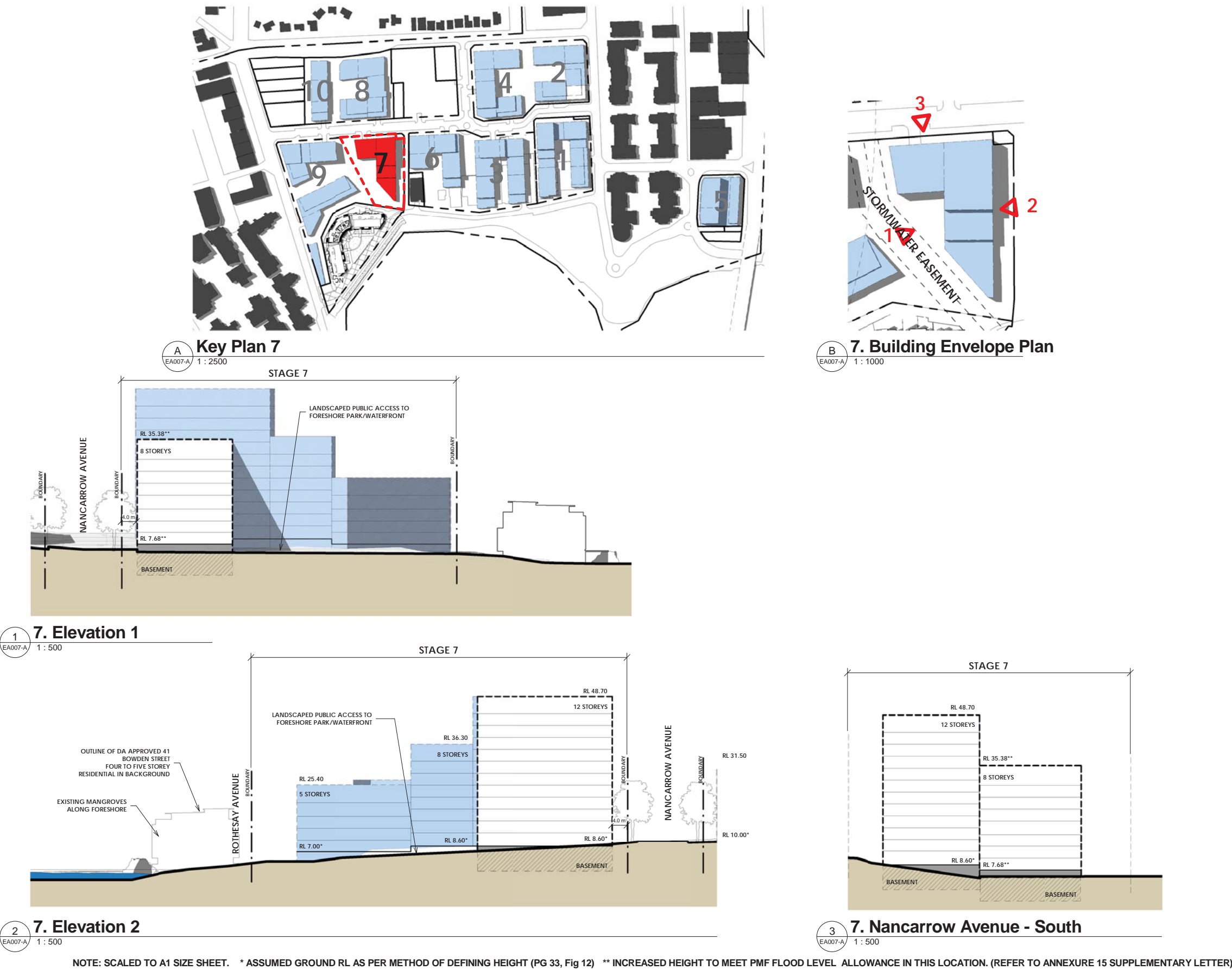


FIGURE 20. STAGE 7 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

8.

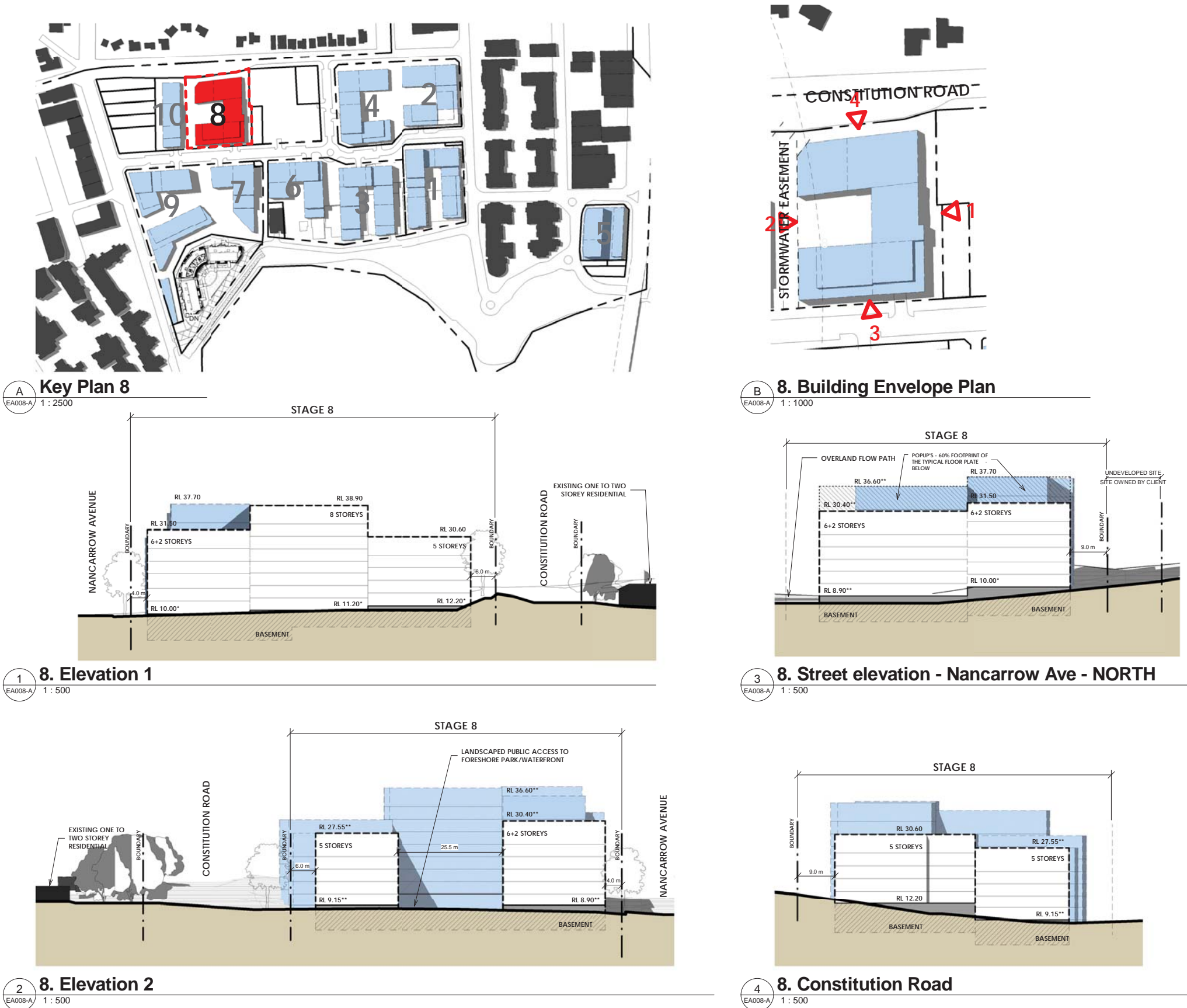


FIGURE 21. STAGE 8 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

9.

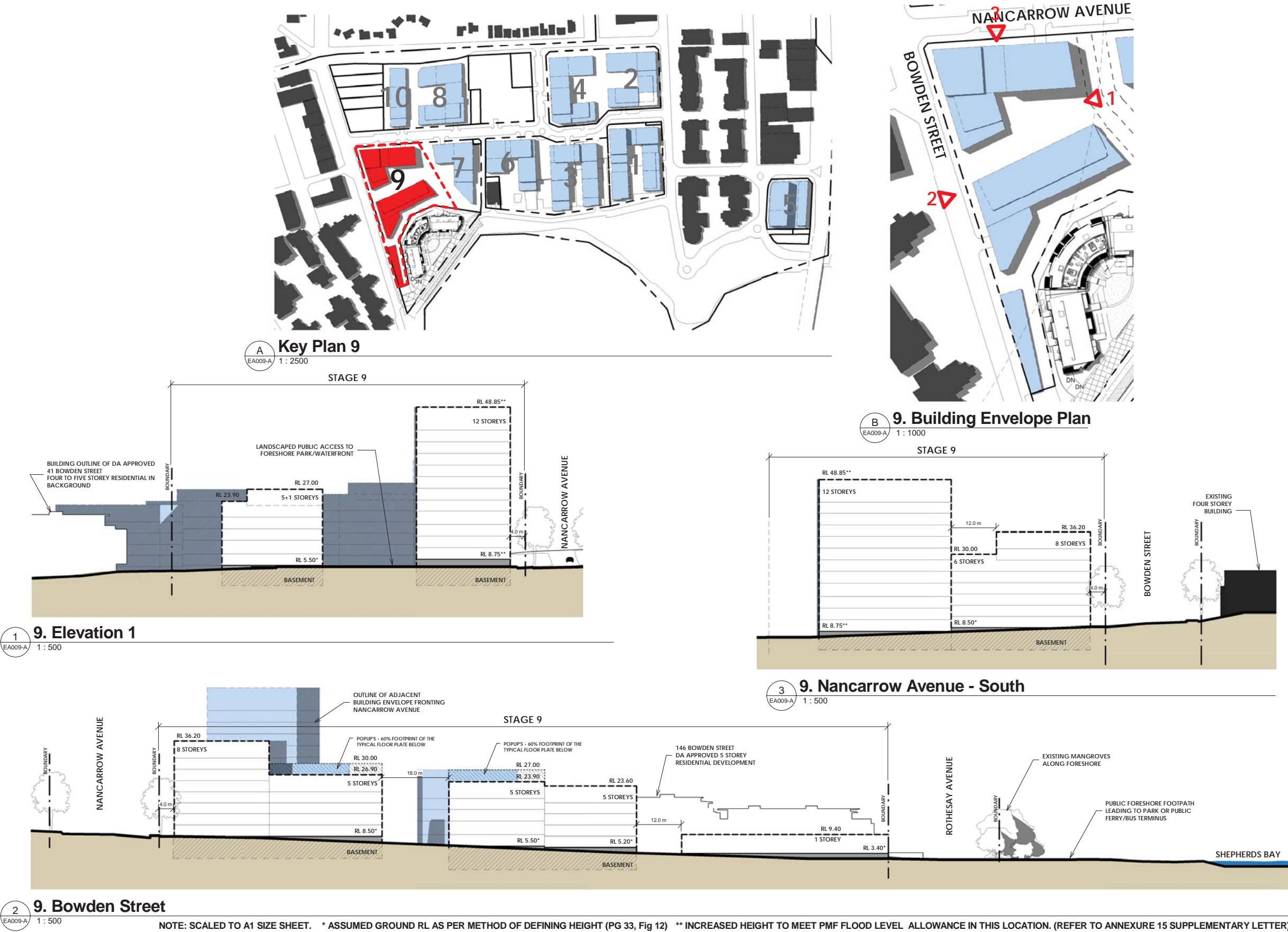
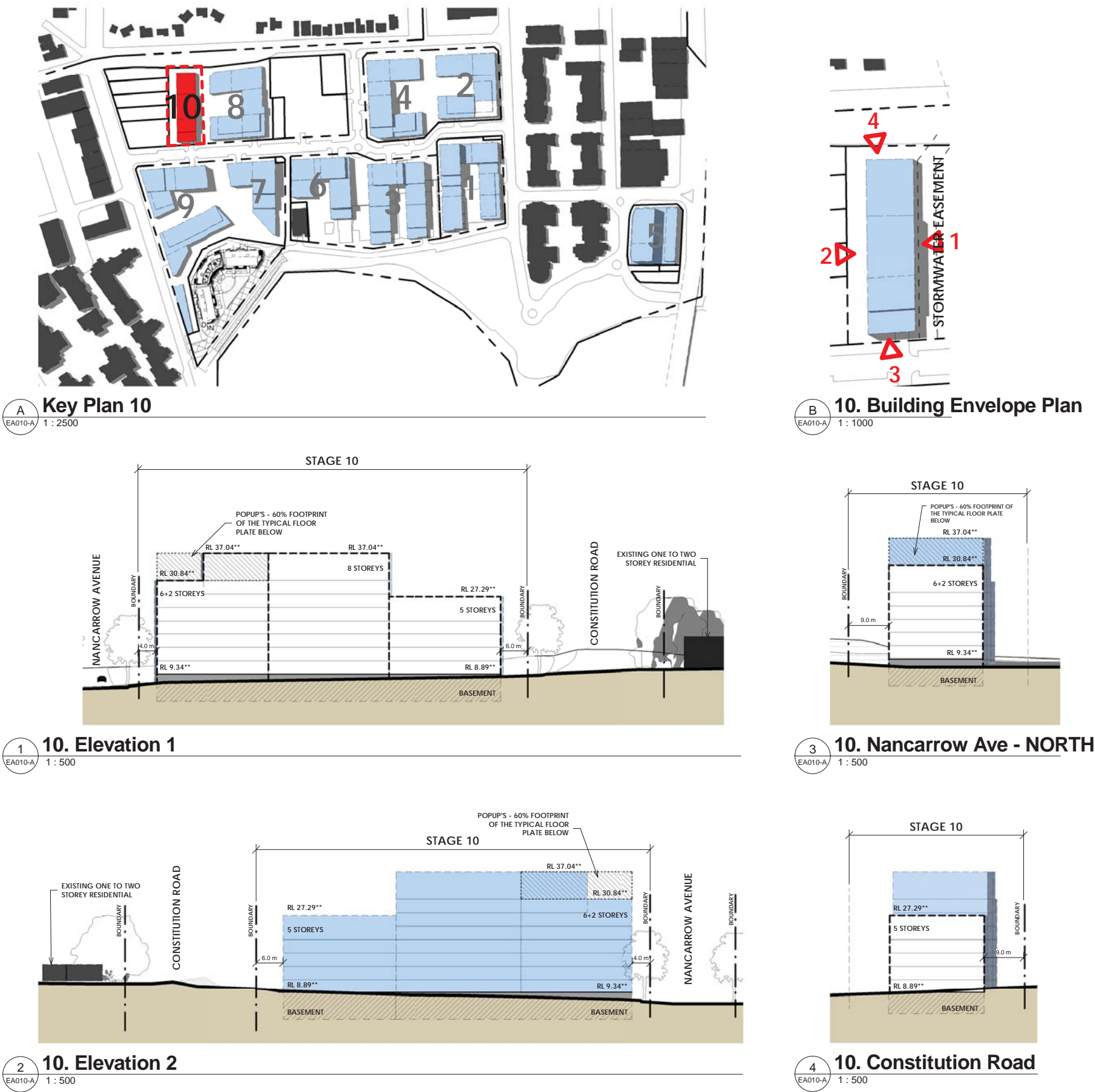


FIGURE 22. STAGE 9 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

10.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12) ** INCREASED HEIGHT TO MEET PMF FLOOD LEVEL ALLOWANCE IN THIS LOCATION. (REFER TO ANNEXURE 15 SUPPLEMENTARY LETTER)

FIGURE 23. STAGE 10 BUILDING ENVELOPE CONTROLS
Note: Including indicative storeys for the purpose of calculating height only

SHEPHERDS BAY URBAN RENEWAL

4.3.7 Building typologies

The Concept Plan (Preferred) envisages three basic building typologies, the Perimeter Block, Perimeter Block with Pop Ups and the Slender Central Tower over Podium forms. All building envelopes have been designed to enable development that is consistent with SEPP 65 and the RDFC. Refer SEPP 65 Compliance Report, prepared by Robertson Marks architects at Annexure 9.

1. PERIMETER BLOCK APARTMENTS

A Perimeter Block is a residential flat building that wraps around the site boundaries enclosing a central communal landscaped open space.

The maximum width of the buildings are 25m from glass line to glass line.

The heights of the perimeter blocks vary from five storeys to eight storeys as shown in the indicative storey plan diagram.

This building typology is applied in Council’s DCP and is reflected in the recent building forms in Shepherds Bay

2. PERIMETER BLOCK APARTMENTS WITH POP UPS

A ‘pop up’ above a perimeter block residential is a floor or two that cannot each occupy more than 60% of the area of the main building footprint below. The ‘pop ups’ allow for greater variety in building facade articulation and roof forms.

3. SLENDER CENTRAL TOWER OVER PODIUM

A Slender Central Tower over Podium is a multi unit high rise residential flat building with a central service core surrounded by units over a repetitive number of floors. It has an 8 storey base with a larger footprint as podium with smaller more slender 4 storey tower setback from the main building line. Podiums can be used as private communal green open spaces for the residents.

The tower is generally setback by 3 to 4m along the street front to present a human scale sized development along the edges. The height of the towers varies across the Concept Plan site as detailed on the Height Map. (Figure 13)

Within its envelope, the tower has the freedom to vary in overall shape and facade design to create interest and variety within the broader master plan.



FIGURE 24. EXAMPLES OF POP UP RESIDENTIAL APARTMENTS.



FIGURE 25. EXAMPLES OF PERIMETER BLOCK RESIDENTIAL APARTMENTS.



FIGURE 26. EXAMPLES OF RESIDENTIAL TOWER LAYOUTS AND LANDSCAPED PODIUMS

SHEPHERDS BAY URBAN RENEWAL - TOWER OPTIONS:

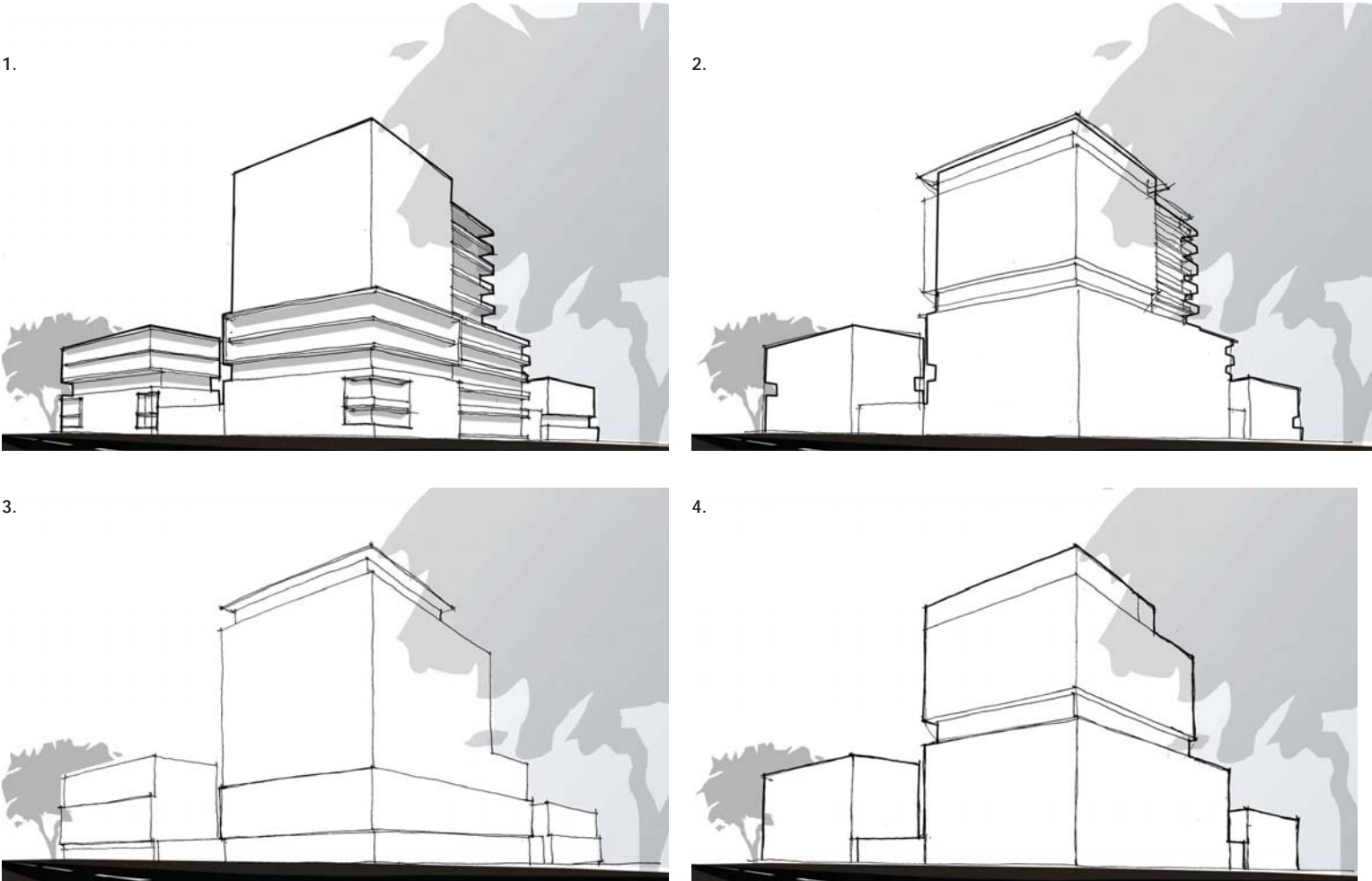


FIGURE 27. TOWER FORMS

SHEPHERDS BAY URBAN RENEWAL

4.3.8 Building Setbacks

LEGEND:

- 3m Setback
- 4m Setback
- 5m Setback
- 6m Setback
- 6.4m Setback
- 6.5m Setback
- 8.5 Setback

The Concept Plan building envelopes have been set back from all street frontages to generally consistent with or greater than the Draft DCP to retain human scale and maximise solar access in the public streets. The Building Setbacks for development within the Concept Plan site are shown in Figure 28. A generous setback is also required to the foreshore, particularly at the ‘pinch point’ at the Central foreshore plaza where the foreshore reserve is narrowest.

Residential buildings are to be setback a minimum of 25m from Church Street consistent with relevant standards and The Department of Planning Interim Guidelines for Development near Rail Corridors and Busy Roads.

Development Principle

All development within the Concept Plan are to generally comply with the Indicative Building Setbacks Map at Figure 28.

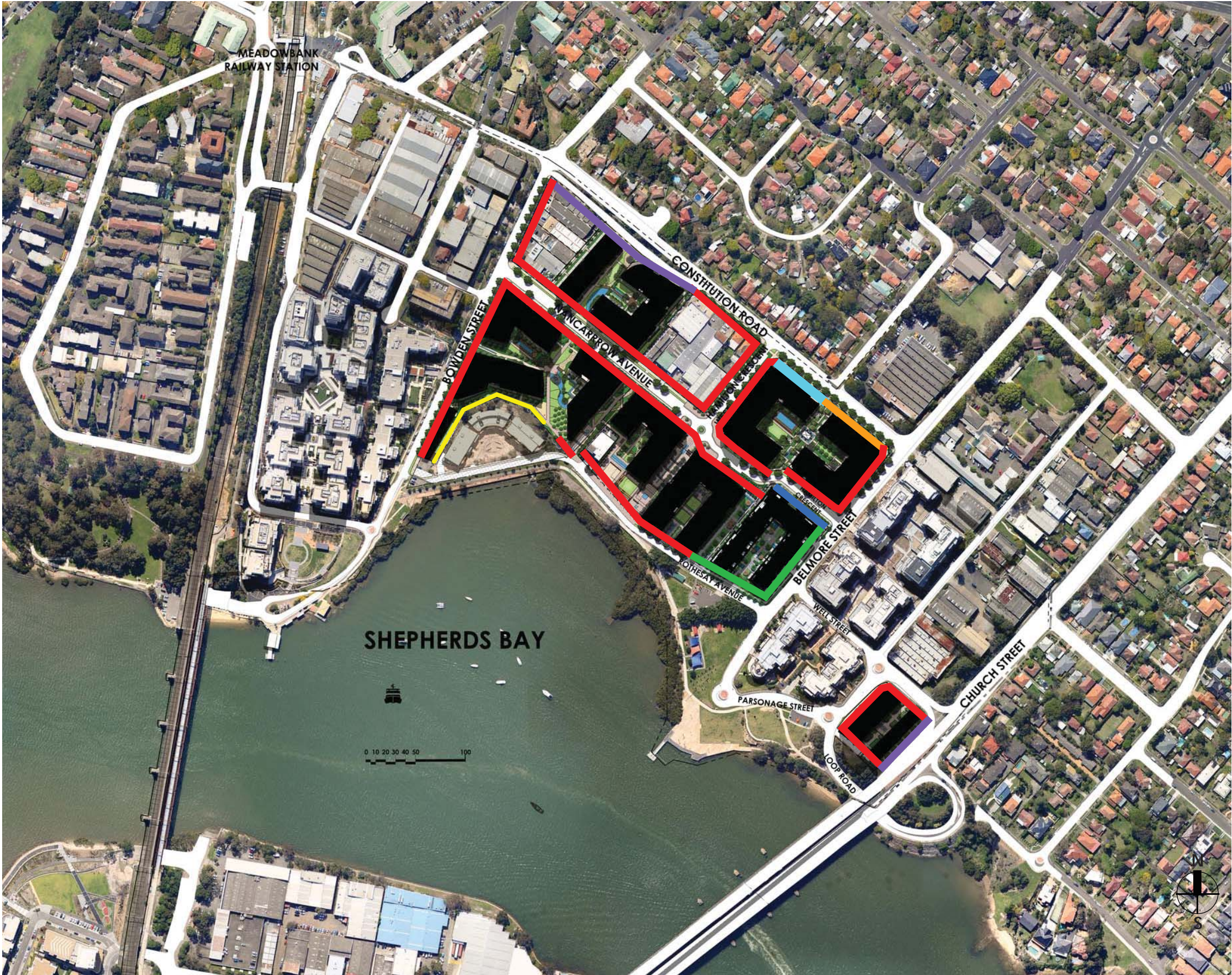


FIGURE 28. INDICATIVE BUILDING SETBACKS

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4.3.9 Open Spaces

One of the main objectives of the Concept Plan is to consolidate development into taller, smaller building footprints where appropriate to maximise the amount of open space for the site and to enhance the existing natural areas. Approximately 18,422sqm of the site is to be publicly accessible open space, 100% of which can potentially be provided as 'deep soil' as no basements are permitted under these areas. Refer Figure 52. This is significantly more than achievable under the base case DCP compliant development scenario illustrated in the EA.

The landscape design vision is for an integrated residential/ parkland environment reflecting the natural history and culture of the site. Water usage and movement will be reflected throughout the landscape design in both public and communal spaces. Retention and rehabilitation of significant existing vegetation, integration with the natural riparian environment and creation of view corridors through existing and proposed open spaces are key components of the landscape design.

4.3.9.1 Publicly Accessible Open Spaces

The Concept Plan comprises a number of north-south public through-site pedestrian linkages to break up the development and enhance and strengthen foreshore access. The open space concept has been integrated with recent foreshore upgrades, adjoining open space network and riparian vegetation. The public domain will consist of a number of public spaces that support passive and active recreation. The new neighbourhood will have access to small pocket parks, widened footpaths, pedestrian through-site links and large foreshore parks. The major open spaces along the waterfront provide opportunities for events which would encourage activity to return to the waterfront making the area vibrant, lively and people orientated.

All stormwater easements and pedestrian and cycle accessways identified in the Draft DCP have been incorporated into the Concept Plan layout and Landscape Plans and Report.

The natural landform is recognised throughout the landscape design with split-level designs throughout. A large cascade waterfall is proposed on the central promenade to define the upper and lower levels of the site and provide a dramatic entrance to the proposed waterfront plaza at the waters edge. The main plaza area at the base of the waterfall will comprise outdoor seating areas, landscaping and radial water features.

Based on the findings of the Open Space and Community Facilities Needs Assessment at Annexure 25, further guidance has been provided in the Landscape Report at Annexure 10 indicating preferred locations for childrens' play areas across the Concept Plan site.

4.3.9.2 Communal and Private Open Spaces

Central communal spaces will be provided to each building in the new development. These spaces will be accessible and will be high quality attractive spaces that will comprise landscaping, paving, lighting and water features. The communal spaces will be linked to the public domain and defined by fencing and landscaping.



FIGURE 29. LANDSCAPE PLAN

Development Principle

Open spaces across the Concept Plan site are to be provided generally in accordance with the Landscape Plan at Figure 29 and Landscape Report at Annexure 10.

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4.3.10 Vehicular Access and Streets

LEGEND:

- Vehicular Access
- Internal road and destinations
- Foreshore pedestrian access
- Ferry access
- Railway line
- Bus stop

The existing grid-style road typology has been adopted with additional connections proposed in compliance with Council's Draft DCP. This will facilitate better connections, greater legibility and improved access for vehicles, pedestrians and cyclists. Street designs are to generally comply with Section 5 (Meadowbank) of Council's Public Domain Technical Manual and Council's Draft DCP Part 4.2.

4.3.10.1 Existing Streets to be Upgraded

The urban renewal project will involve upgrading landscaping of the streets to improve the attractiveness and usability of the public domain and strengthen linkages. Improved streets will be an important element in the creation of character and sense of place for the new residential neighbourhood.

Council's plans for the realignment of Constitution Road are supplied as Annexure 26.

4.3.10.2 New Roadways or Realignments Proposed

The proposed upgrading and extension of Nancarrow Avenue to Belmore Street and the connection of Rothesay Avenue to link Bowden and Belmore Streets along the foreshore will be integrated with the streetscape upgrades of the adjoining roads within the site. The new roadways will provide significant benefits including strengthening east-west connections and improving access, circulation, legibility and safety.

4.3.10.3 Provision of Street Lighting

Street lighting will be provided to streets, pathways, cycleways, public open spaces and communal areas in accordance with Council's Public Technical Domain Manual (Section 5 - Meadowbank). Refer to concept road designs included in the EA and Landscape Plan at Annexure 10.

Development Principles

Vehicular accessways and public transport stops across the Concept Plan site are to be provided generally in accordance with the Vehicular Access and Public Transport Plan at Figure 30.

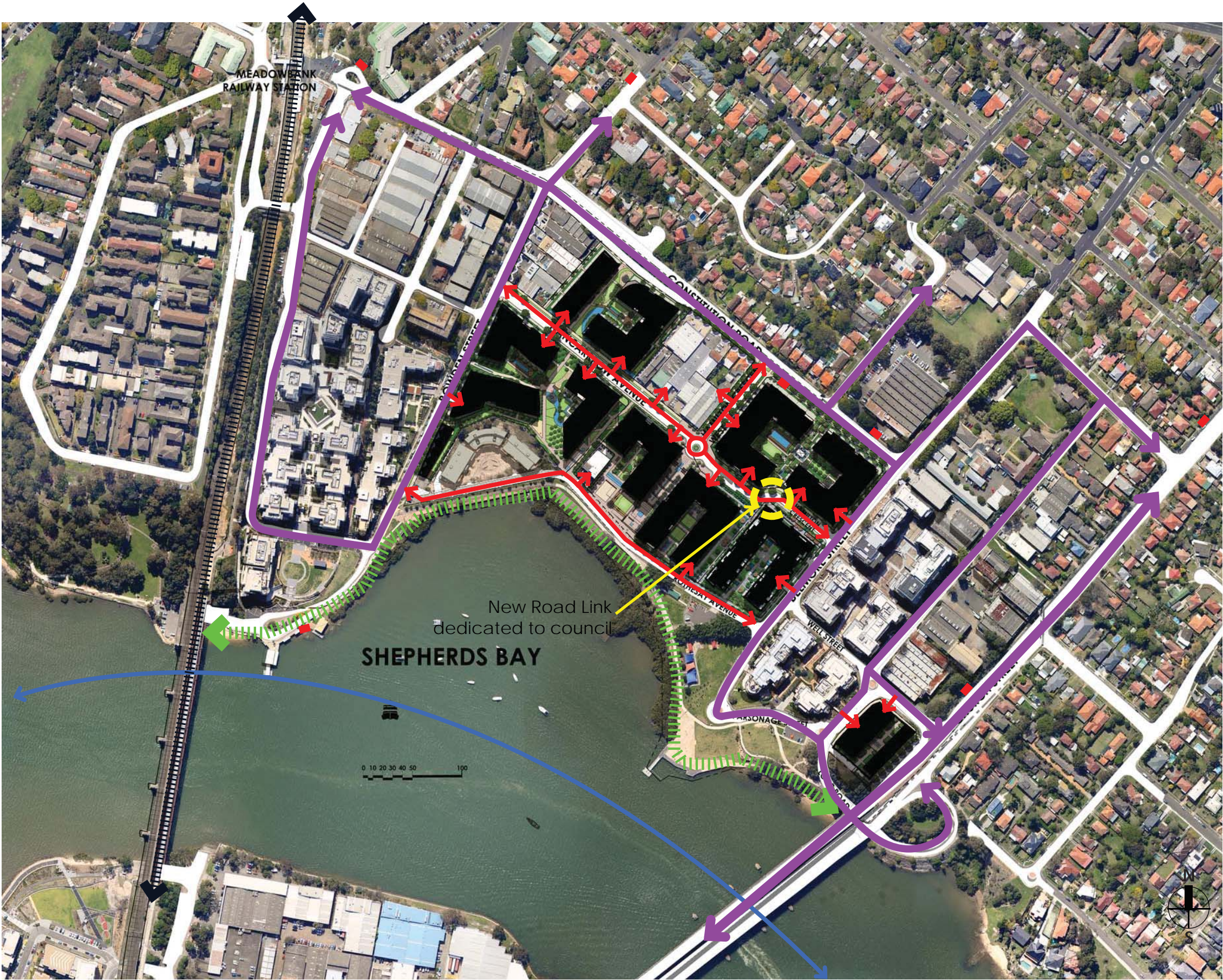


FIGURE 30. VEHICULAR ACCESS AND PUBLIC TRANSPORT PLAN

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4.3.11 Significant Views

LEGEND:

- Existing view corridors
- Potential vista
- Neighbours views
- Draft DCP - Panoramic views
- Draft DCP - Vista
- Draft DCP - identified as a partially obscured vista
- Draft DCP - Vista to Olympic Park

The sloping land form affords excellent views of Shepherds Bay and beyond to properties in the area. It is important that appropriate view sharing is maintained in the redevelopment of the subject lands.

The subject lands are highly visible from the Parramatta River and its foreshores, particularly from the eastern waterways and the Ryde Bridge beyond. It is also visible to some extent from the northern end of the Rhodes peninsula. Council's DCP and Draft DCP identify significant views to be retained in the redevelopment of the Concept Plan site. Currently a number of these views are blocked by existing industrial buildings.

One of the primary objectives of the Concept Plan is the protecting of existing and maximising additional views to Shepherds Bay and beyond from within the Concept Plan site and the surrounding area.

To this end, the Concept Plan maintains all view lines identified in council's Draft and adopted DCP's and opens up additional vistas to and from the water.

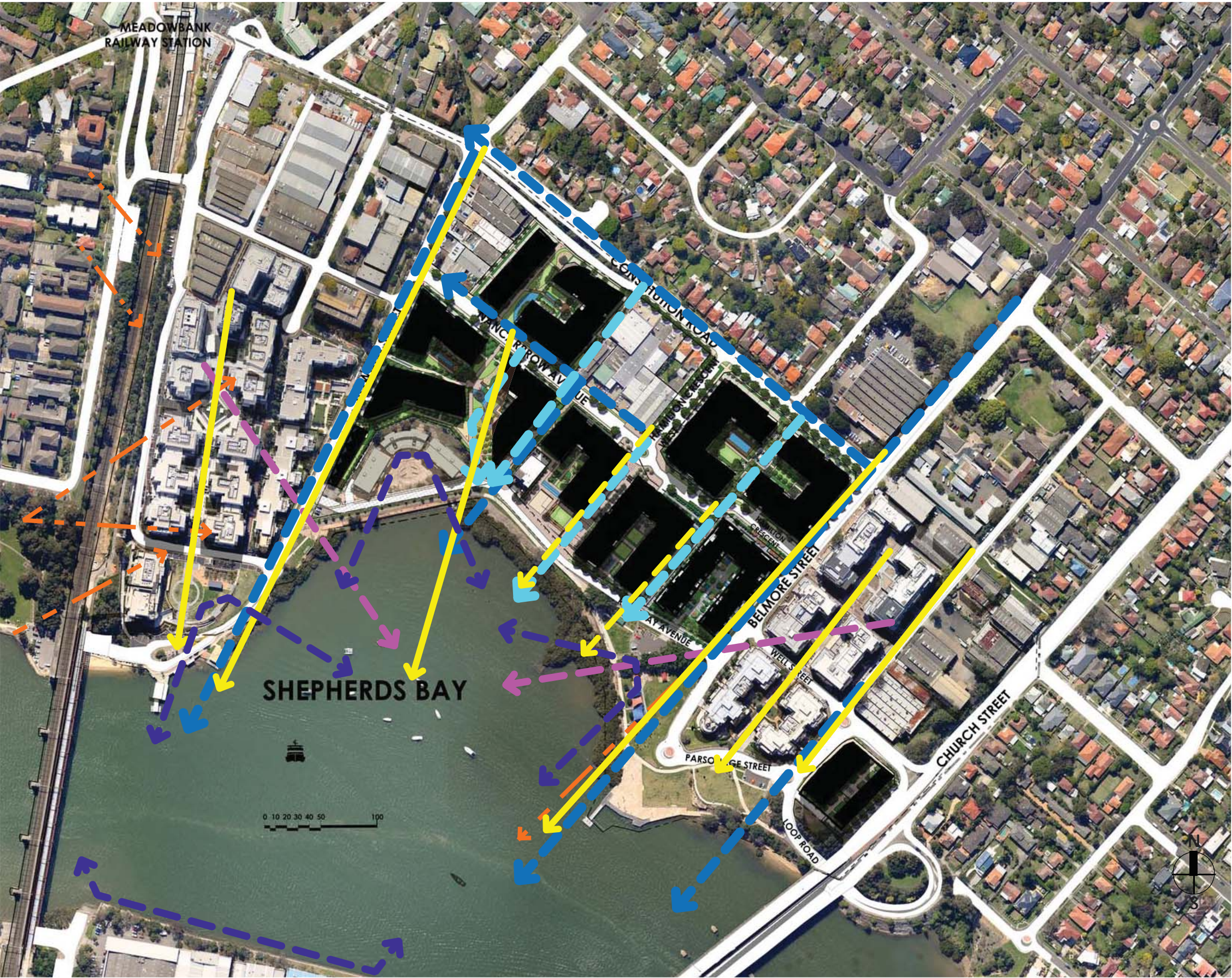


FIGURE 31. SIGNIFICANT VIEW CORRIDORS

Development principle

View corridors identified on **Figure 31** 'Significant View Corridors' are to be protected or created in any redevelopment within the Concept Plan site.

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4.3.12 Pedestrianways, Cycleways and Shared Zones

LEGEND:

- Yellow double-headed arrow: Pedestrian access
- Blue double-headed arrow: Bicycle paths

The Concept Plan requires the provision of clear, legible pedestrian access through the site. Four (4) north-south pedestrian spines are provided through the new public open spaces and roads. These have been designed to provide attractive and direct linkages through the development and connect to the east-west pathways which run along Constitution Road, Nancarrow Avenue and the foreshore. The extension of the foreshore pedestrian and cycle connections to the foreshore park will assist in completing the link as planned in Council's Riverwalk Plan, which will provide direct off-road access to a number of existing parks along the foreshore, Meadowbank Ferry wharf and beyond. The openness of the paths and their location close to residential development and roads will create opportunities for passive surveillance and maximise the safety of public domain users. At night lighting is to be provided to pedestrian paths to enhance safety.

The development of a shared path/ cycleway through the site linking the development to the existing network and public transport will help to promote alternate modes of transport. The installation of cycle racks/ bicycle rooms in the buildings and open spaces in and around the development will encourage a healthy lifestyle.

Accessible pedestrian access

The publicly accessible open spaces have been designed to provide appropriate access to people of all mobility levels as illustrated on Figure 32A.

Development Principle

Pedestrian ways, cycleways and shared zones across the Concept Plan site are to be provided generally in accordance with the Pedestrian and Cycle Plan and Access Plan at **Figures 32 & 32A**.

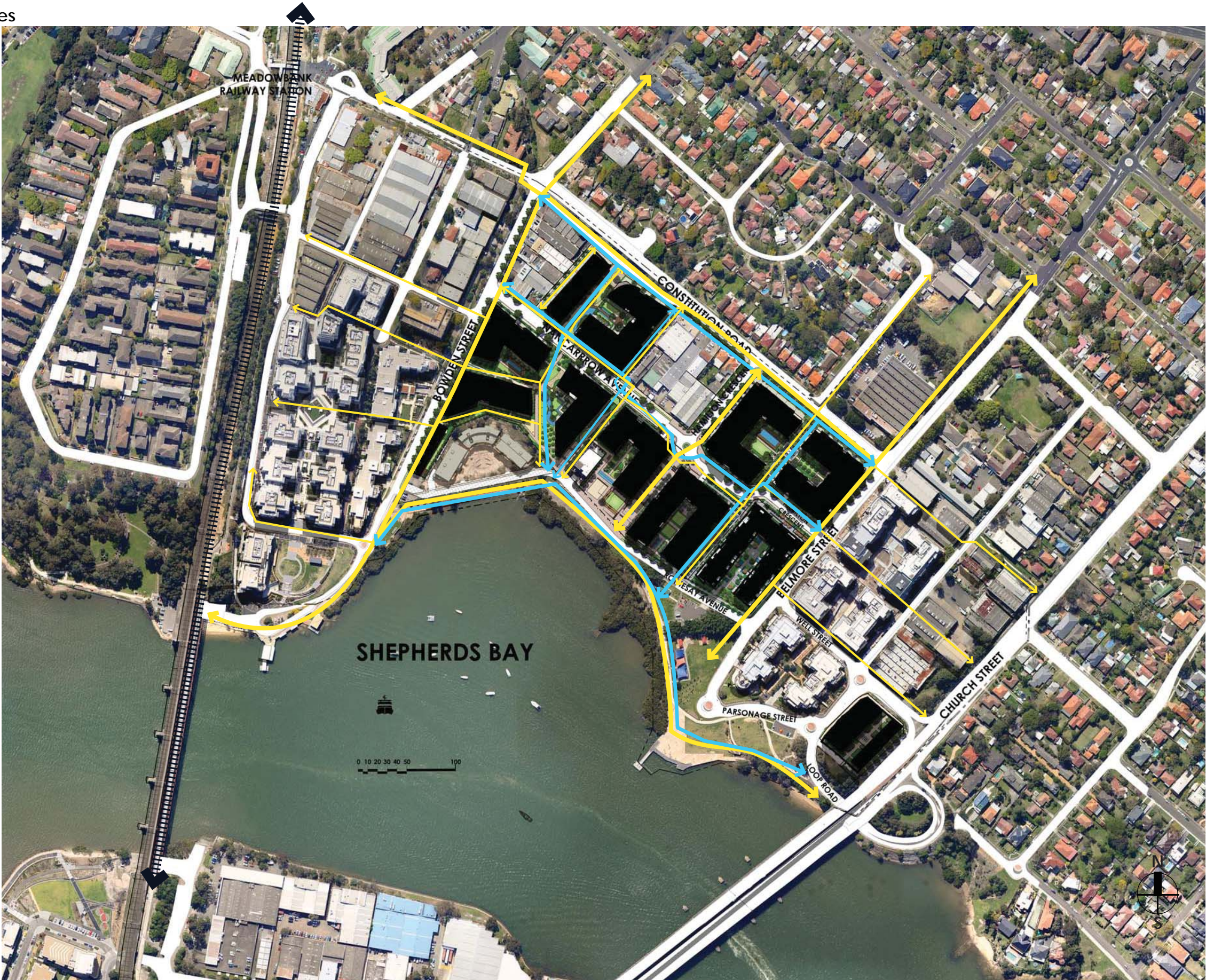


FIGURE 32. PEDESTRIAN AND CYCLE ACCESS PLAN

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- LEGEND:
- Public Routes
 - Private Routes




FIGURE 32A. INDICATIVE ACCESSIBLE CIRCULATION PLAN

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4.3.13 Preferred locations for community, retail &/or commercial uses.

LEGEND:

 Preferred Locations for community, retail or commercial uses

Non residential uses such as community, retail or commercial uses serve to activate publicly accessible open spaces and provide meeting places for community interaction.

While it is envisaged that the majority of these uses are to be located within the podium of the gateway building on the site fronting Church St, the Concept Plan encourages the inclusion of these uses in other key locations across the Concept Plan site where they will serve to add vitality and provide for the day to day needs of the residents without detrimentally impacting on retail and commercial uses in the surrounding area.

Development Principle

Community, retail and commercial uses are to be generally provided at the locations identified on Figure 33: Indicative Community, Retail &/or commercial uses map



FIGURE 33. INDICATIVE COMMUNITY, RETAIL &/OR COMMERCIAL USES LOCATIONS MAP



FIGURE 34. INDICATIVE PERSPECTIVE VIEW OF NANCARROW AVENUE

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4.3.14 Flooding

A number of areas within the Concept Plan site are subject to localised flooding. This issue has been taken into account in the design of the building envelopes, floor levels and reshaped topography and is addressed in the engineering reports included in the **EA**.

Additional details are submitted with this report confirming the Concept Plan design has been informed by flood modelling as recommended by Council and would accept development consent conditions with regard to Council’s suggested safety design measures in basement car parks and provision of identified refuge areas. Refer Annexure 15: Flood modelling maps and reports.

4.3.15 Stormwater Management

Council’s existing area-wide stormwater infrastructure in the area is inadequate and in need of upgrading between Constitution Road and the waterfront.

A Stormwater Management Plan has been prepared for the Concept Plan site which makes recommendations for infrastructure upgrading required to accommodate the new development envisaged in the concept Plan.

The benefits of the proposed stormwater management include:

- a reduction in environmental impacts on the riparian vegetation along the foreshore of the site (including debris which is washed downhill)
- improved water quality for stormwater entering the Parramatta River
- improved flood mitigation
- removal of current risk of flood inundation of private properties in Ann Thorn Park

Refer additional stormwater and flooding reports and plans at Annexure 20.

Recommended Development Principle

Stormwater upgrades in the Concept Plan site are to be provided generally in accordance with the Integrated Water Management Plan and Stormwater Management Plan included in the EA and letter and drawings by Cardno at **Annexure 20**.

4.3.16 Utilities

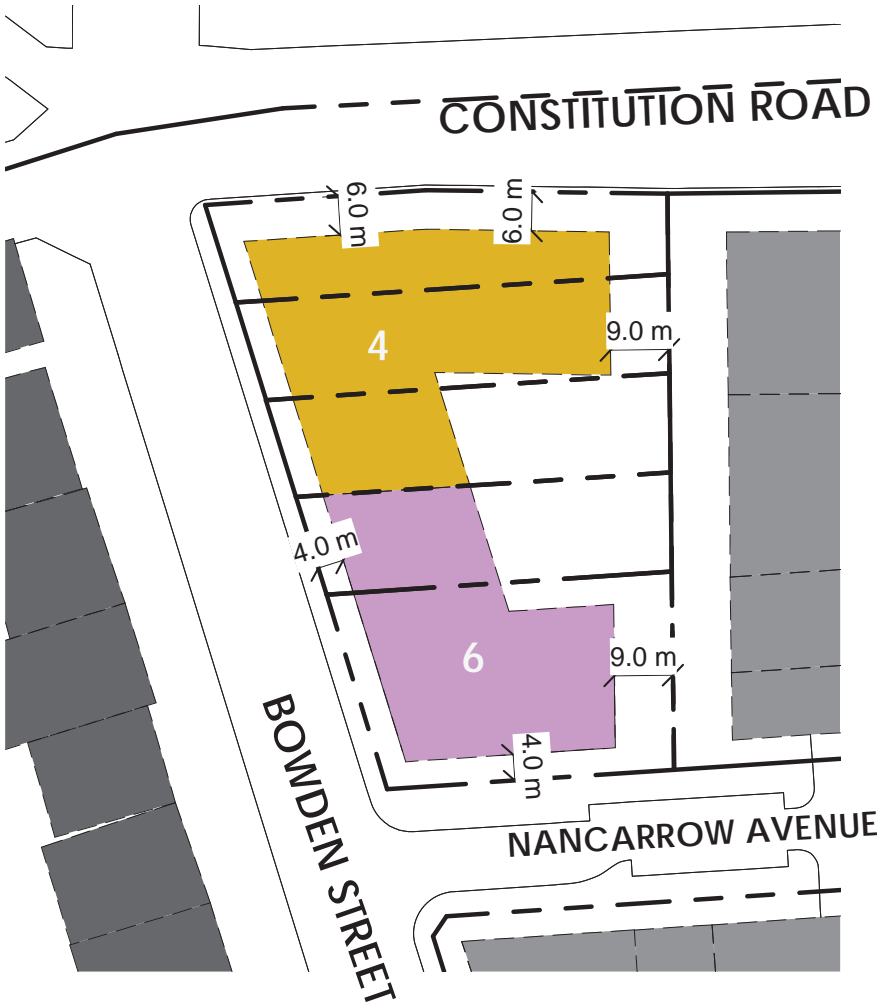
Underground utility lines will be installed throughout the development. Consultation with Energy Australia has confirmed that underground cabling is feasible on the site. The benefits of installing underground cabling include improved sight lines, better streetscape treatment and enhancement of site aesthetics.

A letter from George Floth utility consultants confirms that all relevant authorities have been contacted and the required services can be supplied to the proposed development, refer **Annexure 14**.

4.4 Impact on isolated sites

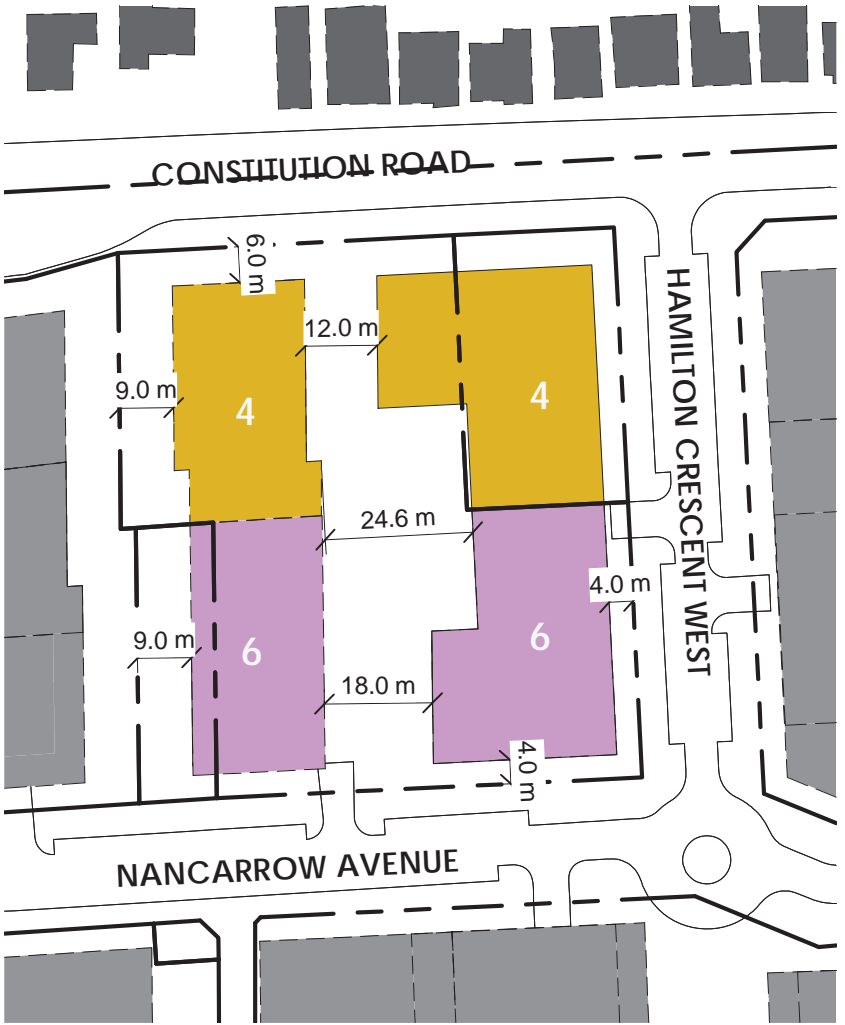
As illustrated the development studies at Figures 32A & 32B, prepared by Roberston + Marks, the Concept Plan does not prejudice the future redevelopment development of amalgamated sites adjoining but not included in the Concept Plan site.

These studies provide theoretical Draft DCP compliant development scenarios for the contiguous sites within the Concept Plan road boundaries not included in the subject Concept Plan Application.



1B UNITS	2B UNITS	3B UNITS	TOTAL
12	87	17	116

FIGURE 35A. INDICATIVE DCP COMPLIANT DEVELOPMENT YIELD STUDY OF ISOLATED SITES ADJOINING DEVELOPMENT STAGE 10 ON CORNER BOWDEN ST & CONSTITUTION RD



1B UNITS	2B UNITS	3B UNITS	TOTAL
17	127	25	169

FIGURE 35B. INDICATIVE DCP COMPLIANT DEVELOPMENT YIELD STUDY OF ISOLATED SITES ADJOINING DEVELOPMENT STAGE 8 ON CORNER HAMILTON CRES WEST & CONSTITUTION RD



5. INDICATIVE DEVELOPMENT STAGES

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5. INDICATIVE DEVELOPMENT STAGES

At the request of the Director General, the Concept Plan site has been divided into ten (10) indicative development construction stages.

Accordingly an indicative construction Staging Plan has been developed. Approval of this staging is not sought as part of the subject Concept Application, The Staging Plan is included for information only.

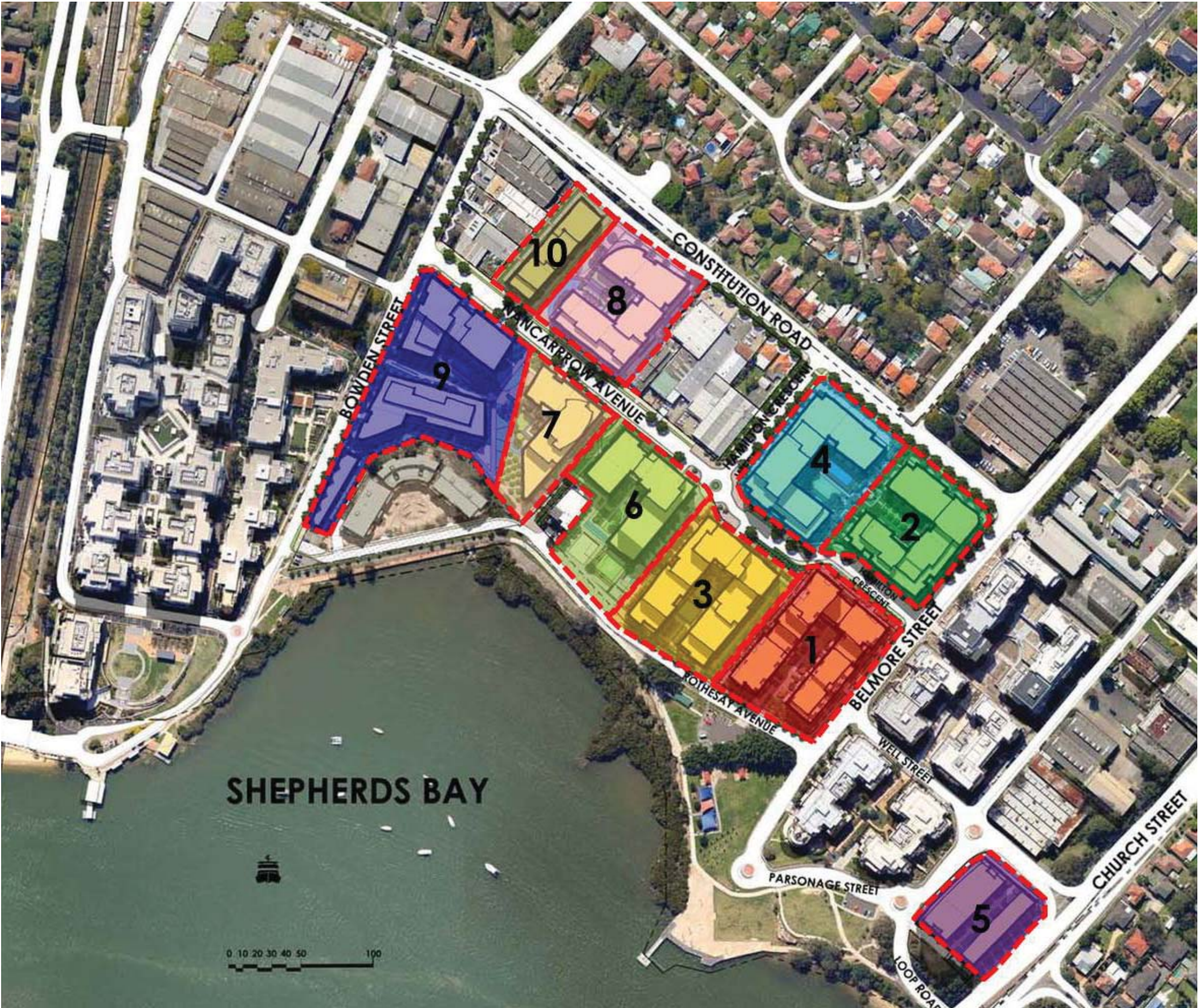


FIGURE 36. INDICATIVE DEVELOPMENT STAGING PLAN

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5.1 STAGE 1

The Stage 1 Project site is known as 39-41 Belmore Street, Ryde and is located in the south east portion of the main site bounded by Rothesay Avenue to the south and Belmore Street to the east. The site is directly opposite the 'Bay One' development and fronts the existing foreshore reserve.

Stage 1 is the subject site for the Stage 1 Project Application.

The Stage 1 Project involves construction of two new 3-12 storey residential buildings that step down towards the foreshore. The position of this precinct close to the foreshore has influenced the design with development orientated towards the open space and foreshore. Stage 1 also comprises construction of part of a new 500sqm public pocket park and pedestrian corridor to the water.

The Stage 1 building envelope control diagram is included in Section 4 and reproduced at Figure 37.

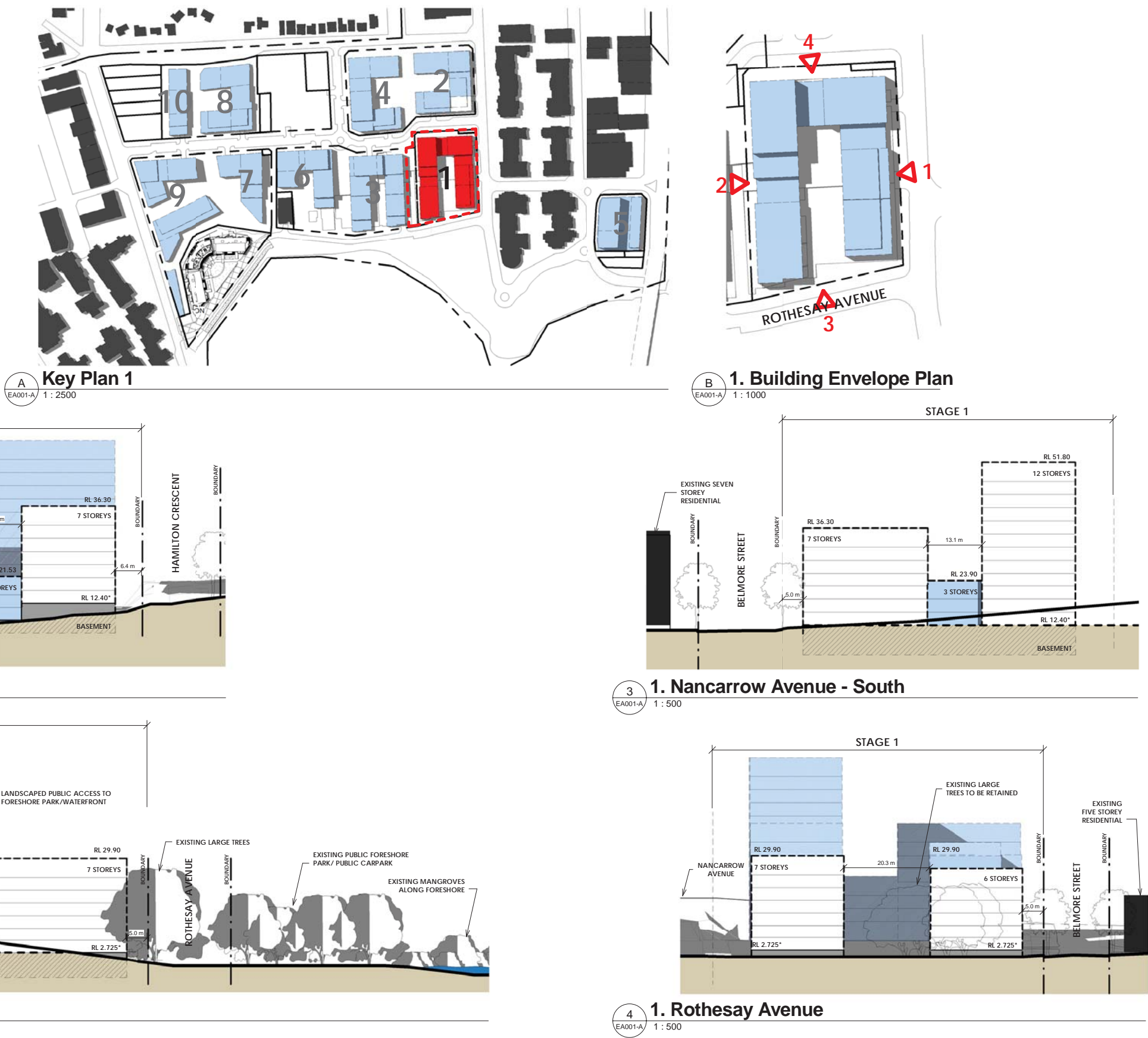


FIGURE 37. STAGE 1 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12)

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5.2 STAGE 2

Stage 2 is located immediately to the north of Stage 1 fronting Constitution Road with a perimeter built form with residential buildings centred around a central communal space.

Stage 2 comprises building envelopes for residential development ranging from 5 to 12 storeys in height, oriented around a central communal open space. Similar to all proposed building forms in the Concept Plan along Constitution Road and Nancarrow Avenue, buildings are to be setback and heights stepped to respect residential development opposite on Constitution Road and to maximise solar access to the Nancarrow public domain. Higher building elements are located on the street corners of the site to mark these intersections and entry points into the development.

This Stage also incorporates a new publicly accessible pedestrian accessway linking to Nancarrow Avenue and the new Nancarrow Road extension.

The Stage 2 building envelope control diagram is included in Section 4 and reproduced at Figure 38.

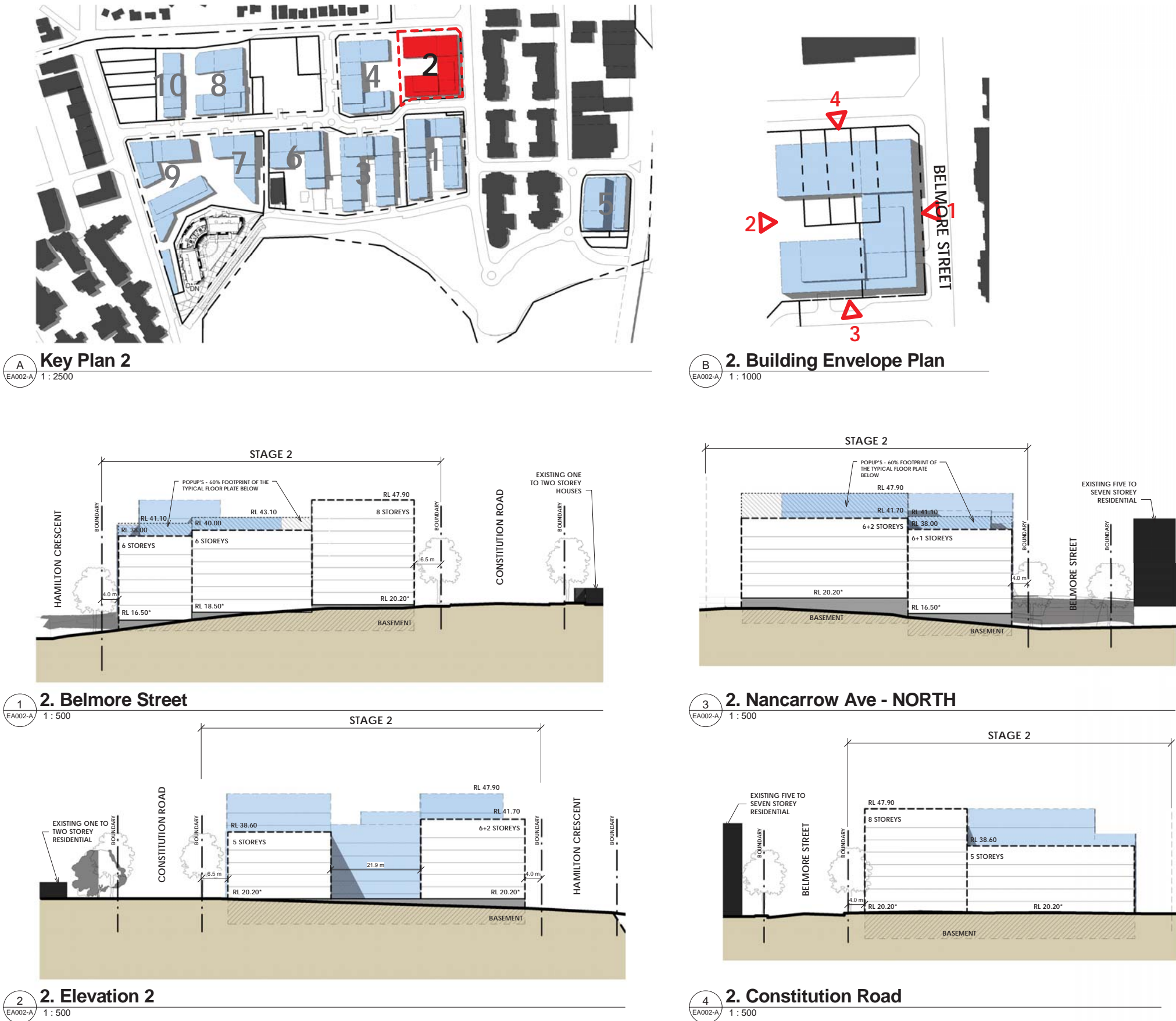


FIGURE 38. STAGE 2 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

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5.3 STAGE 3

The Stage 3 site is adjacent to Stage 1, to the immediate north west fronting the foreshore reserve.

This parcel is intended to contain a similar development to Stage 1 with the built form ranging from 4 to 12 storeys in height. The north western boundary of the Stage 3 development will form the edge of the Concept Plan central foreshore plaza and gateway to the development from the waterfront. The precinct is intended to contain primarily residential dwellings fronting a large public plaza abutting the foreshore reserve. This new foreshore plaza and its connecting central spine is to be provided to define the ‘active heart of the development’.

Stage 3 comprises articulated building envelopes for residential development which address the foreshore and central spine to create of a sense of place in the new living area of Shepherds Bay.

The Stage 3 building envelope control diagram is included in Section 4 and reproduced at Figure 39.

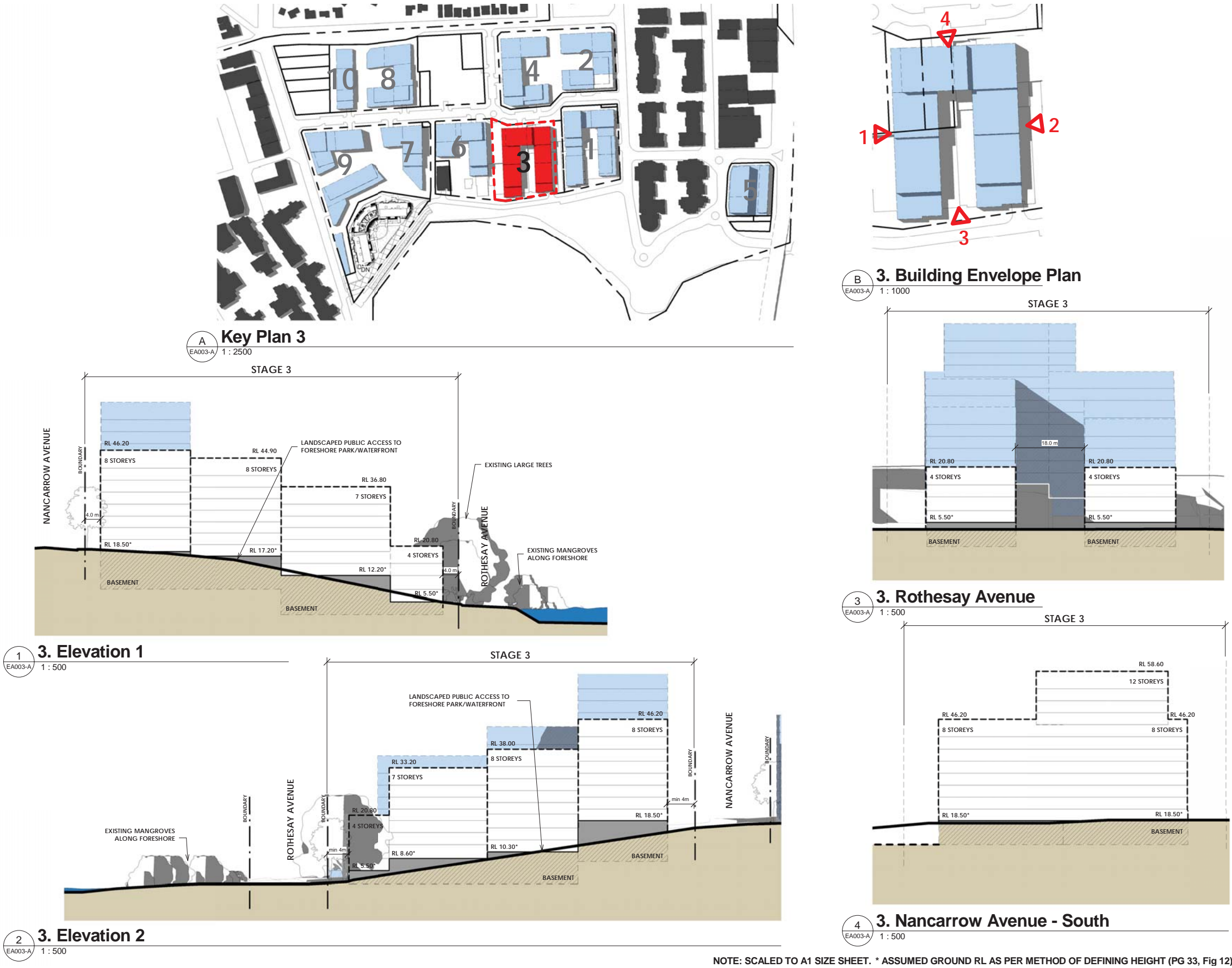


FIGURE 39. STAGE 3 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

SHEPHERDS BAY URBAN RENEWAL

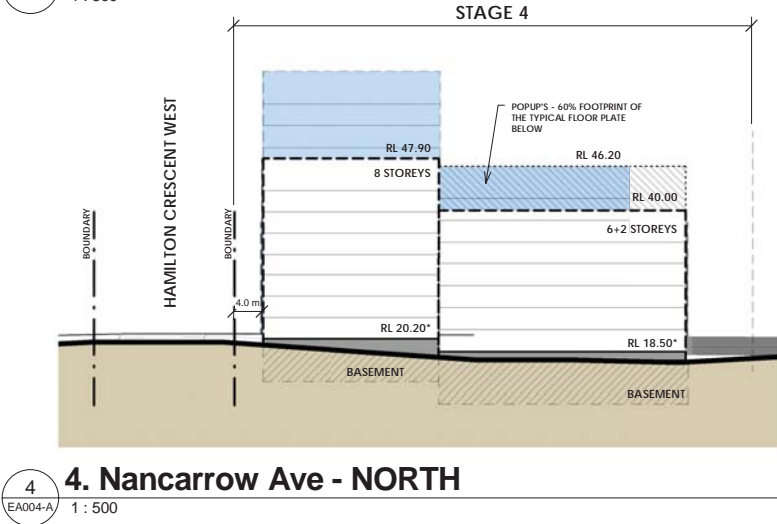
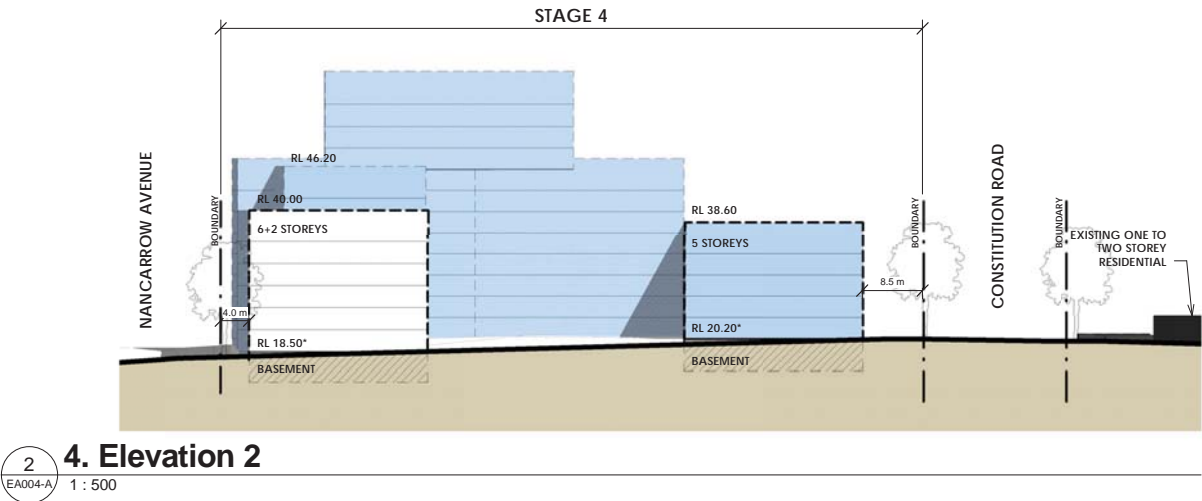
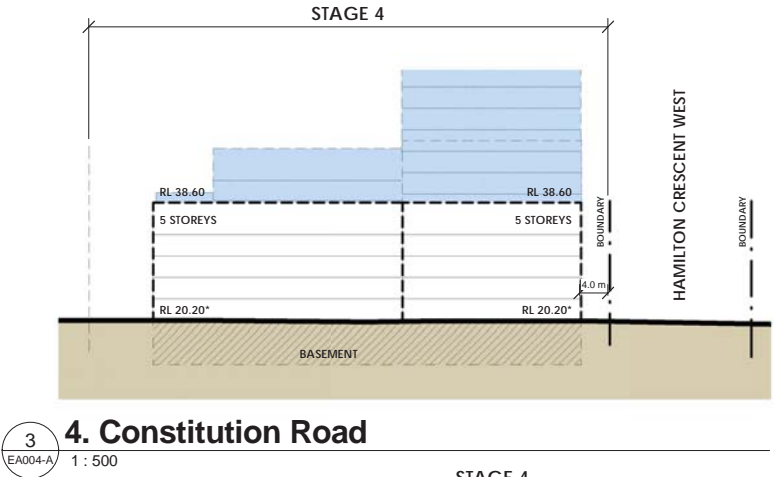
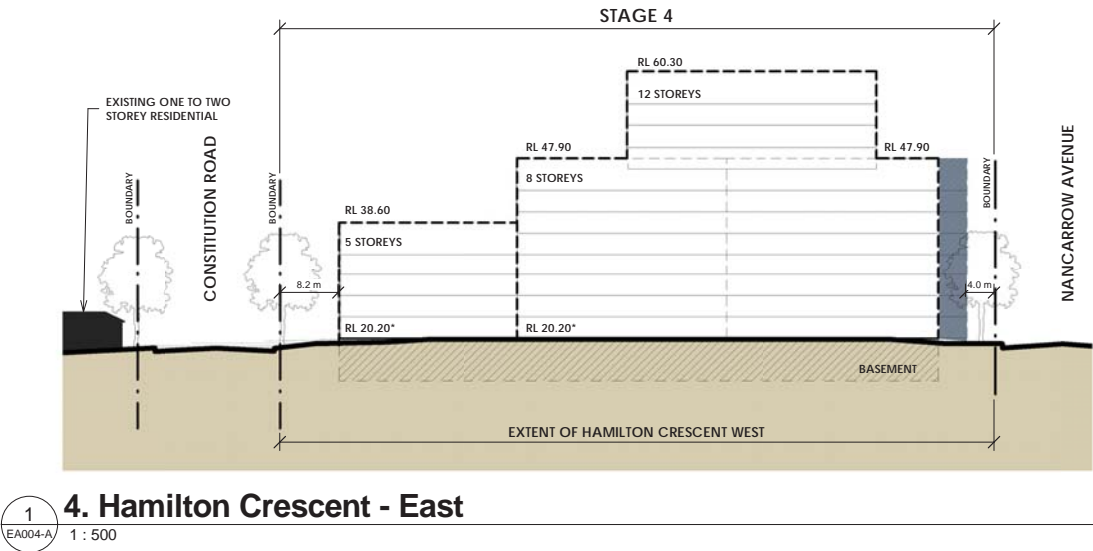
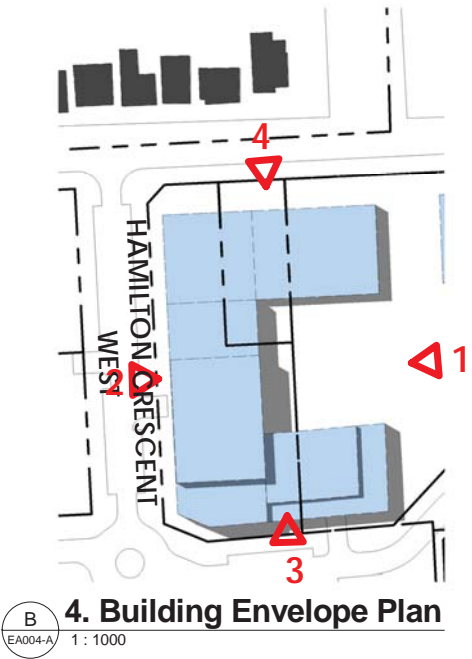
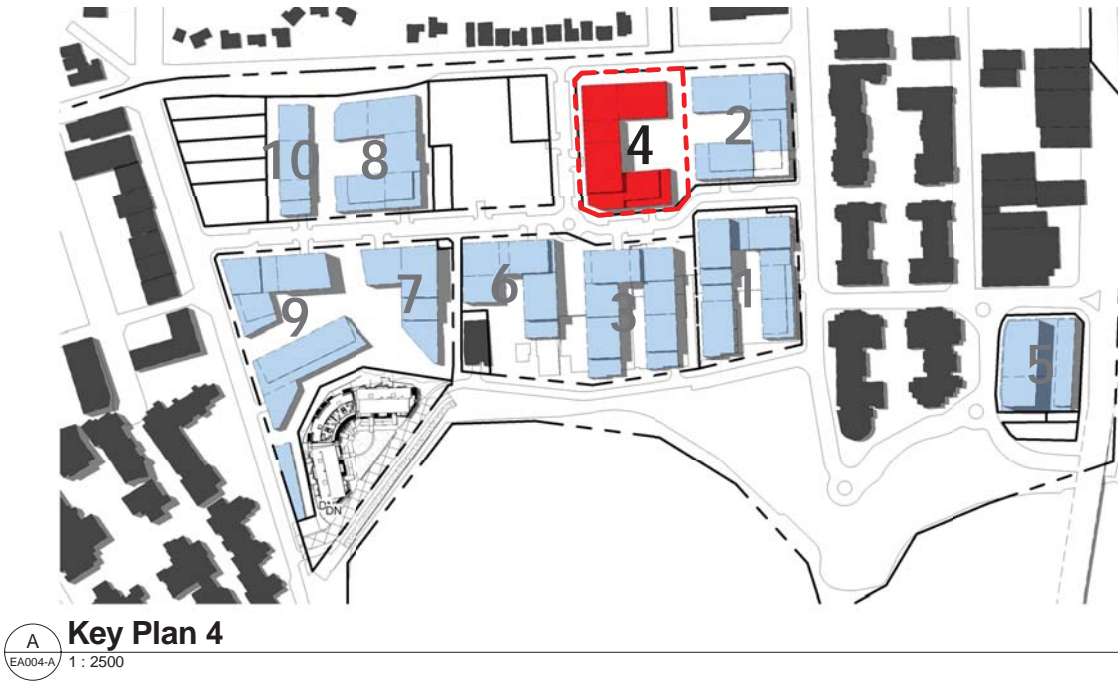
5.4 STAGE 4

Stage 4 is located in the northeastern portion of the site fronting Constitution Road.

Stage 4 comprises building envelopes for two residential buildings ranging in height from 3 to 12 storeys, oriented around a central communal courtyard, with height and setback from Constitution Road being consistent with Council's Draft DCP.

This stage encompasses the upgrading of Hamilton Crescent to form the main vehicular entry to the new development area.

The Stage 4 building envelope control diagram is included in Section 4 and reproduced at Figure 40.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12)

FIGURE 40. STAGE 4 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

SHEPHERDS BAY URBAN RENEWAL

5.5 STAGE 5

Stage 5 is the 'gateway site' to the south-west of the main site and adjoins the new 'Bay One' residential development. The site is bounded by Well Street to the north, Loop Road to the west and south and Church Street to the east.

The precinct will contain two tower buildings of 4 and 13 residential storeys respectively, above a two storey commercial podium orientated towards the adjoining waterfront reserve. The design objective for this development parcel is to create a high quality gateway building to announce the development at its entry point close to Church Street and the Ryde Bridge.

It is intended that the lower levels of buildings on this site be used for commercial, retail or community uses to activate the development at ground level and minimise noise impacts from Church Street on future residents of the development.

The identified building envelope includes a significant setback of the residential towers from the Church Street boundary to minimise noise impacts in accordance with Council's Draft DCP.

The Stage 5 building envelope control diagram is included in Section 4 and reproduced at Figure 41.

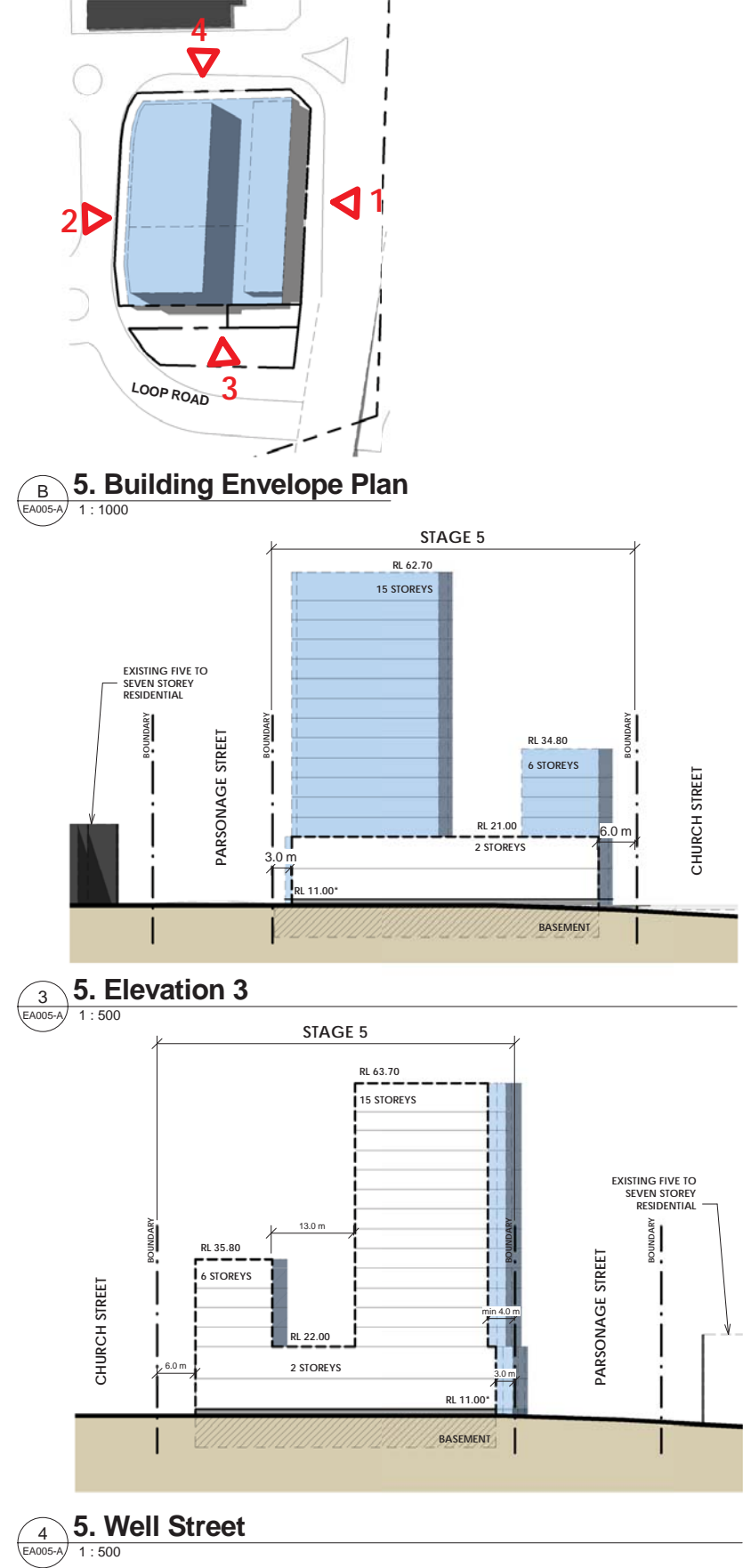
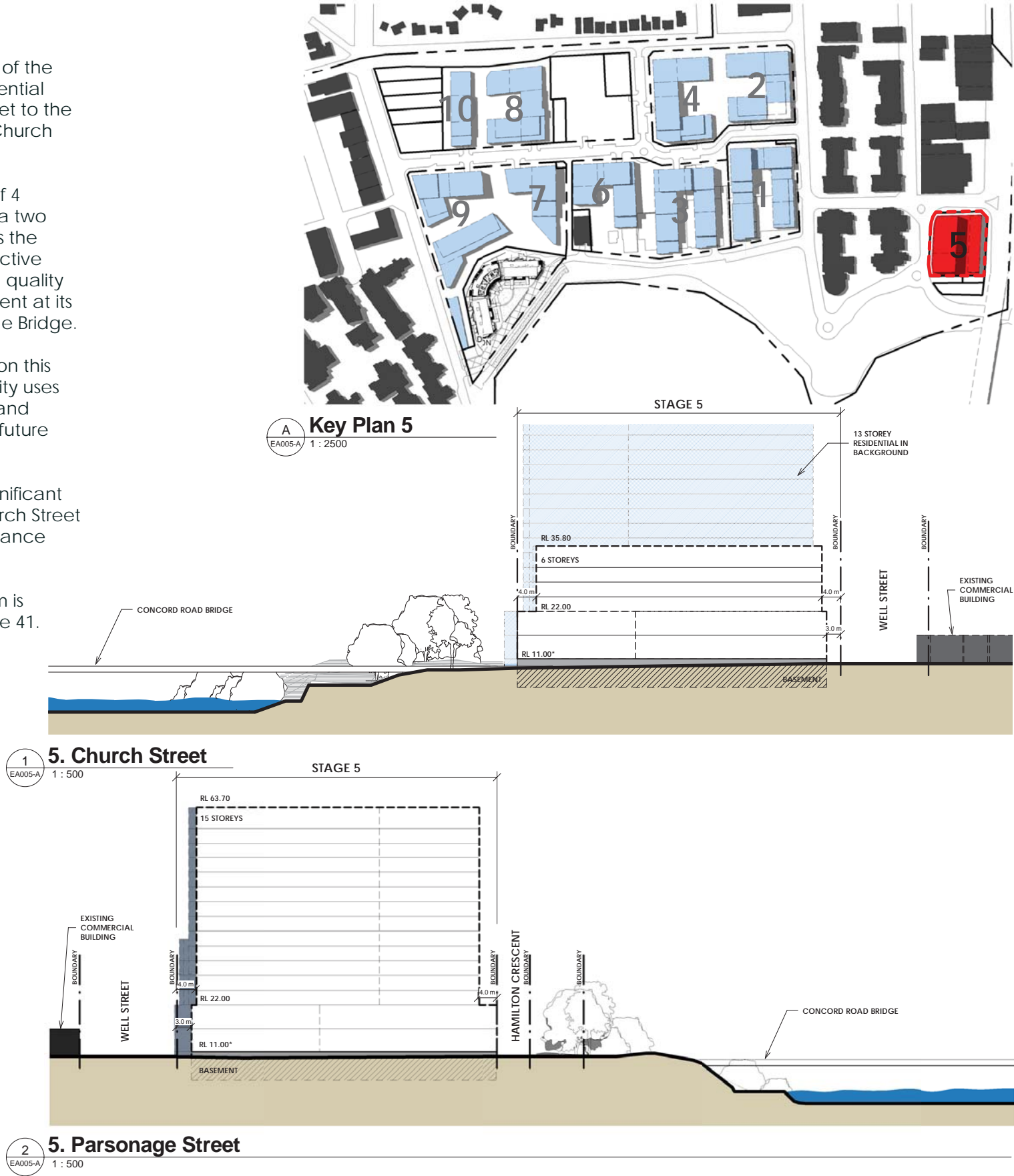


FIGURE 41. STAGE 5 BUILDING ENVELOPE CONTROL DIAGRAM
 Note: Including indicative storeys for the purpose of calculating height only

NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12)

SHEPHERDS BAY URBAN RENEWAL

5.6 STAGE 6

The Stage 6 immediately adjoins Stage 3 to the northwest and incorporates the new foreshore plaza.

Stage 6 comprises building envelopes for residential development ranging from 4 to 12 storeys with the lower, 4 storey section fronting the new central foreshore plaza.

The Stage 4 building envelope control diagram is included in Section 4 and reproduced at Figure 42.

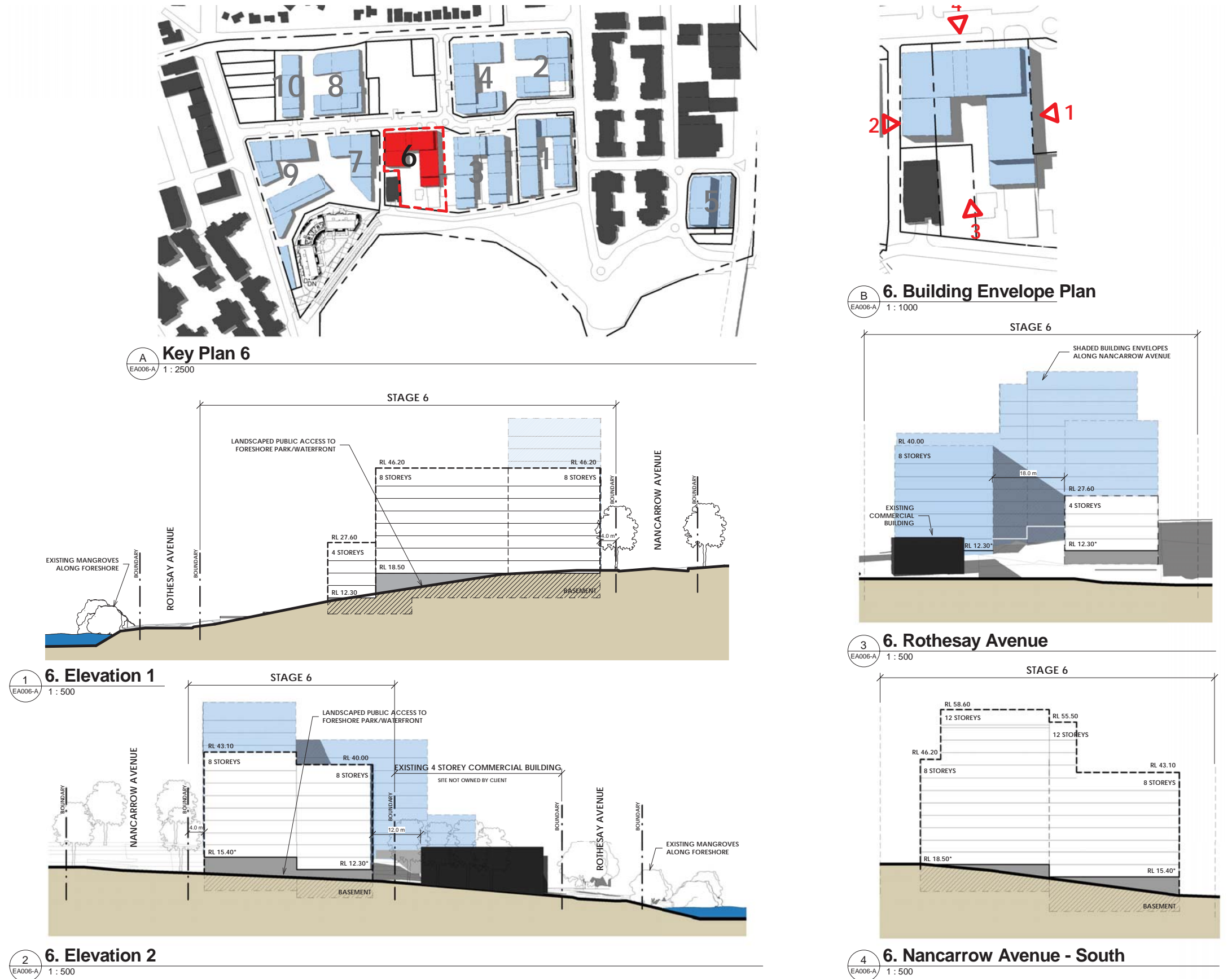


FIGURE 42. STAGE 6 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

5.7 STAGE 7

Stage 7 immediately adjoins Stage 6 to the west, fronting the foreshore reserve and the 146 Bowden Street development site. This development parcel contains a new publicly accessible pedestrian par down its eastern boundary linking Nancarrow to th foreshore reserve.

Stage 7 comprises building envelopes for residentie development ranging in height from 4 to 12 storeys oriented towards a central communal open space the foreshore reserve beyond. Building heights have been stepped back away from the foreshore reser with additional substantial setback of the building footprint being provided to enable additional pub open space to be provided which will seamlessly li the foreshore reserve.

The Stage 7 building envelope control diagram is included in Section 4 and reproduced at Figure 43

Link to Area wide Stormwater Upgrading Works

The development of this construction stage must b carried out in conjunction with or after the constr of the area wide stormwater upgrading works by R Council on the adjacent stormwater easement.

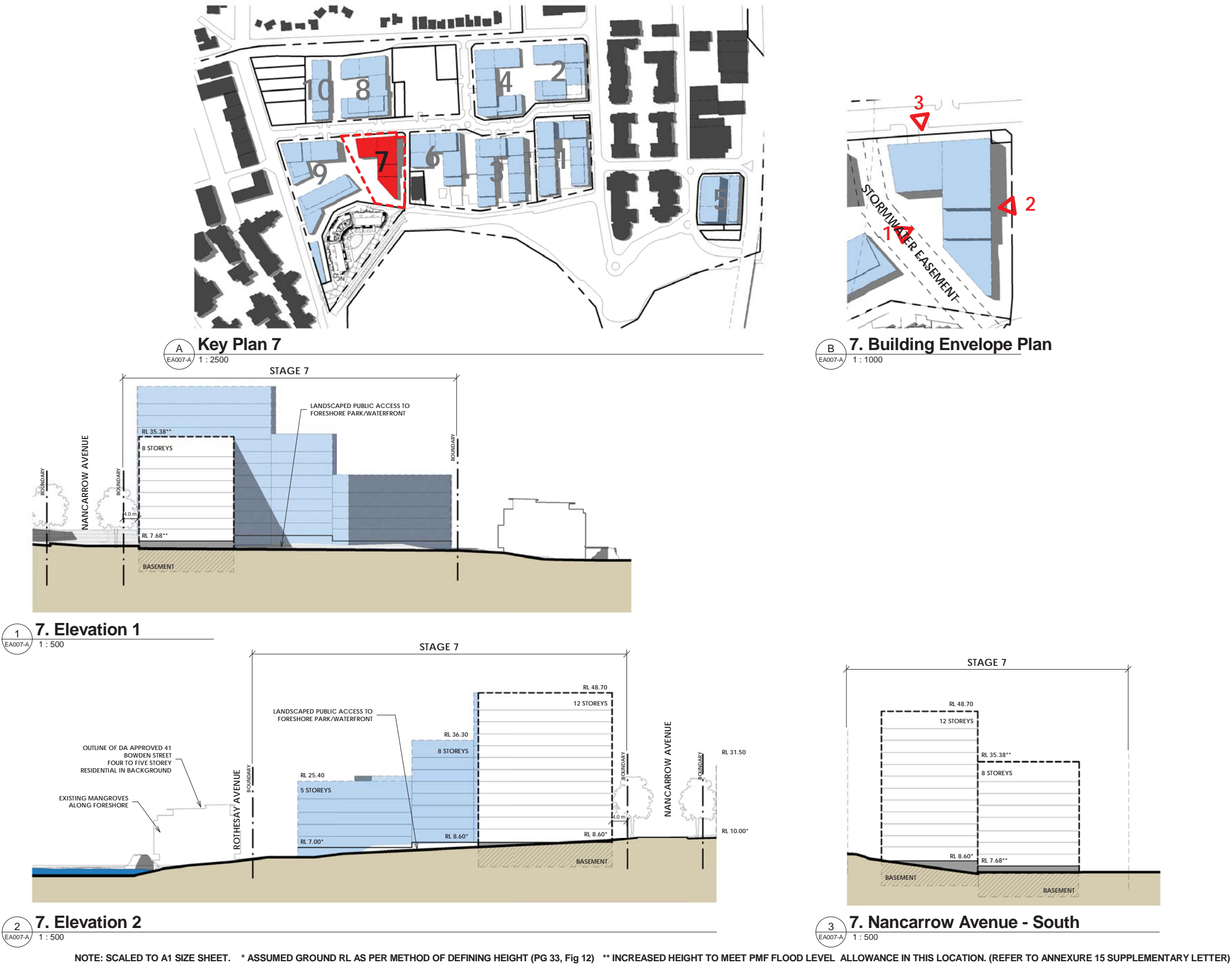


FIGURE 43. STAGE 7 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

SHEPHERDS BAY URBAN RENEWAL

5.8 STAGE 8

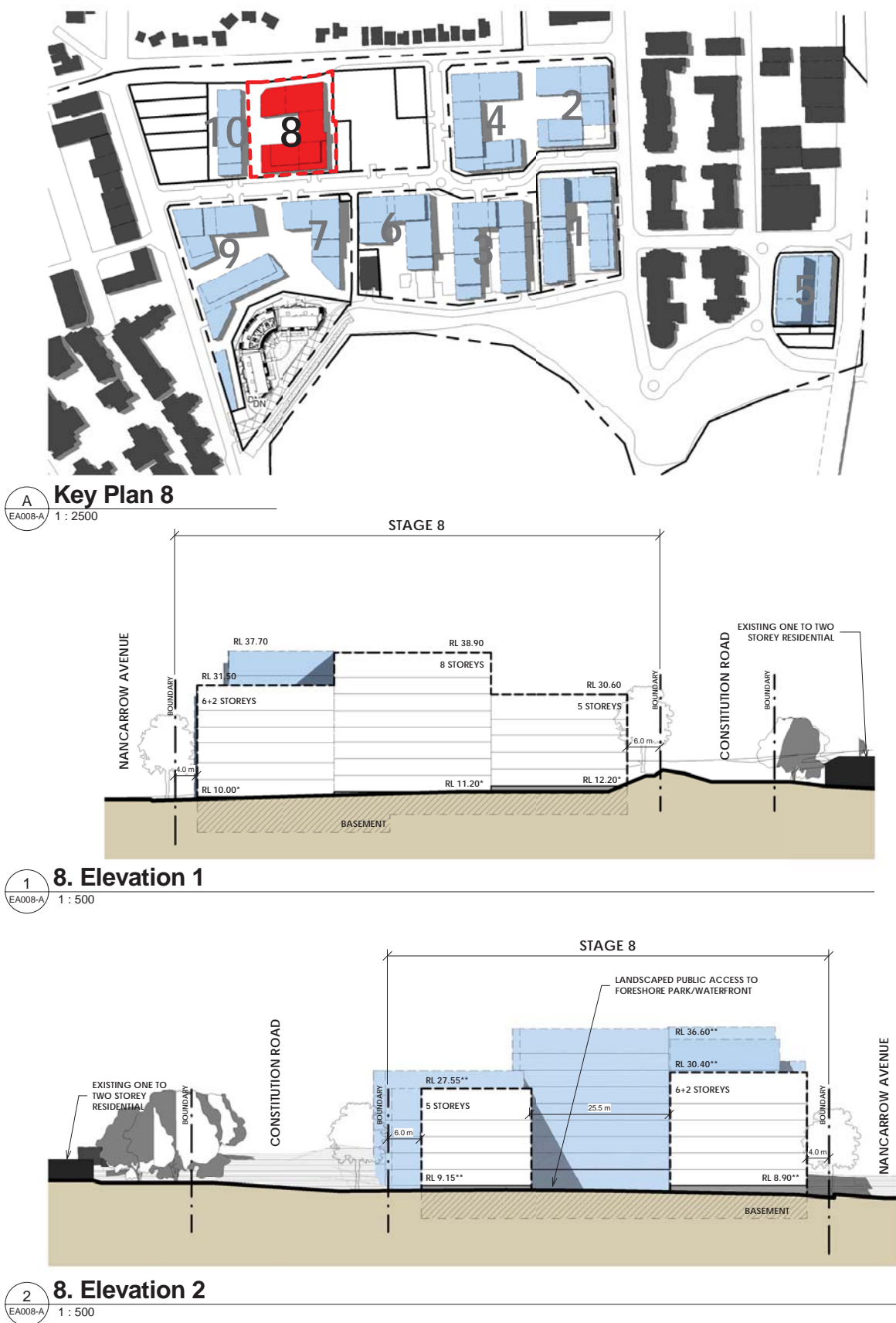
Stage 8 is located fronting Constitution Road, mid block between Bowden Street and Hamilton Crescent West.

Stage 8 comprises perimeter style building envelopes for residential development ranging from 5 to 8 storeys in height, oriented around a central communal open space. Buildings are to be setback and heights stepped to respect residential development opposite on Constitution and to maximise solar access to the Nancarrow public domain.

The Stage 8 building envelope control diagram is included in Section 4 and reproduced at Figure 44.

Link to Area wide Stormwater Upgrading Works

The development of this construction stage must be carried out in conjunction with or after the construction of the area wide stormwater upgrading works by Ryde Council on the adjacent stormwater easement.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12) ** INCREASED HEIGHT TO MEET PMF FLOOD LEVEL ALLOWANCE IN THIS LOCATION. (REFER TO ANNEXURE 15 SUPPLEMENTARY LETTER)

FIGURE 44. STAGE 8 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

SHEPHERDS BAY URBAN RENEWAL

5.9 STAGE 9

Stage 9 is located in the south-west portion of the site and is bounded by Nancarrow Avenue to the north, Bowden Street to the west and the 146 Bowden Street development site to the south. This development parcel contains a new pedestrian connection to Bowden St which aligns with a connection through the adjacent Waterpoint development to the railway station (identified in Council’s Draft DCP). This development parcel is located close to both the railway station and ferry wharf.

Similar to the proposed building forms in the Concept Plan along Constitution Road, it is proposed that buildings be setback from the street frontages with an additional ‘pop up’ storeys to provide greater articulation of building forms, add interest in the streetscape and break up the perceived building bulk.

The Stage 9 development parcel will include the lower portion of the ‘riparian’ park which will provide a new pedestrian link between Nancarrow Avenue and the foreshore reserve. This parkland will also contain additional open space which will contain an orange grove as a heritage interpretive element reminiscent of the former orchards on the site.

Stage 9 comprises building envelopes for residential development ranging from 5 to 12 storeys in height, oriented around a central communal open space and substantial area of publicly accessible open space.

Building envelopes have been deliberately setback from the Bowden Street frontage in to be generally consistent with the Draft DCP.

The Stage 9 building envelope control diagram is included in Section 4 and reproduced at Figure 45.

Link to Area wide Stormwater Upgrading Works

The development of this construction stage must be carried out in conjunction with or after the construction of the area wide stormwater upgrading works by Ryde Council on the adjacent stormwater easement.

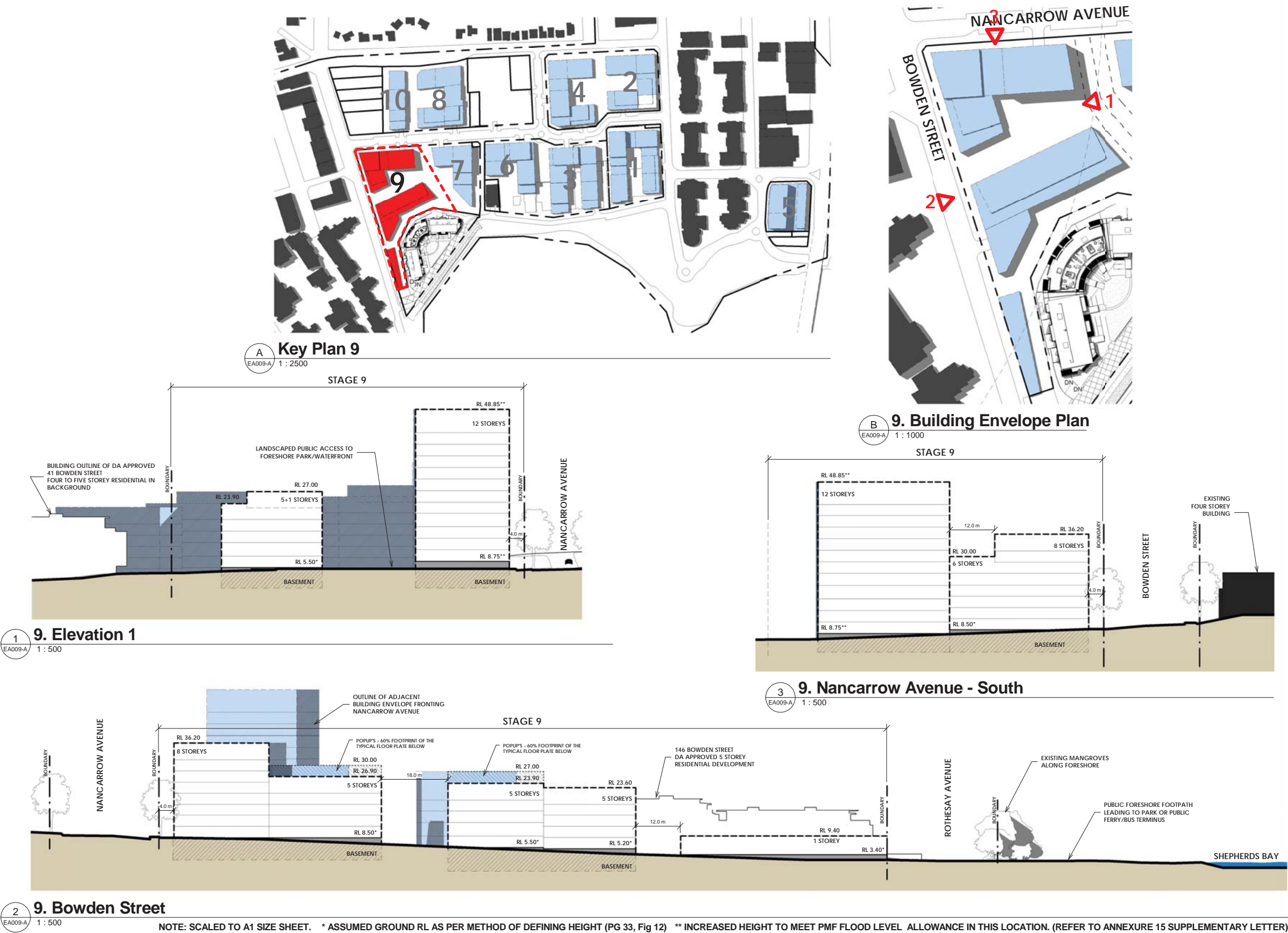


FIGURE 45. STAGE 9 BUILDING ENVELOPE CONTROL DIAGRAM
Note: Including indicative storeys for the purpose of calculating height only

SHEPHERDS BAY URBAN RENEWAL

5.10 STAGE 10

Stage 10 is located immediately adjacent to Stage 9, fronting Constitution Road to the west.

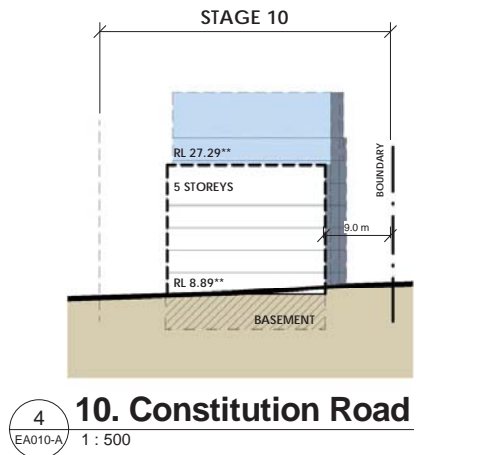
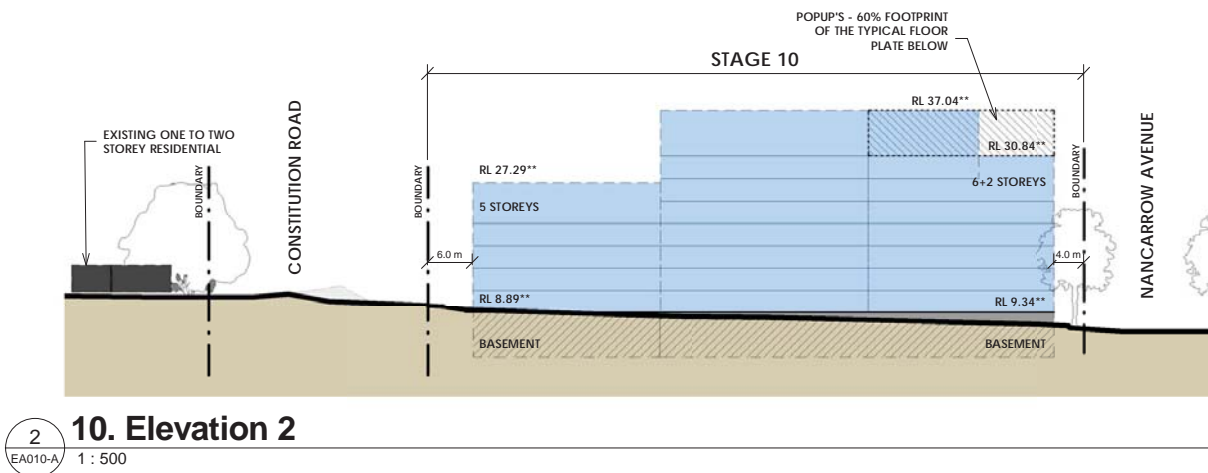
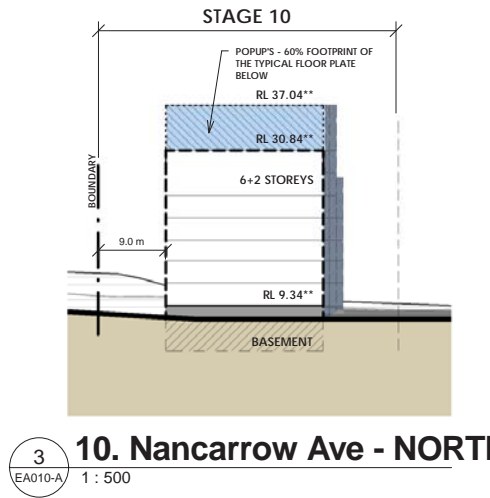
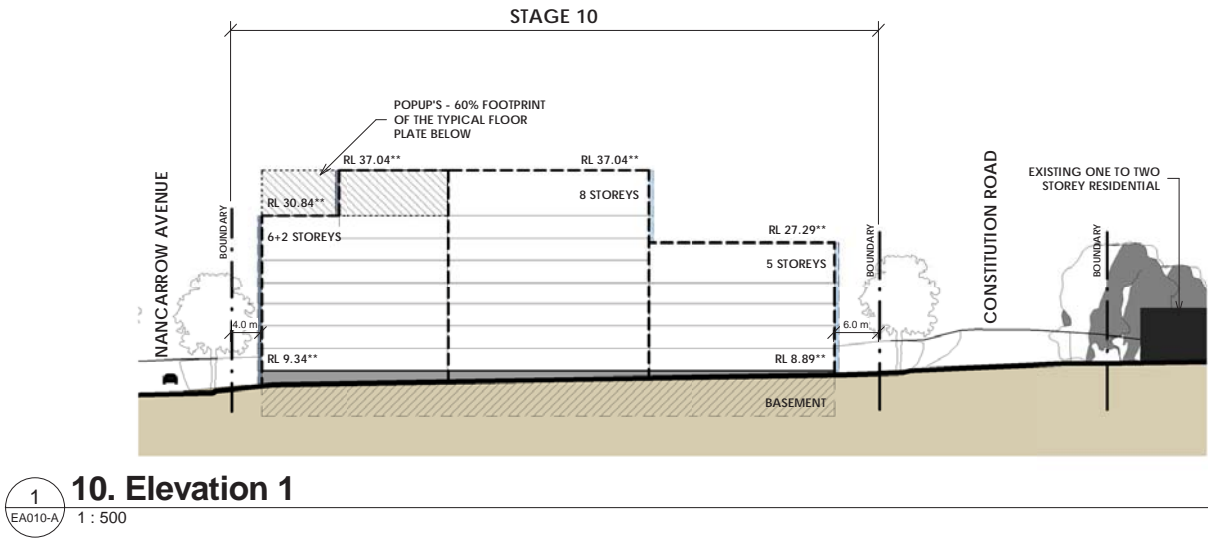
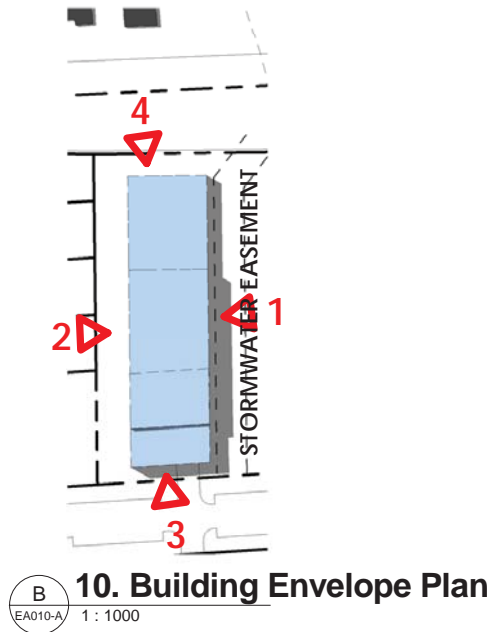
Stage 10 comprises a single building envelope for a residential development ranging from 5 to 8 storeys in height, oriented towards a new publicly accessible pedestrian parkway down its eastern boundary which will contain the stormwater easement.

Heights and setbacks along the Constitution Road frontage have been designed to be consistent with the Draft DCP.

The Stage 10 building envelope control diagram is included in Section 4 and reproduced at Figure 46.

Link to Area wide Stormwater Upgrading Works

The development of this construction stage must be carried out in conjunction with or after the construction of the area wide stormwater upgrading works by Ryde Council on the adjacent stormwater easement.



NOTE: SCALED TO A1 SIZE SHEET. * ASSUMED GROUND RL AS PER METHOD OF DEFINING HEIGHT (PG 33, Fig 12) ** INCREASED HEIGHT TO MEET PMF FLOOD LEVEL ALLOWANCE IN THIS LOCATION. (REFER TO ANNEXURE 15 SUPPLEMENTARY LETTER)

FIGURE 46. STAGE 10 BUILDING ENVELOPE CONTROL DIAGRAM

Note: Including indicative storeys for the purpose of calculating height only



6. REVISED STATEMENT OF COMMITMENTS

SHEPHERDS BAY URBAN RENEWAL

SHEPHERDS BAY RENEWAL CONCEPT PLAN APPLICATION MP 09_0216 - DRAFT STATEMENT OF COMMITMENTS

The Draft Statement of Commitments details the various contributions, additional studies, applications and works the proponent commits to undertake in association with the project. The mechanics of how and when these commitments will be delivered will be subject to ongoing consultation.

SUBJECT	DESCRIPTION OF COMMITMENT
Concept Plan	
Staging of Development and Occupation	<p>The development is to be constructed in ten indicative stages as illustrated on Figure 63 of the Preferred Project Report</p> <p>An updated Development Staging Plan will be submitted with each subsequent Project Application.</p>
Approval Conditions	<p>The proponent will ensure that all relevant parties engaged to carry out work are aware of and will comply with relevant conditions of consent issued under Major Project No. 09_0216.</p>
Accessibility	<p>The proponent commits to providing access to and within buildings within the Concept Plan site in accordance with the Building Code of Australia. Where topography permits, publicly accessible open spaces within the Concept Plan are to be designed to provide appropriate access to people of all mobility levels as illustrated on Figure 31A of the Preferred Project Report.</p>
Landscaping	<p>Prior to commencement of construction of Project or Development Applications within the Concept Plan site detailed documentation and specifications will be prepared for all landscape works and public space improvements.</p> <p>The landscaping is to be designed so that the view corridors identified on the Concept Plan are maintained.</p>
Community Benefits	<p>A Voluntary Planning Agreement will be entered into with the City of Ryde Council.</p>
Housing choice	<p>A mix of apartment sizes will be provided including one bedroom units. The increased housing supply in the area and proposed apartment mix will increase housing choice and ease affordable housing issues in the area. The opportunity for locals to “downsize” together with the additional availability will promote affordability.</p>
Adaptable Housing	<p>The Proponent commits to approximately 10% of apartments within the concept Plan site being designed to be accessible. Pathways from development to communal areas and car parking will also to be designed to be accessible.</p>

Publicly accessible open spaces

The proponent commits to providing a total of 19,660sqm of publicly accessible public domain with the Concept Plan site that will be owned and maintained by the various owners’ corporations. These areas will include 4 new publicly accessible open spaces, landscaped pedestrian connections, landscaped overland flow paths and new sections of roadway, to be owned and maintained in community title by the relevant stage development owner groups. These will include:

NEW PUBLICLY ACCESSIBLE OPEN SPACES:

1. New Foreshore Link publicly accessible open space (Development Stage 1 and Stage 3)

This new publicly accessible open space provides a new pedestrian link between the foreshore reserve and the future Nancarrow Ave road link above and will be constructed as part of Development Stages 1 and 3 as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. This publicly accessible open space will include areas of informal seating and passive recreation. Refer Map 1.

Landscape Design Principles

- Turf and paved plazas respond directly to the architectural alignments for a seamless transition between landscape and residential building
- Structured planting and specimen shade trees frame spaces
- Open lawn platforms provide areas for relaxation
- Furniture elements will match the bold, simple lines of the design and contrast with the textures of the planting palette
- Moving water bodies provide associated relaxation and acoustic benefits
- Existing fig trees are retained to Rothesay Avenue with manicured lawn understorey
- Streetscape trees reinforce the defined Streetscape character

2. New Upper Level Public Square (Development Stage 3, 4 & 6)

This new publicly accessible open space will be delivered as part of Indicative Development Stages 3, 4 & 6, as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. Located at the southern end of the formal entry avenue, the public square will be a focus of identity and include a signature art work at the central roundabout. There will be a modern European feel to the plaza which could incorporate pop jets, signature bollards and seating elements. Views toward the river to the south are integral to the space. This Development Stage includes the construction of the new road link to connect Nancarrow Ave through to Hamilton Crescent which will involve the landscape treatment of the Rothesay Ave road verge and lower level publicly accessible open space below the Nancarrow extension link road. Also included is the construction of the other half of the new foreshore link publicly accessible open space. Refer Map 2.

Landscape Design Principles:

- Protection from Southerly & Westerly winds through tree planting
- Opportunity for interactive children’s water play
- Iconic sculpture on axis
- Signage palette and interpretive boards relating to the view
- Shared zone to ensure slow speeds and pedestrian safety
- High quality European hardscape palette
- Introduction of significant evergreen specimen trees

3. New Central Spine (Development Stage 3 & 6)

This new publicly accessible open space will be delivered as part of Indicative Development Stages 3 & 6, as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. The central spine links the public square with the central foreshore plaza and performs a largely transitional function combined with a wide pedestrian linear grand staircase that navigates the changes in level. A narrow water rill would reinforce the pedestrian movement while also visually connecting water to the North & South. Refer Map 3.

Landscape Design Principles:

- Incorporation of water storage and movement relating directly to the river
- Raised trees in planters create shade and enforce/frame linear nature of space
- Simple design with high quality hardscape
- Integrated lighting / water feature.

4. New upper eastern pedestrian link (Stages 2 and 4)

This space includes a secondary pedestrian link between Constitution Road and Hamilton Crescent. It will be delivered as part of Indicative Development Stages 2 & 4, as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. It is to be a predominantly linear, formal space with a sequence of shaded courtyards for rest and contemplation, shade trees and communal spaces. Refer Map 4.

Landscape Design Principles

- Split level high quality landscape with raised planter beds
- Incorporate safe, open outdoor seating areas to activate the precinct
- Canopy trees and possible structures that comply with CPTED and provide shade & amenity
- Use of deciduous trees for solar access in winter



Map 1: New Foreshore Link



Map 2: New Upper Level Public Square



Map 3: New Central Spine



Map 4: New upper eastern pedestrian link

5. Gateway Building Central Plaza and pedestrian link (Development Stage 5)

This new publicly accessible plaza will be delivered as part of Indicative Development Stage 5 as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. The Signature Building precinct publicly accessible central plaza incorporates strong linear pedestrian link path and formal tree planting around the perimeter with clear sight lines. The pedestrian link is to be punctuated by formal water features that align with the linear paths. The shade trees and water features are intended to soften the built form and provide soothing acoustics to the space and the surrounding residents. Refer Map 5.

Landscape Design Principles:

- Clear lineal paths with high quality central open space
- Safe, open outdoor seating areas to activate the precinct
- Canopy trees and possible structures that comply with CPTED and provide shade & amenity
- Use of deciduous trees for solar access in winter

6. New Central Foreshore Plaza (Development Stage 6)

This new publicly accessible open space will be delivered as part of Indicative Development Stage 6 as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. This publicly accessible plaza is intended to act as the main activity core and place of celebration of the new development. The central plaza is to maximise various level changes through the use of cascading water features, elevated platforms with views, terracing and multi-functional, adaptable spaces that promote social interaction and help to create a strong sense of place and community. The integration with the river and mangroves set the backdrop to what will be a high quality landscape space with a heavy pedestrian focus. Refer Map 6.

Landscape Design Principles:

- Maximise views to the river and associated vegetative communities
- Combined soft/hard landscape for varied uses
- High quality spaces to encourage interaction and community values
- Attractive, robust, sustainable and low maintenance landscape finishes
- Provide and integrate artwork
- Provide interpretive signage to reflect upon adjoining riverside vegetative Community
- Provide spaces that bring people together where they can share (views, activities, uses) and interact
- Maximise views to the river and associated vegetative communities
- Multi-functional and adaptable spaces and treatments
- Provide ample seating with a variety of outlooks through benches, incidental edges and turf
- Night time lighting and activation
- Attractive, robust, sustainable and low maintenance landscape finishes
- Provide and integrate artwork
- Provide interpretive signage to reflect upon adjoining riverside vegetative community

7. New Lower Riparian Foreshore Link publicly accessible open space (Development Stages 7 & 9)

This new publicly accessible open space will be delivered as part of Indicative Development Stages 7 & 9, as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. This publicly accessible open space continues to generally follow the natural overland flow path, terminating at the foreshore reserve. This publicly accessible open space provides more water features and soft plantings interspersed with a sequence of passive recreation lawns with specimen tree planting for shade. The orange orchard reflects the past uses of this site and creates a desirable area to sit and relax away from the more urban landscapes to the east. Refer Map 7.

Landscape Design Principles:

- Heritage interpretation of past land use
- Natural creek-like water features and plantings
- Low maintenance softscape & hardscape elements
- Temporary stormwater detention ponds and ephemeral creek beds

8. New Pedestrian Spine 1 South publicly accessible open space (Development Stages 6 & 7)

This new publicly accessible open space will be delivered as part of Indicative Development Stages 6 & 7, as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. The pedestrian link south continues the formal character of the northern portion of this publicly accessible open space, becoming more informal closer to the foreshore reserve, with swathes of low and mid height native shrub and low maintenance hybrid grass planting. Tree planting is orchard style is recommended in the lower portion of this publicly accessible open space, reflecting the previous orchards on the Concept Plan site while retaining clear sightlines from top to bottom. Refer Map 8.

Landscape Design Principles:

- Performs as formal linear open space in addition to its role as a pedestrian link
- Low maintenance, high quality hard cape surface treatments
- Formal modern alignment with informal garden bed design



Map 5: Gateway Building Central Plaza





Map 6: New Central Foreshore Plaza



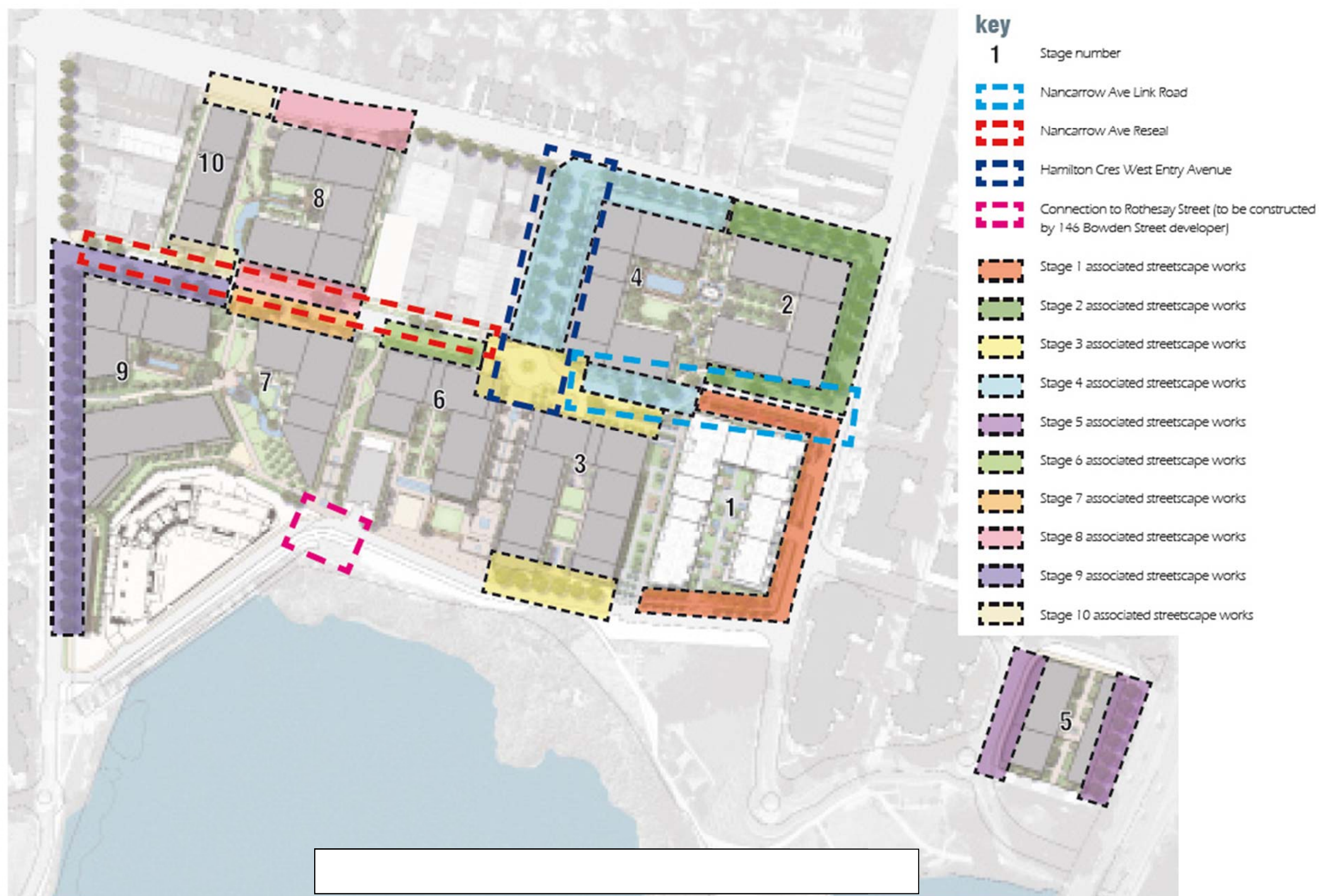
Map 7: New Lower Riparian Foreshore Link



Map 8: New Pedestrian Spine 1 South

	<div><ul style="list-style-type: none">▪ Incorporates heritage orchard tree planting - Clear sight lines through the publicly accessible open space to maximise pedestrian safety▪ Formal water features</div> <div><div><div>9.</div><div><div>New Pedestrian Spine 2 publicly accessible open space (Development Stage 8)</div></div></div><div><p>This publicly accessible open space will be delivered as part of Indicative Development Stage 8 as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. This through site publicly accessible open space and pedestrian connection is intended to be simple in design and character allowing ease of movement through the space. The recommended main water body at the southern edge of this publicly accessible open space acts as an elevated focal point in the Concept Plan site and would assist in the creation of a sense of place, providing a distinct connection to the foreshore to the south. Refer Map 9.</p><div><div>Landscape Design Principles:</div><div><ul style="list-style-type: none">▪ Performs as formal linear open space in addition to its role as a pedestrian link▪ Incorporates formal avenue tree planting as a way of screening the adjoining existing building▪ Includes clear sight lines through the publicly accessible open space to maximise pedestrian safety▪ Includes large reflection pond / water body</div></div></div><div><div>10.</div><div><div>New Upper Riparian Foreshore Link publicly accessible open space (Development Stages 8 & 10)</div></div></div><div><p>This new publicly accessible open space will be delivered as part of Indicative Development Stages 8 & 10, as illustrated in the Landscape Plan Report in Annexure 10 of this Preferred Project Report. This new publicly accessible open space is located between Constitution Rd and Nancarrow Ave in a natural overland flow path and includes part of Council's main stormwater easement for the area. The intent of this publicly accessible open space is to create a natural landscape with meandering 'riparian' gardens and water features. Natural water features will be designed to account for seasonal fluctuations in water volumes. Swathes of native grass and shrubs will provide interest along the pedestrian pathways which traverse this open space. It is intended that water features abutt some of the buildings to accentuate the architecture within a riparian environment. Open lawns and shade trees provide space for residents and visitors to stay and enjoy the peaceful surrounds. Refer Map 10.</p><div><div>Landscape Design Principles:</div><div><ul style="list-style-type: none">▪ The provision of an easy, safe and enjoyable pedestrian connection with peaceful places to stop and relax▪ Optimise ecological functionality through planting of endemic species▪ Incorporate overland flow paths into water features within the publicly accessible open space▪ Combined active and passive recreation spaces▪ Provision of contemplative lawns with shade</div></div><div><p>The following are to accompany all Project or Development Applications within the Concept Plan site:</p><ul style="list-style-type: none">• A detailed Landscape Plan demonstrating the proposed landscape scheme is consistent with the Landscape Concept and Report prepared by PLACE Design Group, dated October 2011.• Plans illustrating the proposed subdivision of the land to enable dedication as public road.</div></div></div>	<div><div>Map 9: New Pedestrian Spine 2 North</div></div> <div><div>Map 10: Upper Riparian Foreshore Link</div></div>
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roadworks staging



Road works	<p>The proponent commits to providing the following new road infrastructure and upgradings which are illustrated on Map 11 above.</p> <p>1. Nancarrow Ave link road (Development Stage 2)</p> <p>This new road link involves the construction of a new two-way local access road between Belmore Street and Bowden Street, generally following the alignment of Nancarrow Avenue and Hamilton Crescent. The land forming part of the Concept Plan site, having an area of 325sqm, required to provide this new road connection to be constructed as part of the Concept Plan development will be dedicated to the City of Ryde Council for declaration as a public road. Detailed designs and subdivision plans of the proposed road extension are to be approved by Council prior to any works being carried out on the Stage 2 land parcels. This section of new public road proposed to be dedicated to Council will be designed and constructed to be consistent with the City of Ryde Council engineering and public domain the standards and policies.</p> <p>2. Hamilton Crescent West ‘entry avenue’ and Nancarrow roundabout (Development Stage 4)</p> <p>The upgrading of Hamilton Crescent West between Constitution Road and Nancarrow Ave as part of Indicative Development Stage 4 to provide a formal landscaped ‘entry avenue’ as illustrated in the Concept Plan Landscape Plan and Report. The design language for the main formal entry boulevard is based around a clear use of vegetative form and hardscape materials that establish visual identity and help foster a strong sense of place. Refer Map 11 and the Landscape Plan and Report at Annexure 10 to this Preferred Project Report.</p> <p><i>Landscape Design Principles:</i></p> <ul style="list-style-type: none">▪ Formal tree planting in avenue style▪ Tree species to complement entry artwork and scale of street▪ Utilise verges and medians where possible for integrated stormwater management▪ Incorporate significant streetscape elements such as lighting and signage▪ Respect site lines at entry <p>3. Rothesay Avenue connection (Development Stage 7)</p> <p>The provision of a new road connection between the end of the made section of Rothesay Ave fronting the Concept Plan Development as part of Development Stage 7 to the portion of road to be extended along the frontage of No.146 Bowden St by the developer of that site which will connect with Bowden St. The result will be a new road connecting from Belmore to Bowden Streets.</p> <p>4. Regrading of Nancarrow Ave – west of Hamilton Crescent (Development Stages 6 to 10)</p> <p>The localised regrading and making good of sections of the existing Nancarrow Avenue, if required, as part of Development Stages 6 to 10, to ensure the best planning outcome in the detailed design of buildings and public domain areas.</p> <p>The Proponent commits to:</p> <ul style="list-style-type: none">• All detailed road and street front landscaping works will comply with the Council engineering and public domain standards and policies.• The associated Road applications will be submitted to the Roads and Traffic Authority.• Detailed designs for intersection improvement works identified in the Traffic Impact Assessment will be prepared.
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Tree Management	Tree protection measures will be implemented for trees to be retained as recommended in the Arborist Report at Annexure 23 to the submitted EA.
Crime Prevention Through Environmental Design	<p>The design of the public domain, landscaping and building design facilitates the achievement of CPTED principles. Prior to commencement of construction of any subsequent Project Applications CPTED Assessments will be provided.</p> <p>Planting near footpaths will need to be maintained on a regular basis to avoid concealment opportunities for criminals who may hide in dense shrubbery.</p>
Environmentally Sustainable Development	<p>All Residential development within the Concept Plan site will meet the following Sustainability targets:</p> <ul style="list-style-type: none"> • The BASIX water consumption benchmark • The BASIX energy consumption benchmark <p>In addition, the proponent commits to further investigate the opportunity for including the following ESD principles:</p> <ul style="list-style-type: none"> • Design internal apartment layouts to maximise natural ventilation and to capture prevailing winds; • Utilise roof forms to capture natural light and ventilation; • Use of high thermal mass materials within apartments; • Ensure natural light and ventilation is provided to common areas to minimise energy consumption; • Divide the layout of the apartments into zones to reduce heat and cooling energy consumption; • Utilise low water flow fixtures and tap ware; • Harvesting of stormwater where feasible; and • Recycling of water where feasible
Stormwater Management	<p>The Proponent is committed to providing the necessary stormwater upgrades, the details of which will be included in the final VPA when negotiated with Council.</p> <p>Prior to commencement of construction of all Project or Development Applications within the Concept Plan site the Proponent commits to preparation of an Integrated Stormwater Management Plan for the relevant development stage.</p>
Noise	All Project or Development Applications within the Concept Plan site for all development Stages are to comply with the relevant acoustic standards and controls contained in the BCA.
Site Contamination	All Project or Development Applications within the Concept Plan site for all development stages will be required to comply with the requirements of SEPP 55 <i>Remediation of Land</i> .
Construction Management	<p>Prior to commencement of construction of all Project or Development Applications within the Concept Plan site a Construction Management Plan will be prepared by the proponent for each development stage and will be submitted to the satisfaction of the Principal Certifying Authority prior to any new building work within the Concept Plan site.</p> <p>All construction materials, vehicles, waste and the like will be stored within the site.</p> <p>All demolition and all construction and associated work will be restricted to between the hours of 7.00am and 7.00pm Monday to Friday (other than public holidays) and between 8.00am and 4.00pm on Saturday. No work is to be carried out on Sunday or public holidays.</p> <p>Prior to commencement of construction of all Project or Development Applications within the Concept Plan site a Traffic Management Plan (TMP) for the relevant development stage, which addresses construction access and egress to the site, including vehicle routes and parking for workers, staging and timing of construction of internal road network and other relevant issues, will be prepared and submitted to the satisfaction of Principal Certifying Authority. The TMP will be prepared in accordance with the RTA's guidance on TMP's.</p>
Utilities	<p>A Section 73 Certificate from Sydney Water will be obtained as required.</p> <p>All existing aerial services (including low voltage Energy Australia electricity and subscriber television services) along the frontage of the Concept Plan Site are to be relocated underground prior to the occupation of the development stages. The cost of this work is to be borne by the developer.</p> <p>Documentary evidence will be obtained from Energy Australia to confirm that they have been consulted and that their requirements have been met by the Concept Plan and all subsequent Project or Development Applications within the Concept Plan site.</p>
Arborist Report	All subsequent development stages will be required to comply with the requirements of the Arborist Report (Annexure 23 to the submitted Environmental Assessment).
Environmental Management Plan	<p>Prior to commencement of construction of Project or Development Applications within the Concept Plan site, a development Stage-specific Environmental Management Plan (EMP) will be prepared and submitted to and approved by the Principal Certifying Authority. The EMP will comprise:</p> <ol style="list-style-type: none"> Hours of construction work Sediment and Erosion Control; Waste Management; Noise and Vibration Management; Air Quality and dust control; Use of cranes, plant and machinery Use of ladders, tapes, scaffolding and plant /machinery of conductive material Excavation and boring Plant and vehicle movements including - ingress and egress of vehicles to the site, loading and unloading, including construction zones, transportation of material, including contaminated material, predicted traffic volumes, types and routes TMP; Piling, sheet piling, batter and anchors

Flooding	All Development or Project Applications for individual development stages within the Concept Plan site are to be accompanied by a detailed Flood Impact Assessment Report using the Concept Plan Flood Study Report findings. These studies are to include such safety management measures as safe flood evacuation routes and refuge areas.
Waste Management	Prior to commencement of construction of all Project or Development Applications within the Concept Plan site, a Waste Management Plan will be prepared for the relevant development stage which includes demonstration of the fact that the road network is capable of being serviced by Council's Waste vehicles.
Sustainable Travel Plan	Prior to issue of Occupation Certificates for any habitable areas in any development within the Concept Plan site a Sustainable Travel Plan for the Concept Plan site will be submitted to and approved by the Department of Planning. Individual Project or Development Applications will be accompanied by Development stage- specific Sustainable Travel Plans that are consistent with the Concept Plan Sustainable Travel Plan.
Ground water	<p>As required by the NSW Office of Water: Groundwater: Licences under Part V of the Water Act 1912 are required for the works for the purposes of temporary dewatering as part of the proposed construction.</p> <p><i>General and Administrative Issues</i></p> <ol style="list-style-type: none"> Groundwater shall not be pumped or extracted for any purpose other than temporary construction watering. Pumped water (tailwater) shall not be allowed to discharge off-site (eg. adjoining roads, stormwater system, sewerage system etc) without the controlling authorities approval and/or owners consent. The licensee shall allow (subject to Occupational Health and Safety Provisions) the NSW Office of Water or any person authorised by it, full and free access to the works (excavation or bore/bore field), either during or after construction, for the purpose of carrying out inspection or test of the works and its fittings and shall carry out any work or alterations deemed necessary by the NSW Office of Water for the protection and property maintenance of the works, or the control of the water extracted to prevent wastage and for the protection of the quality and prevention from pollution or contamination of the groundwater. If a work is abandoned at any time the licensee shall notify the NSW Office of Water that the work has been abandoned and seal off the aquifer by such methods as agreed to or directed by the NSW Office of Water. Suitable documents are to be supplied to the NSW Office of Water of the following: <ol style="list-style-type: none"> a report of prediction of the impacts of pumping on any licensed groundwater users or groundwater dependent ecosystems in the vicinity of the site. Any adverse impacts will not be allowed and the project will need to be modified. A report of assessment of the potential for salt water intrusion to occur as a result of the dewatering. This report is only required for sites within 250m of any marine or estuarine foreshore area. The generation of conditions leading to salt water intrusion will not be allowed, and the proposal will need to be modified. Descriptions of the methods used and actual volume of groundwater to be pumped (kilolitres/megalitres) from the dewatering works, the works locations, the discharge rate (litres per second), duration of pumping (number of days/weeks), the amount of lowering of the water table and the anticipated quality of the pumped water. Descriptions of the actual volume of pumped water (tailwater) to be reinjected (kilolitres/megalitres), the reinjection locations, the disposal rate (litres per second), duration of operation (number of days/weeks) and anticipated quality of treated water to be reinjected. Monitoring of groundwater levels (minimum of 3 weekly measurements of depth to water at a minimum of 3 locations broadly distributed across the site) beneath the proposed development site prior to construction. This requirement is only for sites where the proposed structure shall extend greater than one floor level into the existing ground level. <p><i>Specific Conditions</i></p> <ol style="list-style-type: none"> The design and construction of the structure must preclude the need for permanent dewatering. The design and construction of the structure that may be impacted by any watertable must include a water proof retention system (ie a fully tanked structure) with adequate provision for future fluctuations of water table levels. (It is recommended that a minimum allowance for a water table variation of at least +/-1.0 metre beyond any expected fluctuation be provided). The actual water table fluctuation and fluctuation safety margin must be determined by a suitable qualified professional. Construction methods and material used in and for construction are not to cause pollution of the groundwater. Monitoring of groundwater levels is to be continued at least weekly during the construction stage and at least weekly over a period of at least 2 months following cessation of dewatering, with all records being provided to the NSW Office of Water on expiration of the licence. This requirement is only for sites where the proposed structure shall extend greater than one floor level into the existing ground level. Groundwater quality testing must be conducted (and report supplied to the NSW Office of Water). Samples must be taken prior to the commencement of dewatering, (and ongoing to the satisfaction of the NSW Office of Water for any extraction and reinjection activities). Collection and testing and interpretation of results must be done by suitably qualified persons and NATA certified laboratory identifying the presence of any contaminants and comparison of the data against accepted water quality objectives or criteria. Discharge of any contaminated pumped water (tailwater) that is not to be reinjected must comply with the provisions of the Protection of the Environment Operations Act 1997 and any requirements of the relevant controlling authority. The methods of disposal of pumped water (ie street drainage to the stormwater system or discharge to sewer) and written permission from the relevant controlling authority must be presented to the NSW Office of Water in support of the licence application. Discharge of any contaminated pumped water (tailwater) that is to be reinjected, must comply with the provisions of the Protection of the Environment Operations Act 1997. The quality of any pumped water (tailwater) that is to be reinjected must be compatible with, or improve the intrinsic or ambient groundwater in the vicinity of the reinjection site. Contaminated groundwater is not to be reinjected into any aquifer. The following must be demonstrated in writing: <ol style="list-style-type: none"> The treatment to be applied to the pumped water (tailwater) to remove any contamination. The measures to be adopted to prevent redistribution of any contamination in the groundwater system. Any reinjection proposal that is likely to further spread contamination within the groundwater system will not be allowed and the project will need to be modified. Written advice be provided from the Certifying Authority to the NSW Office of Water to certify that the following ground settlement issues have been addressed in reports submitted by the proponent: <ol style="list-style-type: none"> Assessment by a suitably qualified geotechnical professional that the proposed dewatering activity does not pose an unacceptable risk of off-site impacts such as damage to surrounding buildings or infrastructure as a result of differential sediment compaction and surface settlement during and following pumping of groundwater. Settlement monitoring activities to be undertaken prior to, during and for the required period of time following the dewatering pumping to confirm the impact predictions. Locations of settlement monitoring points, and schedules of measurement.

	<p><i>Formal Application Issues</i></p> <p>9. An application must be completed on the prescribed form for the specific purpose of temporary construction dewatering and a licence obtained from the NSW Office of Water prior to the installation of the groundwater extraction works. A plan drawn to scale will be required with the application clearly identifying the location of the dewatering installations.</p> <p>10. Upon receipt of a Consent from the Department of Planning and prior to commencement of work, a fully completed licence application form is to be formally lodged with the Office of Water (accompanied by documentation clearly explaining the means by which the below-ground areas of the development will be designed and constructed to prevent any groundwater seepage inflows; and therefore preclude any need for permanent or semi-permanent pumping). Based on the licence application assessment meeting the Office of Waters statutory requirements, the NSW Office of Water will then be in a position to issue a Water Licence under Part 5 of the Water Act 1912.</p>
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7. POLICY AND LEGISLATIVE FRAMEWORK AND CONSISTENCIES

SHEPHERDS BAY URBAN RENEWAL

SHEPHERDS BAY URBAN RENEWAL

7. RELEVANT PLANNING PROVISIONS AND POLICIES

This section of the report assesses and responds to the policy and legislative requirements for the project. Consistent with the Environmental Planning and Assessment Act 1979 the Director General’s Environmental Assessment Requirements (DGRs) require the proponent to consider all relevant State Environmental Planning Policies; applicable planning instruments; and relevant legislation and policies.

DGR : RELEVANT EPI’S POLICIES AND GUIDELINES TO BE ADDRESSED

Planning provisions applying to the site, including permissibility and the provisions of all plans and policies are contained in **Annexure 1**.

The following current and draft state, regional and local planning controls, policies and strategies apply to the Shepherds Bay Urban Renewal project:

- Environmental Planning and Assessment Act 1979
- Roads Act 1993
- NSW State Plan
- Sydney Metropolitan Strategy
- Metropolitan Transport Plan 2010
- Draft Inner North Subregional Strategy
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (now repealed)
- Sydney Harbour Foreshores and Waterways Area DCP
- State Environmental Planning Policy (Major Development) 2005
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy 32 – Urban Consolidation (Redevelopment of Urban Land)
- State Environmental Planning Policy 55 – Remediation of Land
- State Environmental Planning Policy 65 – Design Quality of Residential Flat Development and the Residential Flat Design Code (RFDC)
- Ryde Local Environmental Plan 2010
- City of Ryde Development Control Plan 2010
- Ryde Integrated Transport and Land Use Strategy. (ITLUS)
- Ryde Draft LEP and Draft DCP 2011

7.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The Environmental Planning and Assessment Act 1979 (the Act) is the overarching governing document for all development in NSW. The proposed renewal of the subject lands fully supports the objects of the Act. Pursuant to State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP), the proposed Concept Plan and Stage 1 Project were declared to be ‘Major Projects’ and will be assessed by the Director General under the Transitional arrangements Applications lodged under the now repealed Part 3A of the Act (Schedule 6A of the Act).

Section 75R of the Act provided that Environmental Planning Instruments (other than State Environmental Planning Policies) do not apply in respect of an approved project under Part 3A or the Transitional arrangements in place since its repeal.

Section 75U provided that a range of referrals and concurrences under other state Acts are not required for a project lodged under Part 3A.

7.2 ROADS ACT 1993

The proposed development involves the creation of a new road linking up Nancarrow Avenue to Belmore Street. The proponent will undertake the works as part of the Voluntary Planning Agreement and upon completion donate the road to Council. The development will be referred to the RTA.

7.3 SYDNEY METROPOLITAN STRATEGY

In December 2005 the NSW Government launched City of Cities - A Plan for Sydney’s Future. City of Cities outlines the objectives of the Metropolitan Strategy. The Strategy focuses on building the role of cities across the metropolitan area through concentrating growth in centres to improve access to jobs, facilities and services.

The five key aims of the Strategy that support achieving more of a sustainable city include:

1. Enhance liveability
2. Strengthen economic competitiveness
3. Ensure fairness
4. Protect the environment
5. Improve governance

Ryde falls within the Inner North subregion which under the Strategy is to accommodate 30,000 new dwellings and 54,000 new jobs by 2031.

This project supports the Sydney Metropolitan Strategy by providing improving quality of living. It also supports the Strategy through creating additional residential accommodation in close proximity to public transport hubs consistent with the State Government objectives to encourage greater accessibility and use of public transport thereby reducing the city’s environmental footprint and supporting more compact cities.

The NSW Government is currently undertaking a five-year review of the Strategy. In the Metro Discussion Paper titled ‘Sydney Towards 2036’ it outlines key directions which include:

1. Planning for a growing population
2. Making Sydney climate change ready
3. Integrating land use with transport
4. More jobs in the Sydney Region
5. Growing Sydney’s value
6. Strengthening a City of Cities
7. Meeting changing housing needs
8. Balancing land uses on the city fringe
9. Achieving renewal

The proposed development supports the directions outlined in the Sydney Towards 2036 through redevelopment of the site replacing the existing obsolete industrial development with land uses that are more suitable for the location, better quality design and more sustainable. The amalgamation of the allotments and coordination between landowners has led to development of an overall Concept Plan for renewal of the site that will provide a mixture of apartment sizes that are well connected to train, ferry and bus services. The overall concept of the development will see the development integrated into the local and regional open space networks.

7.4 METROPOLITAN TRANSPORT PLAN 2010

The Metropolitan Transport Plan 2010 ‘Connecting the City of Cities’ is the NSW State Government’s policy document for the delivery of public transport services to a growing population across the Sydney Metropolitan area.

The Metropolitan Transport Plan aims to improve the commute to work, increase community access to transport and services, provide an efficient and integrated customer focused transport system and revitalise neighbourhoods with improved transport hubs. The Plan focuses on major regional centres and aims to increase population growth within 30 minutes by public transport of a city or major centre and increase the share of commuter trips made to and from cities during peak hours.

The site is walking distance from ferry, rail and bus connections. Sydney CBD is approximately 30 minutes via train from Meadowbank. The nearest regional city to the subject site is Parramatta which is approximately 10km from the site, the nearest major centre is Chatswood which is approximately 7km from the site and several special sites are located nearby including Rhodes, Olympic Park and Macquarie Park. A Strategic Bus Corridor runs near the site. Whilst Meadowbank is not specifically identified in the Plan, the site supports the intentions of the plan through promoting higher densities within close proximity to public transport and employment areas.

SHEPHERDS BAY URBAN RENEWAL

7.5 DRAFT INNER NORTH SUBREGIONAL STRATEGY

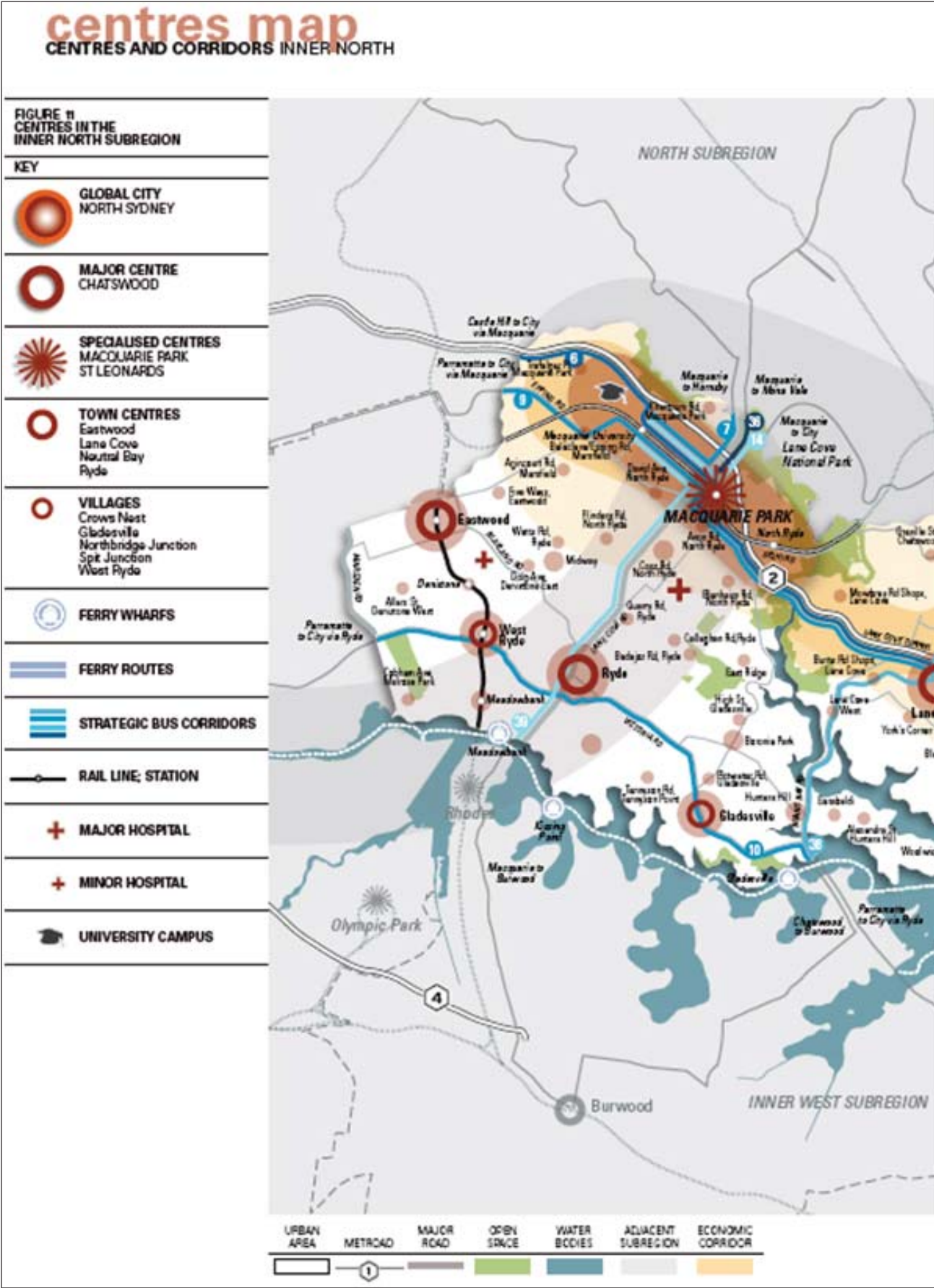


FIGURE 47. DRAFT REGIONAL PLAN CENTRES MAP
(Source: Draft Inner North Subregional Strategy)

The Inner North Region includes Hunters Hill, Lane Cove, Mosman, North Sydney, Ryde and Willoughby local government areas. The Draft Inner North Subregional Strategy, released in July 2007, identifies 30,000 extra dwellings and 60,100 new jobs as the growth target for this subregion as a whole.

Under the Strategy Ryde is identified as a Town Centre. The growth targets for Ryde LGA are 12,000 extra dwellings and 21,000 extra jobs by 2031.

TABLE 3 DRAFT INNER NORTH SUBREGIONAL STRATEGY HOUSING ACTIONS

Objective/ Action	Comment
<i>Apply sustainability criteria for new urban development</i>	The proposed development supports subregional housing capacity targets as outlined in the Strategy. It also addresses environmental targets for sustainable growth including: improved water quality for Parramatta River; protection of riparian vegetation; better connections to recreational areas; energy efficient design; promotion of active modes of transport; replacement of obsolete industrial development; water efficient design and reuse; recycling and reuse.
<i>Focus residential development around centres, town centres, villages and neighbourhood centres</i>	The subject site of the proposed development is located close to local and regional shops and services in the subregion with Ryde being the closest town centre. It is also consistent with the 'Jobs Closer to Home' priority because the site is within 30 minutes from Rhodes, Sydney CBD, Olympic Park, Macquarie Park and 30-40 minutes from Parramatta.
<i>Provide self care housing for seniors OR people with a disability</i>	Approximately 10% of the apartments will be accessible housing in accordance with Council requirements. This will ensure the development is accessible to seniors and disabled.
<i>Provide a mix of housing</i>	A variety of apartment types and sizes is proposed with an average of approximately 10% of apartments 1 bed, 75% of apartments 2 bed and 15% of apartments 3 bed. Apartments will range in size from 60-115m ² .
<i>Renew local centres to improve economic viability and amenity</i>	The close proximity of the site and walkability to commercial areas will improve the economic viability of existing shops and services with potential to generate additional retail development. The high quality development will enhance amenity and significantly improve the foreshore area and hence attractiveness of the area to new residents and visitors.
<i>Improve the affordability of housing</i>	The proposed development will increase housing supply and provide a mix of apartment sizes which will inevitably improve housing access and affordability in the area.
<i>Improve the design quality of new development</i>	The proposed development, will be of high quality architectural design and contain high quality attractive landscaped public, communal and private open spaces. It will integrate with recent adjacent developments yet provide individuality. A gateway building is proposed to define the site and the integration of heritage elements into the landscape will create a connection to the past use of the site. The street layout and building envelopes in the Concept Plan have been designed to open up more views to the waters of Shepherds Bay and beyond.

Meadowbank is identified in the Strategy as one of the accessible village centres around which further development is appropriate. The proposed Concept Plan and Project Application is consistent with the Strategy in that it will:

- Provide greater housing supply and choice;
- Contribute to achieving the housing targets for Ryde which require 12,000 new dwellings by 2031;
- Better utilise land for residential purposes which is currently underutilised for a purpose which is now out of character with the surrounding area; and
- Fulfil the objectives of encouraging urban consolidation.

SHEPHERDS BAY URBAN RENEWAL

7.6 SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 (now repealed)

At the time of lodgement of the subject Concept Plan Application the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 applied to the Concept Plan site.

That Plan provided an integrated approach to catchment management and establishes planning principles and controls for the catchment as a whole. It promoted recreational access to foreshores and waterways, maintaining a healthy and sustainable waterway environment balanced with supporting a working harbour.

That Plan has since been repealed by the SEPP (Major Development) 2005 and the subject site is not included in the list of Foreshore Sites covered by that SEPP.

Nonetheless, the proposed Concept Plan supported the planning principles outlined in this Plan, being designed to promote access to and along the foreshore through the siting and orientation of buildings and pedestrian and cycle network designed to maximise foreshore access and linkages to water-based public transport. Potential impacts on the adjoining waterway and riparian vegetation have been minimised through improved stormwater drainage management infrastructure and water sensitive urban design. The development layout and building envelopes in the Concept Plan have been designed to enhance views to and from the waterway and be sympathetic to the surrounding natural environment.

The Visual Impact Assessment prepared by Richard Lamb and Associates dated July 2010 concluded that the proposed development facilitated by the Concept Plan would not have any significant negative effect on views to or from Sydney Harbour or Parramatta River.

The site was identified under the Plan as a ‘Strategic Foreshore Site’ 17 under Division 4 of the SREP. Accordingly, the SREP required that development could not occur unless a master plan is in place. In this regard, the City of Ryde had already developed a master plan for the Meadowbank Employment Area at the time of lodgement of the subject Concept Plan Application.

The subject Concept Plan supports the relevant objectives and visions contained in the MEA section of the adopted and Draft DCP and subsequent Draft LEP and DCP 2011 while varying some of the built form controls to enable greater public open spaces, other public benefits and better planning outcome.

The proposed development is consistent with the Planning Principles that were contained in the SREP as detailed below:

- Stormwater upgrades will reduce run-off and improve water quality and health of the catchment;
- Natural assets (including riparian vegetation) are to be maintained and restored for their cultural and biodiversity values;
- Cumulative environmental impacts have been considered and measures implemented to reduce impacts on the catchment including energy efficient design and water capture and reuse;
- The development has been designed to meet recommended flood levels;
- The visual quality of the site from waterways will be improved through high quality and best practice design;
- The creation of new view corridors through the development to the water will be provided;
- Care will be taken to avoid or minimise disturbance of acid sulphate soils;
- Public access to the foreshore will be increased;
- Replacement of incompatible use (industrial adjacent to waterway); and
- Recognition of heritage items and conservation/ interpretation in the design of landscapes. Public art will celebrate and inform residents and visitors of the site’s many and varied past uses.

The REP was supported by the Sydney Harbour Foreshores and Waterways Area DCP which recognised the presence of riparian and marine environments adjacent to the site and indicated the general location of the proposed Riverwalk pedestrian/ cycleway along the foreshore. The Concept Plan site is included in ‘Landscape Character Area Type 15’ which is described as follows:

“High level of built form characterised by industrial & institutional uses in the foreground and residential development in background”

The Concept Plan is not in conflict with the aims, objectives or development principles contained in this DCP.

7.7 STATE ENVIRONMENTAL PLANNING POLICY (MAJOR DEVELOPMENT) 2005

State Environmental Planning Policy (Major Project) 2005 (Major Projects SEPP) came into effect on 25 May 2005. This SEPP identifies ‘Major Projects’ that are subject to the Part 3A provisions under the Environmental Planning & Assessment Act 1979 (EP&A Act), for which the Minister for Planning & Infrastructure is the approval authority.

On 03 March 2010, pursuant to the SEPP, the Minister for Planning declared both the Shepherds Bay

redevelopment Concept Plan and Stage 1 Project a ‘Major Project’. The Minister required a Concept Plan to be lodged providing an overview of the project.

An initial Project Application providing a Preliminary Environmental Assessment was prepared and submitted to the Department of Planning. The Director-General issued environmental assessment requirements (Director General Requirements) on 20 May 2010 outlining key issues to be addressed in the environmental assessment of the project. The submitted EA addressed the Director General Requirements and contains a Statement of Commitments which have been revisited and revised in this Report.

It is noted that the subject site is not included in the list of key foreshore sites under this SEPP.

7.8 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 aims to facilitate the efficient delivery of infrastructure across NSW. Under Schedule 3 of ISEPP the proposed development is a ‘Traffic Generating Development’ and requires referral to the RTA.

A detailed Traffic and Transport Impact Report, prepared by Varga Traffic Planning and TMAP submitted with the EA, together with supplementary traffic modelling and TMAP details submitted to the Department on 24 August 2011 addressed a range of issues raised by the Department in terms of the potential traffic and transport implications of the Amended Preferred Concept Plan.

The most recent Traffic and Transport Assessment Report, by Varga Traffic Planning within the submitted EA concluded in respect of the originally submitted Concept Plan that contemplated between four and six hundred more apartments than the Preferred Concept Plan the subject of this Report:

- *the site is ideally located in close proximity to a range of walking, cycling and public transport options*
- *the site is also located in easy walking/cycling distance of a range of shops and services such as the post office, the TAFE College and the local primary schools*
- *two new road links proposed within the site will improve permeability for pedestrians and cyclists*
- *the site is also located immediately adjacent to a shared pedestrian and bicycle path with links to Parramatta and the City*
- *the proposed development will not have any unacceptable traffic implications in terms of road network capacity, and does not generate a need for any upgrades or road improvements, other than the upgrading of Constitution Road*

- *the parking facilities incorporated in the development proposal will satisfactorily accommodate the needs of the proposed development.*

At the request of the Department further traffic modelling and TMAP details have been prepared and accompany this PPR in Annexure 22.

7.9 STATE ENVIRONMENTAL PLANNING POLICY 32 – URBAN CONSOLIDATION (REDEVELOPMENT OF URBAN LAND)

State Environmental Planning Policy 32 Urban Consolidation (SEPP 32) applies to the redevelopment of urban land that is no longer required for the purpose it is currently zoned or used. The proposed development is consistent with the aims and objectives of this policy.

7.10 STATE ENVIRONMENTAL PLANNING POLICY 55 – REMEDIATION OF LAND

Investigations into the suitability of the land in respect to potential contamination have been carried out by Douglas Partners Pty Ltd (July 2010).

In summary they consider that the contamination issues, if present, would most likely be mainly confined to areas close to the original source due to the generally shallow depth of bedrock at the site and can likely be dealt with in a relatively straight forward and staged manner and are unlikely to significantly affect the viability of the redevelopment project at any Stage.

Refer to the Preliminary Screening Contamination Assessment within the submitted EA.

7.11 STATE ENVIRONMENTAL PLANNING POLICY 65 – DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT AND THE RESIDENTIAL FLAT DESIGN CODE (RFDC)

A revised SEPP 65 Assessment of the Concept Plan (Preferred) development the subject of this PPR has been carried out by Robertson Marks which demonstrates that the proposed development can be designed in detail to be consistent with the ten design principles in SEPP 65 and the principles in the Residential Flat Design Code, namely: context; scale; built form; density; resource, energy and water efficiency; landscape; amenity; safety and security; social dimensions and housing affordability; and aesthetics.

SHEPHERDS BAY URBAN RENEWAL

7.12 RYDE LOCAL ENVIRONMENTAL PLAN 2010

Ryde Local Environmental Plan 2010 (RLEP) provides a policy framework and strategy for development within Ryde Local Government Area (LGA).

The Concept Plan supports the objectives and is consistent with the majority of relevant development standards contained in Ryde LEP 2010 with the exception of maximum heights.

- The subject lands are zoned ‘B4 Mixed Use’ under the RLEP. The objectives of the RLEP B4 Mixed Use zone are:
- *To provide a mixture of compatible land uses.*
 - *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
 - *To create vibrant, active and safe communities and economically sound employment centres.*
 - *To create safe and attractive environments for pedestrians.*
 - *To recognise topography, landscape setting and unique location in design and land-use.*

The development envisaged in the Concept Plan fully supports the LEP objectives for the zone.

- Specifically:
- The Concept Plan facilitates future development of a vibrant new living area with a mix of uses - residential community, convenience retailing, cafes, entertainment and limited commercial spaces. The mix of landuses have been informed by the Market Assessment by Hill PDA in the submitted EA, Council’s DCP and their more recent statement’s with regard to limitations on potential for commercial uses in the area. Accordingly, the recommended level of commercial uses has been limited to daily convenience shops, cafés and restaurants to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent.
 - One of the principal design objectives of the Concept Plan was to create a ‘transit-oriented’ development based heavily on improved accessibility to the three public transport nodes in Shepherds Bay and safe, high quality pedestrian and cycle links to encourage a shift away from the use of private cars in Shepherds Bay. To this end the Concept Plan has included all new links required by Council’s DCP and added more.
 - The Concept Plan envisages a new vibrant waterfront living area with extensive parklands and active uses supporting new high quality accessible and sustainable residential developments.

- The Concept Plan built forms have been informed by a detailed Visual Impact Analysis by Richard Lamb and Associates, attached to the submitted EA to ensure existing and DCP identified views are protected, together with the opening up of additional views to the water from the surrounding locality.
- The Concept Plan requires the reshaping of the topography in parts of the site, including the Stage 1 site, to facilitate the development streets and parkland and dwellings consistent with the DCP. This is also required to enable the future development to be accessible to people of all disability levels.

Permissible development for the B4 Mixed Use zone includes:

Boarding houses; Building identification signs; Business identification signs; Business premises; Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Retail premises; Roads; Seniors housing; Shop top housing; Waste or resource transfer stations; Any other development not specified in item 2 or 4.

Residential flat buildings are not included in items 2 or 4 and are therefore permissible in the zone.

The proposed development is consistent with the objectives of the B4 Mixed Use zone. Replacement of obsolete industrial development will improve landuse compatibility and is consistent with the changing nature of Shepherds Bay. The unique location of the site adjoining the waterway was a key underlying factor in the overall design concept with a focus on creation of strong connections to the foreshore, open space and public transport connections. Consistent with historical use of the foreshore, the proposed development will bring back activity and liveliness to the waterfront. It will provide an essential link between the existing Meadowbank neighbourhood and the foreshore.

It is important to note Ryde Council is in agreement with the findings of the Hill PDA report that there is no longer a strong market for commercial or industrial uses in Shepherds Bay.

The LEP contains development standards for Shepherds Bay that are relevant to the consideration of the Concept Plan. However, it is noted that projects assessed under Part 3A of the Act may vary such development standards if approved by the Minister for Planning. Consistencies of the Concept Plan with the standards are summarized in **Table 6**.

TABLE 4. SUMMARY OF RYDE LEP STATUTORY CONSIDERATIONS

4.3 Height of Buildings

(1) The objectives of this clause are as follows:

(a) to maintain desired character and proportions of a street within areas,

Comment:
The Concept Plan Application retains all existing street reservations and in some circumstances augments them to enhance the character of the spaces for people. The proportions of the street are enhanced by lowering street wall heights with taller sections set well back from those frontages.

(b) to minimise overshadowing and ensure a desired level of solar access to all properties,

Comment:
Taller buildings in a slender built form cast narrower shadows and are mainly onto the individual proposed development sites. At the foreshore and near public spaces and all streets, building heights have been reduced to minimise impacts on solar access and street amenity. A significant constraint is the southerly orientation of the site and DCP required layout which limits opportunity for solar access to the development sites. This has been weighed up against the market attractiveness of the waterfront views and natural ventilation. Refer to the Solar Assessment in the submitted EA and revised shadow analysis prepared by Robertson Marks at Annexure 3 to this Report.

(c) to enable the built form in denser areas to create spatial systems that relate to human scale and topography,

Comment:
The Concept Plan design philosophy seeks to reduce the area of built upon land permitted under the DCP, by providing the floor space in slender, taller built forms. As a result the proposal creates interesting block plans, views and vistas to the water and intriguing spaces to enjoy from a recreational perspective. In general consistency with Council’s Draft LEP and Draft DCP 2011 (currently on public exhibition) lower street edge heights have been included to ensure that pedestrians are not dominated by the development, and a human scale is maintained, particularly closer to the waterfront reserve and along Constitution Road.

(d) to enable focal points to be created that relate to infrastructure such as train stations or large vehicular intersections,

Comment:
The Concept Plan has been designed to focus on its relationship with the foreshore at Shepherds Bay. View corridors have been determined and public access ways provided to augment the opportunity to interact with the Parramatta River from within and without the development. The subject land is within walking distance to a number of infrastructure and public transport opportunities, while the traffic modelling confirms the proposal’s satisfactory performance with the surrounding road infrastructure. Refer Annexure 22 for detailed results of traffic modelling.

(e) to reinforce important road frontages in specific centres.

Comment:
Higher building envelopes have been kept to the central areas of the site to engender a ‘central heart’ and sense of place to the precinct adjacent to the central pedestrian spine linking Constitution Road to the waterfront plus one other 15 storey (13 storey tower above 2 storey podium) gateway building fronting Church St to act as a entry statement.

Heights along the foreshore and at street frontages in the Concept Plan have been kept generally consistent with Council’s Draft LEP 2011 Height Map and set back from the foreshore parkland, and street frontages, similar to recently approved developments in Shepherds Bay.

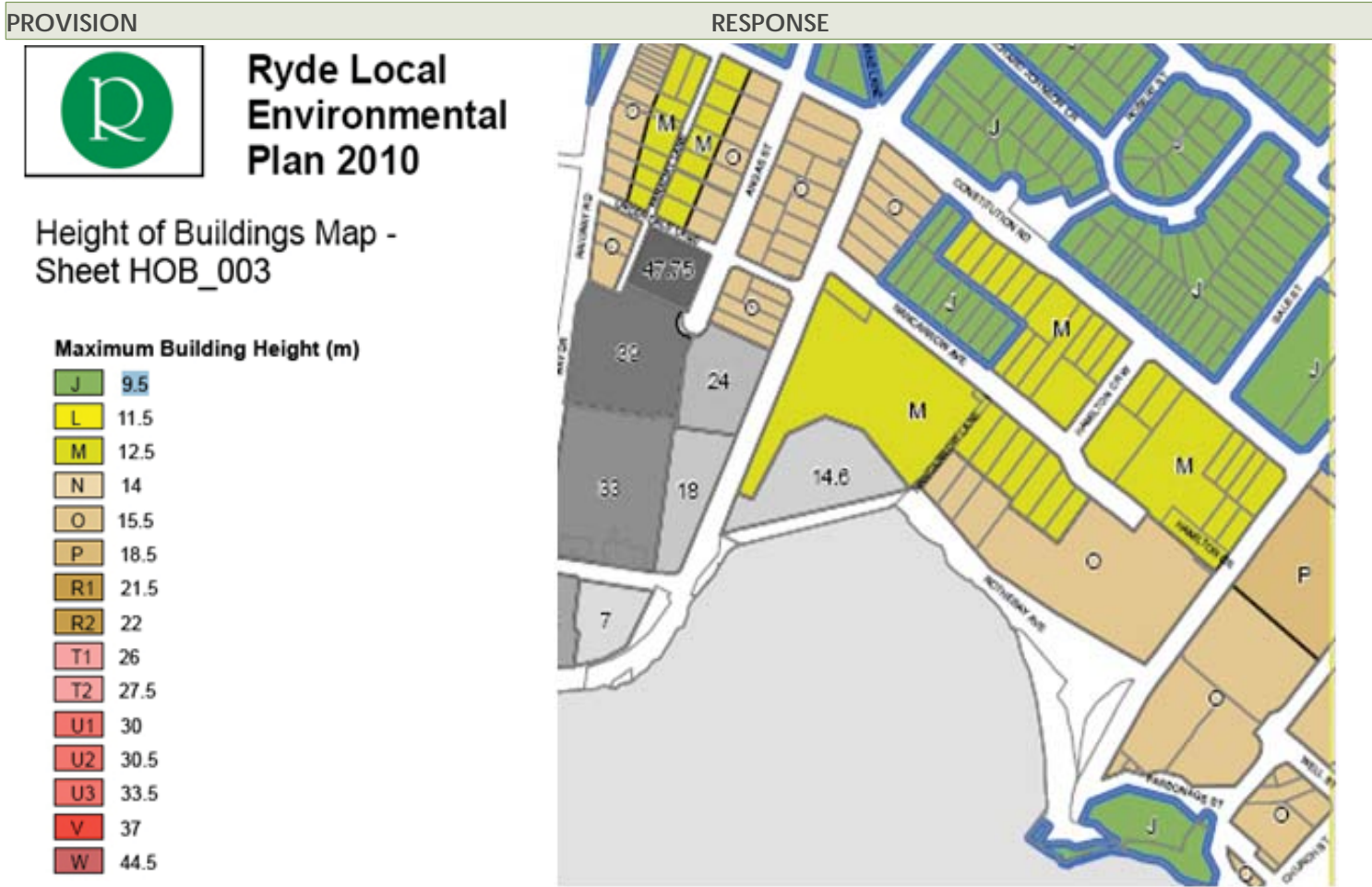


FIGURE 48. LEP HEIGHTS MAP
(Source: City of Ryde, 2010)

(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. Heights range from 9.5 to 15.5 metres above natural ground level in the subject Project Plan area.

The subject Concept Plan Application seeks to depart from the LEP height development standards on the basis of the significant public benefits offered by the proposed redevelopment. Variations are sought as detailed in the Concept Plan Height Map at **Figure 13**

Due to the highly developed nature and altered topography of the site it will be necessary to carry out selective regarding of the site in order to improve accessibility, provide new road connections and ensure building ground levels align generally to street levels. Accordingly the heights quoted on the Height Map relate to the RL's extrapolated from the heights of surrounding streets.

PROVISION	RESPONSE
<p>4.6 Exemptions to Development Standards</p> <p>(1) The objectives of this clause are:</p> <p>(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, and</p> <p>(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.</p> <p>(2) Consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.</p> <p>(3) Consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:</p> <p>(a) That compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and</p> <p>(b) that there are sufficient environmental planning grounds to justify contravening the development standard.</p> <p>(4) Consent must not be granted for development that contravenes a development standard unless:</p> <p>(a) the consent authority is satisfied that:</p> <p>(i) the applicant's written request has adequately addressed the matter required to be demonstrated by subclause (3), and</p> <p>(ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and</p> <p>(b) the concurrence of the Director General has been obtained.</p>	<p>The height development standard is not specifically excluded from the operation of this clause.</p> <p>The Concept Plan has been planned and designed in accordance with the objectives of this clause, particularly with respect to achieving "a better, more sustainable outcome for and from the development".</p> <p>The proposed departure from the LEP height standards will result in a better planning outcome for development on the site. Although not required by a an Application under Part 3A of the Act, justifications for the variation to the height development standard made pursuant to Clause 4.6 of the LEP are provided above in responses to Clause 4.3 Height of Buildings and below:</p> <ul style="list-style-type: none">• The proposed heights in the Concept Plan support the objectives of the height development standard as detailed above.• The proposed Stage 1 Development will be similar in form and scale to the existing adjacent residential development and the current commenced approved development on the site.• The location of the site within easy walking distance of two public transport hubs and numerous bus routes puts it in an ideal position to accommodate a higher density of development.• The residential development supports State and Regional urban consolidation initiatives and projected housing demands for the area contained in the Metro Strategy and Inner North Regional Strategy.• The concentration of development into taller more slender buildings ensures the development is feasible whilst providing significant additional public benefits in the provision of greater amounts of publicly accessible open spaces, solar access and views to adjacent areas than envisaged in the DCP.• The orientation and siting of buildings has been carefully considered to create good permeability and numerous through-site linkages.• The inclusion of taller buildings marking the central spine will serve to create a focal point or heart to the development as suggested in the DGR's.

SHEPHERDS BAY URBAN RENEWAL

PROVISION	RESPONSE
<p>5.1 Heritage Conservation</p> <p>(1) Objectives</p> <p>The objectives of this clause are:</p> <p>(a) to conserve the environmental heritage of Ryde, and</p> <p>(b) to conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views, and</p> <p>(c) to conserve archaeological sites, and</p> <p>(d) to conserve places of Aboriginal heritage significance.</p>	<p>Heritage items within and near the site and the historical uses of the site have helped inspire the design concept and public art which will provide interpretive elements and a connection to the site's diverse past uses.</p> <p>Within the site the locally listed factory at 33-37 Nancarrow Avenue (heritage item No.80) will be demolished in accordance with Council's resolution which endorses the demolition of the building to facilitate area-wide stormwater infrastructure upgrades.</p>
<p>6.1 Acid Sulphate Soils</p> <p>(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.</p>	<p>The Preliminary Contamination Assessment prepared by Douglas Partners (July 2010), included in the submitted EA, concluded that if present potential or actual acid sulphate soils can be managed in a relatively straightforward manner to enable safe reuse of the Concept Plan site for the residential, commercial, community and open space purposes as proposed.</p>



Ryde Local
Environmental
Plan 2010

Acid Sulfate Soils Map -
Sheet ASS_001

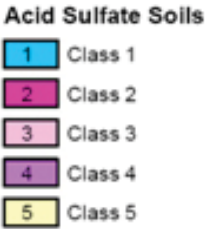


FIGURE 49. LEP ACID SULPHATE SOILS MAP
(Source: City of Ryde, 2010)

RYDE LOCAL ENVIRONMENTAL PLAN 2010 (cont.)

PROVISION	RESPONSE
<p>6.2 Earthworks</p> <p>(1) The objectives of this clause are as follows:</p> <p>(a) to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,</p> <p>(b) to allow earthworks of a minor nature without separate development consent.</p> <p>(2) Development consent is required for earthworks unless:</p> <p>(a) the work does not alter the ground level (existing) by more than 300 millimetres, or</p> <p>(b) the work is exempt development under this Plan or another applicable environmental planning instrument, or</p> <p>(c) the work is ancillary to other development for which development consent has been given.</p> <p>(3) Before granting development consent for earthworks, the consent authority must consider the following matters:</p> <p>(a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality,</p> <p>(b) the effect of the proposed development on the likely future use or redevelopment of the land,</p> <p>(c) the quality of the fill or the soil to be excavated, or both,</p> <p>(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,</p> <p>(e) the source of any fill material and the destination of any excavated material,</p> <p>(f) the likelihood of disturbing relics,</p> <p>(g) proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.</p>	<p>As detailed above, the topography of the Concept Plan lands is highly altered due to progressive benching to accommodate industrial buildings. The Concept Plan requires selective regrading of the site to enable the development of the DCP flood layout and accessible pathways and buildings.</p> <p>The earthworks will not have detrimental impacts on neighbouring uses. A Geotechnical Assessment has been undertaken and was included in the submitted EA.</p> <p>Sediment and erosion controls will be put in place to ensure no adverse impact on the Parramatta River.</p>

SUMMATION

- The Concept Plan is largely consistent with the objectives of the Ryde LEP 2010. The main points are summarised below:
- The proposed development supports the objectives of the B4 Mixed Use zone through improving land use compatibility, activating the waterfront, linking the existing neighbourhood to the foreshore, consolidating residential development close to public transport nodes, providing a variety of apartment sizes to cater for a range of demographic groups (including seniors) and improving recreational opportunities.
 - An exemption from the height controls in Council's LEP is sought and justification provided based on the additional public benefits offered and better planning outcomes.
 - Environmental considerations have been addressed including environmental sustainability, acid sulfate soil management, earthworks and heritage conservation.

DEPARTURE FROM TO LEP MAXIMA

The Concept Plan seeks approval to depart from the Ryde LEP2010 height development standards. Heights within the Concept Plan are to be consistent with the Height Map at **Figure 12** in this Report.

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7.13 CITY OF RYDE DEVELOPMENT CONTROL PLAN 2010

LEGEND:

- Subject sites
- 3 Storeys
- 4 Storeys
- 5 Storeys

The City of Ryde Development Control Plan 2010 came into effect on 30 June 2010. It contains more detailed development controls for Shepherds Bay. However, these controls were developed in the late 1990s and are to be replaced by the relevant section of the Draft DCP currently on exhibition as amended from community and authorities comments. That Draft DCP indicates greater heights are proposed to be permissible in the MEA area.

Under the indicative DCP compliant development scenario for the Concept Plan site prepared by Robertson + Marks Architects, the resultant GFA is 225,190sqm (excluding 146 Bowden St) with 1,500sqm of public open space. The Concept Plan proposes a approximately 203,500sqm GFA within the Concept Plan site plus an estimated 27,244sqm on the contiguous sites not included but within the Concept Plan road boundaries (Draft LEP compliant), which equals a total of 230,744sqm GFA (excluding 146 Bowden St). This is supported by the provision of approximately 18,422sqm of new publicly accessible open space within the Concept Plan site which will be owned and maintained by the owners corporations of the individual developments as Council is unwilling to assume ownership of these areas.

Relevant DCP development objectives and controls were addressed in detail in the compliance tables contained included in the submitted EA and again in Annexure 8 to this Report in respect of the Preferred Concept Plan.

It should be noted that Council's more recent Draft LEP and DCP would result in a higher development yield that the current DCP as heights across the MEA are proposed in those documents to be substantially increased.



FIGURE 50. PERMISSIBLE DCP DEVELOPMENT SCENARIOS

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7.14 MEA – Master Plan Transport Assessment, July 2007

This traffic and transport assessment, prepared by Urbanhorizon was carried out to inform and support the revised planning controls for the Meadowbank Employment Area. This assessment was based on two ‘master plan development scenarios’:

- Scenario 1 – Existing Controls Fully Developed (Existing development + 225,000sqm commercial + 875 residential dwellings); and
- Scenario 2 – Revised Controls Fully Developed (Existing development + 90,000sqm commercial + 1,900 residential dwellings)

On the basis of investigations by both Council’s consultants and Hill PDA, it is clear that additional significant commercial or industry development in the MEA is no longer feasible due to major commercial and industrial developments occurring in nearby centres. Accordingly, the Project Plan proposes a greater proportion of residential development which equates to a slightly less similar quantum of floorspace, greater number of dwellings and less commercial development.

Concept Plan proposed Scenario:
193,500sqm residential (2,005 dwellings) + 10,000sqm commercial, community or retail

One of the key findings of this Transport Assessment was:
“The site is well placed to accommodate more intensive residential and / or commercial / industrial development by virtue of the proximity of available train, bus and ferry services.”

These findings are supported by the Traffic and Transport modelling and reports submitted as part of the subject Applications and the Preliminary Traffic and Transport Report included in the EA and additional Traffic modelling report submitted on 24 August 2011 and subsequent modelling included in Annexure 22.

7.15 RYDE INTEGRATED TRANSPORT AND LAND USE STRATEGY (ITLUS)

The Ryde Integrated Transport and Land Use Strategy (ITLUS) is to inform Council policy, land use planning and lead towards an improved transport future for the City of Ryde. The objectives of the ITLUS are:

- *To achieve a more sustainable, accessible, amenable, equitable, safe and integrated transport and land use system which balances social, environmental, health, economic and strategic objectives;*
- *To reduce car dependency, the growth in vehicle kilometres travelled and greenhouse gas emissions;*
- *To increase the share of trips made by public transport, walking and cycling and reduce the number of trips made by private vehicles; and,*
- *To provide a long term vision for the City of Ryde and a series of City wide and centre based actions which Council can implement or lobby for in order to satisfy these objectives.*

The Concept Plan development fully supports these objectives with its good connections to rail, bus and ferry services. Additionally the pedestrian and cycle network provides an alternative active mode of transport.

Centre specific actions are set out for six of the key centres, one of which is Meadowbank. The Strategy established the following vision for Meadowbank:

Meadowbank will be a vibrant, robust and economically viable place of mixed uses and activity where people are able to live, work and play. Meadowbank will evolve as a transit oriented community, which optimised the existing public transport network, facilitates access between home and work and reduces the reliance on public transport. Distinct, safe and clear pedestrian and cycle access will be encouraged and developed.

The proposed residential development comprises approximately 2,005 apartments (depending on the mix) which will provide accommodation to a significant number of people. This increased population in this area and change of use from industrial to residential will result in activation of the foreshore, utilization of nearby recreational facilities and support for existing shops and services. The location of the site adjacent to the water combined with a quality architectural design will result in desirable and attractive living spaces for the community catering for a range of demographics through variations in apartment size. The proximity of the site to jobs within 30 minutes travelling distance makes it an ideal place to live with good connections to employment. The public domain areas/ open spaces will be integrated into the development and existing networks providing attractive places to relax and play.

7.16 MEADOWBANK SECTION 94 CONTRIBUTIONS PLAN 2007

This Plan adopted in 2007 enables Council to levy contributions for the provision or enhancement of public amenities and services that may be required as a consequence of development in the Meadowbank Employment Area.

The requirements of Section 94 will be addressed in the VPA being negotiated with Ryde Council and the Department of Planning.

7.17 RYDE DRAFT LEP & DCP 2011

On 30 May 2012 the City of Ryde Council placed their Draft LEP and DCP 2011 on exhibition for public comment.

As detailed throughout this PPR, where appropriate the Concept Plan has been updated to address these new Council documents.



8. ENVIRONMENTAL IMPACT ASSESSMENT - CONCEPT PLAN

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8.1. PUBLIC BENEFITS

Consistent with Council’s LEP 2010 objective to “provide a mixture of compatible land uses”, the Concept Plan facilitates future development of a vibrant new living area with a mix of uses - residential community, convenience retailing, café’s, entertainment and limited commercial spaces. The mix of landuses have been informed and prepared by Hill PDA, included in the submitted EA, Council’s DCP and more recent Council statement’s with regard to limitations on potential for commercial uses in the area. As detailed in the Economic Assessment, the recommended level of commercial uses has been limited to commercial space within the gateway building fronting Church street, daily convenience shops, café’s and restaurants to ensure no significant impacts on nearby commercial areas and the existing shopping facilities within the Waterpoint development adjacent.

There are a number of social, economic and environmental benefits offered by the Concept Plan including:

1. Better, more usable open spaces, connections and meaningful ‘place making’.
2. Distinct precincts – formal, informal, active, passive, social hubs etc.
3. Potential for community facilities – community theatre space, market area, childcare, Council administration and multi purpose community space.
5. Protection of and greater respect for and community understanding of riparian environment.
6. Greater emphasis on non-motorised modes of transport and connections to ferry, rail and buses.
7. Increased view corridors to the water and visual and physical linkages to provide for a high quality internal residential amenity.
8. More seamless connections between the new development and existing neighbourhood, both in terms of physical accessibility and view sharing.
9. Better public access and enjoyment of the foreshore.
10. Open, welcoming addition to the suburb, not ‘gated’ community.
11. Leadership in the reuse of stormwater and waste water in the landscape and potentially surplus for Council’s nearby parkland.
12. More defined, elegant built form when viewed from the water.
13. Significant improvements to the stormwater management of the locality and minimised risk of flood inundation.
16. Commitment to sustainable development practices such as green buildings, green infrastructure, facilitating alternative modes of transportation and integrated stormwater management planning.
17. Pedestrian and cycle connections to the foreshore pathway/ cycleway.

18. A diversity of housing types and sizes that exceeds the dwelling size requirement of the LEP/ DCP.
19. New road and infrastructure improvements with benefits beyond those of serving Shepherds Bay including strengthening connections and access to the foreshore.
20. Development cost charges and increased property tax revenues to be used by Ryde City Council for community-wide improvements and services as well as the creation of financial benefits that will result to the community from direct and indirect development-related jobs and services.
21. A mix of apartment sizes will be provided in response to affordable housing.
22. Approximately 10% of the apartments required to be of accessible design suitable for disabled persons.
23. Additional ceiling height required on ground levels to enable flexibility of land uses and facilitate live/ work units.

8.2. CONSULTATION

DGR 11: CONSULTATION
Undertake an appropriate and justified level of consultation in accordance with the Department’s Major Project Community Consultation Guidelines October 2007.

The purpose of the Consultation Strategy produced by Straight Talk, was to engage relevant stakeholders through a “robust and inclusive process that allows for two-way communication between the project team and relevant stakeholders”, including residents of the broader Meadowbank and Shepherds Bay area.

It was intended that the Consultation Strategy result in meaningfully engagement with the full range of stakeholders, including residents, local businesses, relevant community groups and government authorities to support the lodgement of the proposal during the public exhibition. Consultation techniques aimed to raise stakeholder awareness of the proposal, obtain input on issues, values and concerns related to the proposal and to incorporate feedback into the planning and development process to improve the proposal through possible design, construction and operational measures that could mitigate environmental, economic and social impacts.

The owners of the site were actively involved in the community consultation process with Council during the creation of the original MEA DCP and its more recent review. Their involvement in this process has informed them of community concerns and aspirations for the site which have been incorporated into the planning and design of the new development.

A variety of community consultation techniques, described in the submitted EA have taken place both before and after the Application was lodged to ensure that the planning process is inclusive. These techniques are in line with the Department of Planning Guidelines for Consultation for Part 3A Applications.

A supplementary report by Straight Talk of the Consultation Strategy outcomes is included as Annexure 21 to this Report.

8.3. ISOLATED SITES

DGR 3: ISOLATED SITES
The proposal should seek to amalgamate with the adjacent properties within the Meadowbank Employment Area not included in the application so that there is a more appropriate and reasonable relationship with future developments in the locality. The EA shall include details outlining negotiations with the owners of the affected properties. In the event that amalgamation is not possible, the EA shall address development potential of the isolated sites, and identify how future staging of these isolated sites can be integrated into the overall Meadowbank Employment Area.

However, these isolated sites do not form part of the Application. This information is included at the request of the Department of Planning for information only.

Holdmark Property Group and their associated companies, own or have an interest in all properties that are subject of this Concept Plan Application. However, at the request of the Director General of Planning hypothetical Draft LEP and DCP compliant design scenarios for the contiguous sites within the Concept Plan site road boundaries that do not form part of the Application, were carried out ensure they were not disadvantaged by the Concept Plan redevelopment of the area.

The Holdmark Property Group have unsuccessfully attempted to purchase these properties and have made the owners aware of the project.

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8.4. BUILT FORM URBAN DESIGN/ PUBLIC DOMAIN

<p>DGR 2: BUILT FORM URBAN DESIGN/PUBLIC DOMAIN</p> <p>The EA shall address the height, bulk and scale of the proposed development within the context of the locality. In particular, detailed envelope/ height and contextual studies should be undertaken to ensure the proposal addresses the surrounding environment and the desired future character for the locality.</p> <p>The EA shall address the design quality with specific consideration of the scale, massing, setbacks, building articulation, landscaping, safety by design and public domain, including an assessment against the CPTED principles.</p> <p>The EA shall provide the following:</p> <ul style="list-style-type: none">• comparable height study to demonstrate how the proposed height relates to the height of the existing/approved developments surrounding the subject site, within the subject site and the locality;• visual and view analysis to and from the site from key vantage points, including from the water and from the opposite side of the Parramatta River. This analysis should also include a consideration of views from existing and approved buildings within the Meadowbank Employment Area and surrounding areas; and• options for siting, scale, massing and orientation of building envelopes; and• options for the provision of/and enhancement of public open space, and, location of roads, footpaths and vegetative reserves, <p>The EA shall demonstrate how the Stage 1 Project Application development will integrated with the overall Concept Plan proposal.</p> <p>The EA shall provide a summary of community benefits, eg. the provision of public open space, provision of pedestrian and cycle links, rejuvenation of the foreshore area/riparian area, and infrastructure upgrades.</p>
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8.4.1 Context, Setting, Streetscape and Character

The Concept Plan development character has drawn on the character of the recent adjoining residential development, the unique natural setting adjacent to the Parramatta River, historic uses of the site and the existing industrial development. The foundation for the character is based on the desired character for Shepherds Bay as a vibrant new living area as detailed in Council’s DCP and Council’s Riverwalk Strategy.

Interpretation of the former industrial buildings in the architecture, public art, landscaping and building articulation is encouraged in design elements that contribute to creating a warm, inviting and unique character for the development. The urban design of the site, including the design of building, road and publicly accessible open spaces contribute to creating spaces for people to interact.

The Concept Plan envisions the integration of the development with the foreshore reserve and connecting it to nearby parklands. The Concept Plan development will provide an attractive connection between the existing Meadowbank neighbourhood and the waterfront. The proposed taller gateway building will add a significant feature to the area distinguishing it as a new urban living area in the locality. Existing and future residents of Shepherds Bay will benefit from increased view corridors and substantial new publicly accessible open spaces and pedestrian/cycle connections leading down to the foreshore reserve.

8.4.2 Scale

The Concept Plan will result in a total gross floor area of 203,500sqm, which includes 193,500sqm residential and 10,000sqm commercial, retail and community uses.

This is supported by Revised Varga Traffic report included in the EA and the supplementary traffic modelling reports by Road Delay Solutions at Annexure 22, which were based on a generous 300,000sqm GFA, and a 59.2% occupancy of the existing industrial uses on the site.

The density and height of the development supports regional strategic plans for urban consolidation near transport hubs, recreation facilities and employment areas. It will make an important contribution to housing supply forecasts. The development is well suited to the regional context, availability of public transport and infrastructure, community facilities and recreational resources.

8.4.3 Development Options Explored

During the approval process five design options for the Concept Plan have been formulated in response to the various issues raised by the Department, council, community and other stakeholders. The design evolution and final Preferred Option 5, are described in detail in Section 4.

All development Options relied on regrading of the significantly altered topography of the Concept Plan site to facilitate accessible access between the various precincts.

The final Preferred Option, resulted in a substantial reduction in dwelling yield (between 200 and 400 units) from the earlier development options, with greater vertical and horizontal articulation of building envelopes, the redesign of the public domain areas on the site and stormwater easement and significantly reduced car parking numbers.

8.4.4 Heights

The heights proposed within the Concept Plan (Preferred) respond to the recently constructed residential developments in the MEA area, the waterfront location and the objective to maximise views to and from the water from the surrounding areas and within the Concept Plan site.

The Concept Plan proposes that heights of building envelopes illustrated on the Heights Map at Figure 13 be referenced to the RL’s of the adjacent streets, as detailed in the Building Envelope Control diagrams contained in Section 4 of this Report. The resultant street wall height of the Concept Plan buildings are generally consistent with recent adjacent residential developments. Variations from the LEP building height controls are sought where view access will not be impacted by marginally taller buildings.

Although variations are sought to the LEP/ DCP maximum height development standard, the height, bulk and scale of the proposed development has been designed with respect to the site context and recent developments adjacent to the Concept Plan site that have all relied on the variation of the LEP/ DCP maximum heights on the basis of community benefits offered and a better planning outcome.

Specific consideration has been given to views, scale, massing of surrounding development, street and parkland environments, solar access, safety by design and public domain.

Concept Plan building setbacks and heights along Constitution Road and the central area of Rothesay Avenue are generally consistent with Council’s Draft LEP Height Map and DCP setback map.

8.4.5 View Analysis

All five development options were informed and reviewed by Richard Lamb and Associated in their View Analysis was included in the EA. Their assessment was based on a three step analysis:

1. Existing visual character and resources analysis of the site and the surrounding context;
2. Analysis of the Concept Plan site’s visual catchment and the factors which condition its visibility and

- the extent of visual change that would occur in the catchment as a result of the proposed development; and
3. Assessment of appropriateness and impacts on scenic quality, landscape character and on specific views and items of significance by assessing factors such as the physical absorption capacity and the compatibility of the proposal with the existing and desired future character of the development site and the surroundings.

8.4.6 Comparable Height Study

As detailed in **Section 4** and illustrated on diagrams included in **Annexure 3** , the final preferred Concept Plan is based on a detailed height study of the surrounding existing and approved built forms, together with other comparable developments along the foreshores of the Parramatta River and is substantially lower than the approved building envelopes on the Rhodes peninsula which range from 2 to 33 storeys.

The subject site is located amid a number of significant new developments, constructed in line with the vision for a revitalised Meadowbank.

A number of the existing industrial buildings within the Concept Plan site have heights ranging from 4 to 7 equivalent residential storeys.

Adjacent new residential developments – Bay One and Waterpoint, with variations to the LEP height development standard, range in height from 4 to 9 storeys.

8.4.8 Overshadowing

The constraints of the southern orientation of the site have been addressed through varying building envelopes. Building forms are stepped in design to increase solar access. Particular attention has been given to solar access to public and communal open spaces.

The internal grid arrangement of development provides a high level of permeability, through-site linkages and views. The built form creates internal open spaces and adequate building separation for natural daylight access, privacy and view sharing. Most of the apartments will have NE and SW facing living spaces due to orientation of site and water views to the south.

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The Sun Shadow Studies demonstrate that generally the existing adjoining buildings will not have their daylight access significantly reduced. The Public Open Spaces between buildings on the site have acceptable solar access with appropriate daylight access to public open spaces between March and September, for the constraints of the existing north western/ south eastern street axis orientation. The public foreshore reserve from midday onwards in mid winter is in full sun. Streets are orientated between 40° west of north and 50° east of north provide opportunity for good solar access. The buildings shapes will allow solar access to dwellings and private open space. The typical 18 metre wide spacing between buildings ensures adequate solar access to all buildings on the site. In mid winter the area adjacent to the north eastern and north western building facades is in full sun from 10am to 2pm.

Courtyards between buildings are of adequate size to ensure that direct sun onto the ground occurs in areas that are designed for people. The building envelope limits will allow adequate solar access and privacy to neighbouring dwellings. A maximum building depth of 25m allows articulation and modulation of the front and rear faces of primary buildings. Articulation of the building facades will allow opportunities for solar access into dwellings. Trees and landscaping will be selected to provide good winter solar access and summer shade.

In summary the Analysis of the final Preferred Concept Plan revealed:

- the building separation has been increased to improve solar access to the apartments and reduce overshadowing of the adjoining developments.
- the earlier long length of street façades have been broken with lower sections of building and additional breaks included in building forms, providing more opportunity of solar access into internal podium courtyards and sun penetration to a greater number of apartments opening onto the new northern façade at the building module.
- the increased number of high rise residential towers has increased the percentage of units with a northern orientation and unfettered solar access.
- The public foreshore reserve from midday onwards in mid winter is in full sun.

8.4.9 Setbacks

Setbacks have been provided generally in accordance with Council’s current and Draft DCP. The setbacks to the streets will ensure the development is of a human scale and does not dominate the streetscape. Setbacks also allow for site lines, landscaping, pathways and grassed verges, consistent with Councils Public Domain Technical Manual.

The Concept Plan retains all existing street reservations and in some circumstances augments them and enhances the character of these spaces for pedestrians.

8.4.10 Public Domain – Open Spaces, Plazas, Streets

Public domain within the Concept Plan includes publicly accessible open spaces, plazas and streets. Public domain areas have been strategically located to integrate with the existing environment, break up the development and provide increased access and view corridors to the foreshore through and improved connections to public transport hubs, recreational resources and the surrounding neighbourhood.

The proposed development involves the provision of approximately 18,422sqm of publicly accessible open space improvements within the Concept Plan site, access to three public transport nodes, local streets, footpaths and shared-zones. The proposal also includes recommended locations for public art elements that serve to reflect on the various historic uses of the site and Shepherds Bay. (Refer Landscape Plan at Annexure 10)

In support of Council’s LEP 2010 objective to “create safe and attractive environments for pedestrians”, the Concept Plan envisages a new vibrant waterfront living area with extensive publicly accessible open spaces and active uses supporting new high quality accessible and sustainable residential developments. All areas have been designed to provide users with a safe and enjoyable experience, consistent with the CPTED principles of Safety by Design. Where possible, building

envelopes in the Concept Plan have been designed to be lower in height at the street and open space frontages with building bulk set back to retain a human scale and solar access in the streets and other public domain areas.

Various sized spaces have been provided to reflect the location and intended purpose. Due to the proximity of major recreational spaces, the public domain within the development is predominantly passive, with flexible spaces creating opportunities for special events or celebrations, break out spaces and children’s play. The public domain areas are to build on the site’s natural and cultural features, focusing towards the foreshore reserve, incorporating public art and building elements reflecting historic industrial uses and incorporating natural elements into the development through creative landscape design. The landscape design and stormwater management will enhance the sites natural environmental performance by coordinating soil and water management.

Refer to the revised Landscape Plans and Report at **Annexure 10.**

8.4.11 Private Open Spaces

Apartments will be provided with individual private open spaces. These spaces will be of appropriate size to ensure usability and will have direct access from living areas. Ground floor apartments will be provided with terraces/ courtyards or while upper floor apartments will be provided with balconies. All developments will comply with the private open space requirements contained in the Residential Flat Design Code as a minimum. Private open spaces will be oriented to address streets and other public domain areas to maximise passive surveillance.

8.4.12 Deep Soil Zones

As illustrated on Figure 52, all the publicly accessible open space areas within the Concept Plan are provided as potentially deep soil areas as no basements are proposed under these areas to maximise the future planting and hydraulic benefits.

8.4.13 Safety and Security

A Crime Prevention Through Environmental Design (CPTED) Assessment has been prepared by PLACE Design Group and was attached as **Annexure 7** to the EA. That report addressed surveillance (passive and active), access control, territorial re-enforcement and space management. The findings of that assessment remain relevant to the Concept Plan (Preferred)

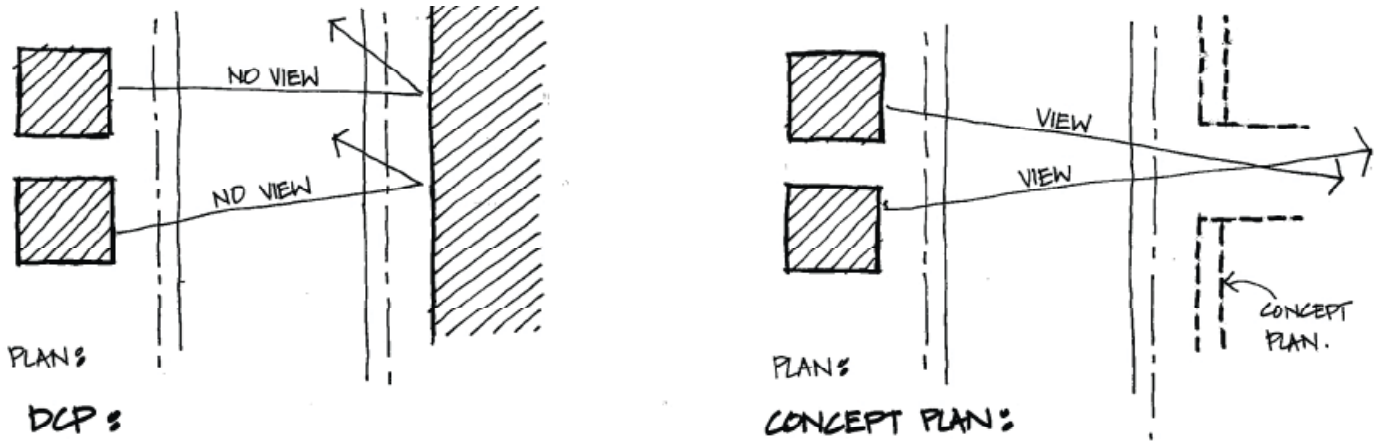


FIGURE 51. LEP/DCP COMPLIANT HEIGHTS AND BUILDING FOOTPRINTS COMPARISON WITH CONCEPT PLAN ON CONSTITUTION ROAD



FIGURE 52. OPEN SPACE AREAS AND DEEP SOIL ZONES

SHEPHERDS BAY URBAN RENEWAL

8.5. LAND USE

DGR5: LAND USE
The EA shall address the relevant regional and local strategies in relation to the desired future mix of land uses, and provide a justification for the solely residential floorspace being proposed.

The Concept Plan site is appropriately zoned to permit and encourage its redevelopment for residential and mixed uses.

This brownfield site presents a unique opportunity for redevelopment to allow for new residential development that is more suitable to the location of the site and its surrounding residential uses, as envisaged by Council in the objectives for the area contained in their LEP and DCP.

Strategic directions contained in Council and State planning policies indicate that significant commercial or industrial uses are no longer economically feasible and point to transforming the precinct for residential purposes.

Specifically, the City of Ryde website describes the MEA as follows:

“The Meadowbank Employment Area is strategically located near Victoria Road and Church Street on the southern boundary of the City of Ryde. It has easy access to Ryde’s shopping centres and services and to major arterial roads, making it easy to travel into the city, to the coast or to the mountains.

Meadowbank has excellent public transport facilities and the riverfront parks provide many recreational opportunities. Good neighbourhood schools are within walking distance.

The new Development Plans aim to change an aging industrial area into a vibrant, mixed-use community overlooking the Parramatta River. The area will be socially, economically and environmentally sustainable: a place where people can live, shop, work and play - without using the car.”

However, Council in its 2008-2012 Management Plan acknowledge that the market for commercial or industrial uses on the Concept Plan site are now limited, stating:

“The Meadowbank Employment Area (MEA) is in transition. The planning documents that are now in place allow for change of land use, from the traditional industrial land uses to commercial, light industrial and residential activities. These controls have been reviewed to allow for greater emphasis on residential developments.”

The limiting of non-residential uses on the Concept Plan site is supported in an Economic Assessment by Hill PDA land economists included in the EA and previous studies carried out for Council which indicate that the area is well serviced by larger employment areas in the region at Top Ryde, Macquarie Park, Rhodes and Sydney Olympic Park.

Accordingly, the Concept Plan supports the primarily residential redevelopment of the Shepherds Bay site. The site is located close to community services and facilities, public transport and higher density residential, mixed-use, commercial and industrial development. The location of the site adjacent to the Parramatta River foreshore, mangrove communities and connection to the regional open space network including Ryde Riverwalk provide an excellent opportunity to design a new, primarily residential development with a maximum of 10,000sqm GFA of commercial, retail or community uses. It is a development that is responsive to the unique natural setting, promotes and enhances recreational opportunities and utilises existing public transport networks and provides significant benefits to the existing community of Shepherds Bay.

SHEPHERDS BAY URBAN RENEWAL

8.6. TRANSPORT AND ACCESSIBILITY IMPACTS

DGR 6: TRANSPORT AND ACCESSIBILITY IMPACTS (CONSTRUCTION AND OPERATIONAL)

The EA shall address the following matters:

- provide a transport and accessibility study prepared with reference to the metropolitan transport plan – connecting the city of cities, the updated state plan, NSW planning guidelines for walking and cycling, the integrated land use and transport policy package the RTA’s guide to traffic generating developments, and the Meadowbank Employment Area – masterplan transport assessment July 2007, considering traffic generation (including daily and peak traffic movements), an estimate of the trips generated by the proposed development, any required road/intersection upgrades, access, loading dock(s) & service vehicle movements, car parking arrangements, measures to promote public transport usage and pedestrian and bicycle linkages;
- the transport and accessibility study should model the key intersections listed in the RTA’s letter dated 22 April 2010;
- provide an assessment of the implications of the proposed development for non-car travel modes (including public transport, walking and cycling); the potential for implementing a location-specific sustainable travel plan, the provision of facilities to increase the non-car mode share for travel to and from the site, including an assessment of existing and proposed pedestrian and cycle movements through, and within the vicinity of the subject site, taking into account Council’s Ryde Bicycle Strategy and Masterplan 2007;
- demonstrate that a minimalist approach to carparking provision is taken based on the accessibility of the site to public transport;
- demonstrate how users of the development will be able to make travel choices that support the achievement of relevant state plan targets;
- aim to enhance east-west and north-south access through the site, including improvements to pedestrian access from/through the site to Meadowbank rail station to the west and Church Street bus services to the east,
- the provision of sufficient on-site car parking for the proposal having regard to local planning controls and RTA guidelines. (note: the Department supports reduced car parking rates in areas well-served by public transport); and,
- preparation of a traffic management and accessibility plan (TMAP).

In support of Council’s LEP objective to “ *integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling*”, one of the principal design objectives of the Concept Plan was to create a ‘transit-oriented’ development based heavily on improved accessibility to the three public transport nodes in Shepherds Bay. Safe, high quality pedestrian and cycle links are proposed to encourage a shift away from the use of private cars in Shepherds Bay. To this end the Concept Plan has included all new links required by Council’s DCP and added more.

A Transport and Accessibility Study (TMAP) prepared by Varga Traffic Planning, included in the EA, together with additional traffic modelling details provided to the Department on 24 August 2011 and accompanying this PPR at Annexure 22 support the Concept Plan (Preferred) and addressed issues raised by Council and the RTA.

New Road Infrastructure

The Concept Plan envisages a number of improvements to the local road network in Shepherds Bay as follows:

- construction of a new two-way local access road along the foreshore, between Belmore Street and Bowden Street by connecting the two ends of Rothesay Avenue , and
- dedication of land to Council and construction of a new two-way local access road connection between Belmore Street and Bowden Street, by extending Nancarrow Avenue to Hamilton Crescent.

Improved Public Transport, Pedestrian and Cyclist Accessibility

The Concept Plan site enjoys excellent access to three modes of public transport and facilities:

- located approximately 500m walk from Meadowbank Railway Station and the local shopping centre which comprises a range of shops, restaurants and services such as the local post office. In addition the Concept Plan site immediately adjoins the Waterpoint development on Belmore Street which contains a range of shops, including a supermarket, restaurants and community meeting space.
- located within approximately 300m walking distance of the local primary school, and approximately 500m walking distance from Meadowbank TAFE College.
- with direct access to a number of regular bus services which traverse the site via Constitution Road and Bowden Street which connect with Meadowbank Railway Station and Meadowbank Ferry Wharf, in addition to the more regional

- services available in Church Street and in Victoria Road, to the east and north of the site respectively.
- with the ferry wharf located approximately 400m walk from the mid-point of the site, providing regular ferry services between Parramatta and the Central Sydney CBD.

The submitted TMAP concluded that planned changes and improvements to the local road network within the Concept Plan “*will significantly improve the permeability of the neighbourhood for pedestrians and cyclists, particularly for those residents wishing to walk or cycle to the nearby primary school, TAFE college, railway station or ferry wharf*”.

In addition, it concluded that the Concept Plan will improve facilities for cyclists in Shepherds Bay with the provision of a number of new bicycle paths. New bicycle paths are proposed along Constitution Road and along the two new east-west access roads as well as a bicycle path following a north-south alignment between the foreshore and Constitution Road.

Additional TMAP details requested by the Department are included in Annexure 22 to this PPR.

Traffic Impacts of Concept Plan Development

The various traffic assessments and modelling included at Annexure 22 concluded that the redevelopment envisaged in the Concept Plan would not generate significant additional traffic when compared to the existing industrial uses, even though the traffic modelling was based on the industrial sites currently operating at a 59.2% occupancy rate.

Based on the traffic generation rates nominated in the RTA Guidelines the Concept Plan site redeveloped for 3,000 dwellings was modelled and the resultant increase in the potential additional traffic generation, compared to the industrial uses remaining and occupancy rate of 59.2%, was found to be approximately 150 vehicles per hour. It is therefore reasonable to assume that the Preferred Concept Plan with only 2,005 dwellings will generate even less additional traffic in the locality.

This increase in traffic was assessed by Varga Traffic Consultants to be relatively minor, particularly when it is considered in the context of the existing traffic flows of some 11,000 vehicles per hour on the adjacent road network (ie. on Church Street and Victoria Road). It was also noted that the increased or additional traffic flows will be dispersed over a number of different routes which form part of the road network serving the local area.

That report also concluded that:

- the road improvements proposed in Constitution Road will satisfactorily accommodate the needs of the proposed development;

- the potential growth in through traffic volumes by 2026 may warrant the implementation of traffic calming measures to ameliorate the effects of that growth in through traffic activity;
- the cumulative development potential of the proposed development will not have any unacceptable traffic implications in terms of road network capacity, and;
- the proposed development will not have any adverse impacts on the performance of nearby intersections, and will not require upgrading or road improvement works, other than those proposed in Constitution Road.

Further traffic modelling of the regional and other background traffic to 2026 revealed that a range of additional traffic calming and lights will be required to cater for increases in traffic in the area over time. The Report by Road Delay Solutions at Annexure 22 however concludes that the demand vast majority of these additional works is not generated by the Concept Plan development but rather thje regional flows and local area movements.

Parking

In response to the Department of Planning’s request that the Concept Plan car parking rates be reduced to reflect the site’s location with good access to public transport. Specifically, they have been reduced to more closely align with the RTA Guidelines for residential developments, and are as follows:

1&2 bed apartments 1 space per apartment
3 bed apartments 2 spaces per apartment
plus 1 visitor space per five apartments

Location Specific Sustainable Travel Plan

In response to the recommendation in the TMAP, the Statement of Commitments commits the Proponent to the preparation of a Sustainable Travel Plan for the Concept Plan site as a condition of Approval.

Civil Design

The Proponent invites a condition of Approval in the Statement of Commitments that all Civil Engineering components of the Concept Plan development be designed to comply with:

- The relevant Australian Standards and Design Codes including Austroads and the Roads and Traffic Authority Road Design Guidelines.
- The requirements of the relevant Statutory Authorities and Local Regulations including Council Master Scheme requirements and the Shepherds Bay Development Control Plan.
- Relevant Natspec technical specifications modified to the requirements of this project prepared by a suitably qualified Civil Engineer.

8.7. ENVIRONMENTAL AND RESIDENTIAL AMENITY

DGR 7: ENVIRONMENTAL & RESIDENTIAL AMENITY
The EA must address solar access, acoustic privacy, visual privacy, and view loss and demonstrate that the concept plan development and Stage 1 Project Application achieve a high level of environmental and residential amenity. The concept plan overall, and the Stage 1 Project Application will need to address SEPP 65 and the Residential Flat Design Code (RFDC).

The Concept Plan development achieves a high level of environmental and residential amenity.

The Solar and Natural Ventilation Assessment, prepared by Steve King which accompanied the EA acknowledged that the site slopes steeply to the south and has a dominant view over the harbour in the same direction. Together with a planning constraint which encourages the preservation and reinforcement of the existing street grid, the potential to achieve midwinter solar access to a significant proportion of the site is difficult.

The final Concept Plan (Preferred) design has involved a review of the building massing to achieve the optimum solar access amenity to both the future residences and public domain areas, exposure to prevailing summer cooling breezes and competing urban design and amenity issues.

8.7.1 Solar Access

The Concept Plan site is south facing with topography sloping towards the south. The orientation of the site places constraints on solar access. Revised Shadow Analysis Diagrams of the Concept Plan (Preferred), prepared by Robertson Marks Architects are included as part of Annexure 3 to this Report and the diagrams at Figure 53.

In summary that Analysis of the Concept Plan (Preferred) revealed:

- the building separation has been increased to improve solar access to the apartments and reduce overshadowing of the adjoining developments.
- the earlier long length of street façades have been broken with lower sections of building and additional breaks included in building forms, providing more opportunity of solar access into internal podium courtyards and sun penetration to a greater number of apartments opening onto the new northern façade at the building module.
- the increased number of high rise residential towers has increased the percentage of units with a northern orientation and unfettered solar access.

8.7.2 Natural Ventilation

As demonstrated in the Stage 1 Project Application, the proportion of apartments that achieve cross ventilation by openings to two or more facades is limited by the typical, more economically viable, double loaded planning, fixed road layout and perimeter style building envelopes.

However at least 75% of apartments within each stage can achieve cross ventilation. This is on the basis that single aspect apartments with highly articulated facades and multiple openings as proposed in the Concept Plan can achieve ventilation rates comparable to cross ventilated apartments. Accordingly, the Concept Plan (Preferred) will be capable of achieving ‘deemed to comply’ satisfactory natural ventilation.

8.7.3 Acoustic Privacy

The site has frontages to Constitution Road and Church Street. Development along these frontages will be designed to ameliorate acoustic impacts. Consideration has been also been given by Roberston Marks to acoustic impacts on adjacent residential development and within the development itself.

In addition, a Noise Impact Assessment, prepared by Acoustic Logic Consultancy was included in the EA. That report assessed potential traffic noise, railway noise and vibration impacts on the proposed Concept Plan development against the requirements of the Department of Planning *Development near Rail Corridors and Busy Roads Interim Guideline* and the *DECCW Interim Construction Noise Guidelines and DEC NSW Assessing Vibration: A Technical Guideline*. The assessment set out recommendations to reduce the impact of noise and comply with the guideline requirements. Such recommendations include glazing of windows. The report concluded the potential impacts can be successfully managed in the detailed design of each development stage.

Individual buildings will be required to meet all relevant BCA standards for acoustics.

8.7.4 Visual Privacy

Visual privacy between neighbours within the proposed development as well as with adjacent existing and approved residential development will be maintained by commitments to appropriate setbacks, building orientations, locations of doors, windows and balconies, appropriate privacy screening and landscaping.

8.7.5 Accessibility

The Concept Plan (Preferred) has been formulated to maximise accessibility to and between areas of the site and between private and public domain areas. An Accessibility Concept Plan Review, prepared by Morris Goding Accessibility Consulting is included as Annexure 21. That report addressed the final Concept Plan development stages and publicly accessible areas against the requirements of relevant legislation for residents, workers and visitors with varying degrees of disabilities. They concluded that all development stages can comply with the relevant guidelines and legislation. They note that not all publicly accessible open spaces can have accessible paths of travel leading to them because of the constraints of the existing steep sloping natural terrain and street layout.

It is intended that detailed confirmation of compliance will occur during the detailed development or project application stage for each building, including consideration of public domain areas for each stage.

The Concept Plan (Preferred) adopts the Morris Goding Accessibility Consulting recommendations to be provided within the Project or Development Applications for each building within the Concept Plan as follows:

- *Provide 10% adaptable units in accordance with Ryde Council DCP. The adaptable units need to comply with AS4299 Class A.*
- *Provide 1 adaptable unit car bay for each adaptable unit in accordance with Ryde Council DCP,*
- *Residential common use areas are to comply with DDA Premises Standards.*

8.7.6 Adaptable Housing

As mentioned above, a minimum of 10% of apartments will be designed to be accessible. Pathways from the development to the communal area and car parking are also to be designed to be accessible.

8.7.7 SEPP 65 Assessment

A revised assessment of the Concept Plan (Preferred) against the objectives and guidelines of State Environmental Planning Policy 65 – Design Quality of Residential Flat Development and the Residential Flat Design Code (RFDC) was undertaken by Robertson + Marks Architects and PLACE Design Group. Refer Annexure 9.

The assessment concludes that the Concept Plan (Preferred) including all the building envelopes have been designed to enable future detailed development designs can be consistent with SEPP 65 and the Guidelines contained in the Residential Flat Design Code.

8.8. PUBLIC DOMAIN

DGR 8: PUBLIC DOMAIN
The EA shall provide details on the interface between the proposed uses and public domain, and the relationship to and impact upon the existing public domain.
The EA shall address the following:

- potential improvements to the existing public domain including provision of foreshore access, local streets, footpaths and shared – zones and identify any proposed road closures, openings and re-alignments;
- interface of proposed development and public domain;
- an assessment of the quality and quantity of public open space in context with forecasts of demographic mix/population of the overall Meadowbank Employment Area;
- relationship to and impact upon existing public domain; and
- provision of a strategy to activate and enhance the presentation and amenity of the site and the existing/proposed public domain including consideration of a public art plan.

The Concept Plan (Preferred) facilitates street activation through sympathetic building design, with generous ground floor ceiling heights at ground level catering for a variety of uses, including retail and community facilities, fronting attractive open spaces. The Concept Plan (Preferred) will facilitate the planned regeneration of the area from the existing outmoded industrial development which generally consists of large buildings that discourage private/ public interaction and hinder pedestrian accessibility, to a well connected new living area.

The Concept Plan (Preferred) building footprints have been designed to ensure that all buildings address public domain areas including the foreshore reserve, parks and streets. The orientation of balconies and living areas towards the public domain will provide attractive outlooks and casual surveillance. Units on the ground floor will contain terraces and private open space which will be screened by fencing and landscaping.

SHEPHERDS BAY URBAN RENEWAL

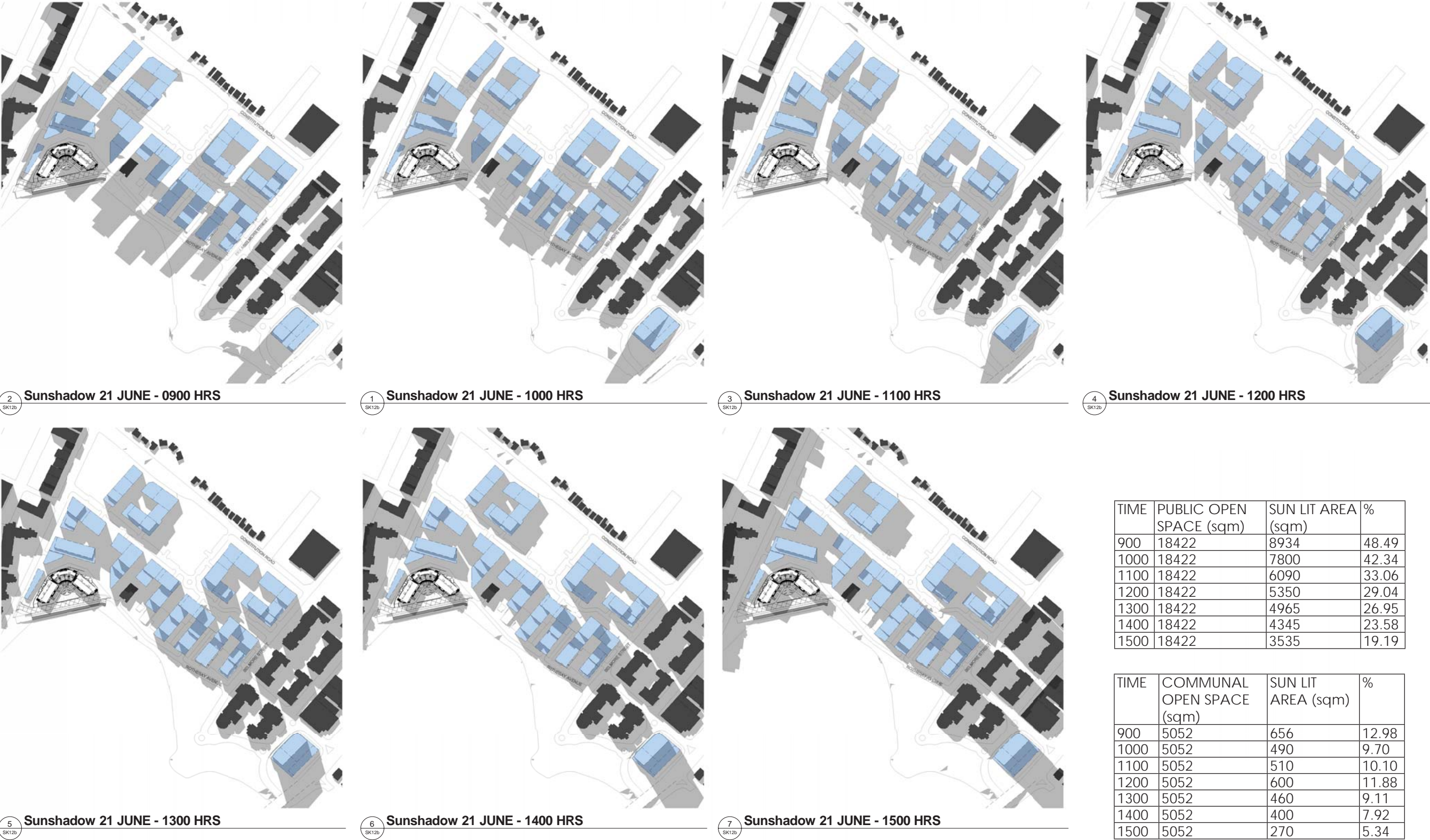


FIGURE 53. CONCEPT PLAN SUNSHADOWS

8.9. ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

DGR 9: ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

The EA shall detail how the development will incorporated ESD principles in the design, construction and ongoing operation phases of the development.

The EA must demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice.

The urban form of new development envisioned in the Concept Plan (Preferred) is designed to minimise reliance on motorised transport and maximise the efficiency of land supply supporting the concept of compact cities. The area is currently in transition and the proposal will improve land use compatibility. The density of the proposed development reflects its location close to employment areas and public transport hubs (bus, rail and ferry). The development contains a mix of apartment sizes to cater for a range of demographics. The consolidation of the development into taller, smaller building footprints also results in approximately 18,422sqm of the site being available for publicly accessible open space.

Improved pedestrian access to the three different modes of public transport in the vicinity should assist in encouraging a shift to a more sustainable modal split public/ private transport.

An Ecologically Sustainable Development (ESD) guidelines and report, prepared by Ecospecifier accompanied the EA. Their supplementary letter, attached as Annexure 11 confirms that the Concept Plan (Preferred) is consistent with the comments and recommendations contained in their original report. The Concept Plan (Preferred) adopts the ESD recommendations contained in that report which provides a range of guidelines for the development of the Concept Plan site, based on compliance with the EnviroDevelopment Targets.

It is intended that the individual developments meet at a minimum the base ESD targets in these guidelines. However some, for example, reduction in car parking rates are dependent on approval of consent authorities.

8.10. UTILITIES

DGR 15: UTILITIES

In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities including staging of infrastructure works for Stage 1 and the remaining stages in the Concept Plan.

Consultation has been undertaken with utility companies to identify works required for the provision of utilities for the development. A Services Infrastructure Report, prepared by Floth Sustainable Building Consultants, accompanied the EA and their supplementary letter attached as Annexure 14, confirm that preliminary investigations and discussions with the relevant authorities reveal that the site can be provided with all essential utility services from existing infrastructure with system augmentation as described in the EA and Floth’s original report.

- As detailed in the EA:
- Preliminary advice from Energy Australia indicates that new high voltage feeders will be required to serve the development. The Proponent and developer continue to work with Energy Australia who are conducting a feasibility study to determine the most suitable detailed solution.
 - Telecommunications services can be provided from the nearby Ryde Telephone exchange.
 - The Concept Plan site can be served from existing high pressure gas mains located in the roads bounding the development. Extensions and augmentations will be further investigated as specific sites are developed.
 - Water and sewerage will require amplifications within and external to the development precinct. A Section 73 Certificate is required and this can only be applied for after development consent is granted.

8.11. TOPOGRAPHY AND EXCAVATION

The current landform in many areas across the Concept Plan site has been substantially modified through benching to provide for the existing large footprint industrial buildings and at-grade car parking and loading areas. In many cases, natural ground levels cannot be determined.

As detailed in the EA, in order to render the Concept Plan site more usable and accessible the reshaping of the already significantly ‘unnatural’ topography in parts of the site, is required. This enables the design of more accessible building envelopes, streets and parkland consistent with the LEP and DCP layouts to achieve a better planning outcome.

As detailed in Section 4 of this Report, *Building Heights*, maximum RL heights of each new building envelope have been established relative to the RL’s of adjacent streets and open spaces within the Concept Plan site and the extrapolated new regraded topography.

8.12. GROUNDWATER MANAGEMENT

DGR 14: GROUNDWATER MANAGEMENT

The EA is to identify groundwater issues and potential degradation to the groundwater source and shall address any impacts upon groundwater resources, and when impacts are identified, provide contingency measures to remediate, reduce or manage potential impacts.

If the proposal is likely to intercept groundwater, the need for a water licence under Part 5 of the Water Act 1912 should be addressed in the EA.

The EA shall address the impact of the proposal on groundwater dependant ecosystems.

The Stage 1 Project Application shall provide details of any basement levels and associated tanking. The EA shall consider how basement voids will be isolated from the surrounding environment.

A Preliminary Screening Contamination Assessment prepared by Douglas Partners was included in the EA. They concluded that groundwater contamination, if present would likely be limited in extent and localised to the location of the contamination source (i.e. localised to an underground tank) and detailed assessments could be undertaken at the DA or Project Application Stage.

8.13. RIPARIAN LAND AND THREATENED SPECIES

DGR 13: RIPARIAN LAND AND THREATENED SPECIES

The EA is to provide details of the protection and rehabilitation of riparian land along the Parramatta River, including consideration of wider riparian setbacks in key locations to enhance the local foreshore connectivity value, and public access.

The EA shall address impacts on the wetland protection area including threatened species, populations and endangered ecological communities and their habitats and steps taken to mitigate any identified impacts to protect the environment, in accordance with DECCW ‘Threatened Species Assessment Guidelines 2007’.

The Commonwealth Department of Environment, Water, Heritage and the Arts should be consulted to ascertain whether the proposed development triggers the need for an assessment and approval under the [Commonwealth](#) Environment Protection and Biodiversity Conservation Act 1999.

An Ecological Assessment by LesryK Environmental Consultants was included in the EA. That assessment of the submitted Concept Plan (the Terrace) against all relevant environmental legislation concluded that the results of the flora and fauna surveys, and the review of known literature and database sources, showed no ecological constraints to the redevelopment of the landward portions of the subject site.

They concluded further that the development of Concept Plan site, which is highly disturbed and modified due to its land use history, would not notably affect any populations of any native flora or fauna such that they are threatened. Similarly the development of the site would not remove, isolate, fragment or considerably affect any habitats of local, regional, state or national conservation concern.

That report was based on the Terrace Concept Plan which proposed extensive works within the foreshore reserve and boardwalking close to the riparian mangrove community. No works are now proposed within Council’s foreshore reserve with the Proponent instead providing funds to Council by way of the VPA for improvements to the reserve which includes the extension of the foreshore road across the front of the Concept Plan site. Accordingly, any potential risks to the foreshore environment have now been substantially removed.

As requested by the Department of Planning in their letter of 5 June 2011, additional species impact assessments of the potential impacts on the existing Eucalyptus nicholii trees and microchiropteran bats has been undertaken by LesryK Environmental Consultants, attached as Annexure 12.

These assessments concluded as follows:

Given that the Narrow-leaved Black Peppermint individuals present within the subject site are planted and well outside its distribution range, their removal is not considered to have an adverse impact on the local population or viability of this species.

With regards to microchiropteran habitat, no bat species are considered to be roosting within any of the buildings proposed for removal that were focused on during the study. Furthermore, none were recorded foraging within close proximity to the buildings. As such, the proposal can proceed as planned without having an adverse impact on any native flora or fauna of conservation concern.

8.14. CONTAMINATION AND GEOTECHNICAL ISSUES

DGR 17: CONTAMINATION AND GEOTECHNICAL ISSUES

The EA is to demonstrate that the site is suitable for the proposed uses in accordance with SEPP 55, and identify how future remediation will be managed to accommodate staging and occupation of residential buildings. This assessment should also include an analysis of any risks/hazards associated with urban salinity/acid sulphate soils.

A Preliminary Geotechnical and Groundwater Assessment, prepared by Douglas Partners was included in the EA.

They concluded that any contamination was likely to be localised and recommended that the existing and previous use of the site for industrial purposes be adequately addressed as part of the detailed design of each development stage and development sites be progressively made suitable for the proposed residential uses in accordance with SEPP 55.

Remediation of the Stage 1 site has been addressed as part of a previous DA consent.

8.15. DRAINAGE, STORMWATER AND FLOODING

DGR 12: DRAINAGE, STORMWATER MANAGEMENT AND FLOODING

The EA shall include a stormwater inundation impact assessment/flood study addressing: drainage/groundwater/flooding issues associated with the development/site, including infrastructure upgrades, stormwater, overland flows, management strategies/mitigation measures for development in flood affected areas; proximity to the Parramatta River foreshore; drainage infrastructure; and incorporation of water sensitive urban design measures, including an assessment of the potential effects of climate change, sea level rise and an increase in rainfall intensity.

The EA shall include an integrated water management plan including any proposed alternative water supply, proposed end uses of potable and non-potable water, demonstration of water sensitive urban design and any water conservation measures.

A Flooding and Stormwater report and plans prepared by Cardno Willing included in the EA addressed the above issues, including overland flow paths, Council’s planned area-wide stormwater infrastructure upgrades and lowering of Constitution Road.

Revised Stormwater Management Plans for the Concept Plan (Preferred), are currently being prepared by Cardno Willing and will be submitted as soon as completed. A concept sketch and letter are included as Annexure 20. The detailed designs for each development stage will be prepared at the relevant development application stages.

The Proponent is committed to providing the necessary stormwater upgrades, the broad details of which will be included in the final VPA when negotiated with Council.

As requested by the Department and Council, additional flood modelling has been carried out and included as Annexure 15.

The Proponent confirms that all building envelope basement and ground floor levels have been designed to be at least 0.5 metres above the maximum identified flood levels.

In addition, a letter attached in Annexure 20 Cardno advise with regard to the stormwater and flood risk management of the revised layout:

“ The alignment of the overland flow path / landscaped corridor between Nancarrow Avenue and the foreshore is comparable to the alignment assessed and reported in our letter report dated 23 September 2010.

We therefore expect that the impacts on flood levels of planned drainage system upgrade and the development layout incorporating the overland flow path / landscaped corridor between Constitution Road and the foreshore and the resulting conclusions assessed in September 2010 are representative of the impacts on this section of the final Masterplan layout on flooding. The relevant conclusions were:

(i) The planned drainage augmentations up to and including Ann Thorn Park in combination with additional inlets in the Nancarrow Ave low point are able to prevent overland flows down the proposed overland flowpath between Constitution Road and Shepherds Bay under Future Conditions including under a climate change scenario ie. the design intent is met; and

(ii) While overland flows would discharge down the flowpath between Constitution Road and Shepherds Bay in the PMF the planned drainage augmentations will greatly reduce the extent of High hazard flooding in comparison with Existing Conditions. ”

8.16. NOISE ASSESSMENT

DGR 16: NOISE ASSESSMENT

The EA should address the issue of noise impacts and provide details of how these will be managed and ameliorated through the design of the buildings, in compliance with relevant Australian Standards and the Department’s Interim Guidelines for Development Near Rail Corridors and Busy Roads.

The EA shall address noise impacts during the construction phase of the development and address how these will be managed and mitigated in accordance with the “Interim Construction Noise Guideline” (DECCW, 2009).

Noise impacts were addressed in the Noise Assessment included in the EA which provided requirements for development within the Concept Plan site. It is intended that any potential noise impacts be ameliorated through the design of the buildings and adequate set back of residential dwellings from Church St.

8.17. HERITAGE

As detailed in the Heritage Assessment and Interpretation Strategy, prepared by Rappoport heritage consultants, included in the EA, there is one locally listed heritage building on the site at No.33-37 Nancarrow Avenue. In accordance with Council’s resolution, the factory complex on that site is required to be removed to allow for necessary stormwater works and reconstruction of Constitution Road by Council.

The Concept Plan (Preferred) adopts the recommendations of the Interpretation Strategy which provides methods and ideas for interpretation of the historical provenance of the site in the architecture and public domain, based on its research of the historical evolution of the site.

8.18. AFFORDABLE HOUSING

The Concept Plan (Preferred) requires a mix of apartment sizes be provided including one bedroom units. The increased housing supply in the area and proposed apartment mix will increase housing choice and ease affordable housing issues in the area.

8.19. DRAFT STATEMENT OF COMMITMENTS

DGR 18: STATEMENT OF COMMITMENTS

The EA must include a Draft Statement of Commitments detailing measures for the environmental management, mitigation measures and monitoring for the project.

A Draft Statement of Commitments was included in the EA and a revised Statement is included in Section 6 of this PPR. This has been revised based on the revised design and submissions received from key stakeholders, authorities, the community, Council and the Department of Planning and is contained in Section 6 of this Report. It details the Proponents commitment to put in place measures for environmental management, public transport initiatives, risk mitigation measures and monitoring for the project.



9. CONCLUSION

SHEPHERDS BAY URBAN RENEWAL

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The Concept Plan (Preferred) facilitates the redevelopment of outmoded waterfront industrial lands for new residential, community, commercial, open space, and stormwater purposes adjacent to form a new element in an existing sought after residential area of Sydney.

The proposal is in the public interest and serves to create a vibrant new primarily residential development that is seamlessly linked to the existing residential areas of Meadowbank. The development envisaged by the Concept Plan will be of high quality and contribute positively to Shepherds Bay as a whole.

The Concept Plan (Preferred) design is the result of substantial review of the submitted Concept Plan in response to comments received from the Department of Planning, the City of Ryde Council, key government authorities and the community.

Key revisions to the Concept Plan now submitted as the subject Preferred Project include:

- Sites not owned or controlled by the Holdmark Group of companies have been excluded from the Concept Plan site area, with only indicative City of Ryde Council Draft LEP & Draft DCP compliant redevelopment schemes indicated to demonstrate that other property owners are not disadvantaged by the Concept Plan development;
- No works are now proposed in the Council owned foreshore reserve which minimises any potential for riparian zone impacts;
- Concept approval for a minimum dwelling yield of approximately 2,005 dwellings, representing a decrease of between 300 and 500 dwellings (dependent on the dwelling mix) from the originally submitted Concept Plan;
- Building envelopes fronting Constitution Road and other streets within the Concept Plan have been revised to more closely align with Council’s latest Draft LEP Height Map and Draft DCP Setbacks Map;
- Additional vertical and horizontal articulation of envelopes has been included to maximize solar access and view sharing with the introduction of one and two storey ‘pop up’ levels in some areas;
- Building envelopes that are capable of compliance with SEPP65 and the guidelines contained in the Residential Flat Design Code;
- A revised open space plan that includes approximately 18,422sqm of publicly accessible open spaces within the Concept Plan site which link seamlessly to Council owned roads and foreshore reserve;

- Substantial reduction in on site car parking numbers based more closely on the RTA recommended rates when compared to Council DCP car parking rates applied in earlier development options;
- Additional details provided on stormwater upgrades and confirmation that all building envelopes and floor levels have been designed to be at least 0.5m above the 100 year ARI flood event;
- Additional TMAP and traffic modelling demonstrating that the site is well located for a new transit oriented residential community, which is predicted to result in only minor increases in local traffic into the future.

The EA and this Preferred Project Report have demonstrated that the matters for which approval is sought are generally consistent with applicable environmental planning instruments and address the Director General’s Environmental Assessment Requirements and additional correspondence received from the Department of Planning, Council and relevant authorities and the community. The redevelopment of the Shepherds Bay area is of a high quality design and will create a wide range of benefits for the existing and new community.

The Concept Plan (Preferred) represents a positive improvement to the urban fabric of Shepherds Bay. The future development facilitated by the Plan:

- is consistent with the objectives of the Environmental Planning and Assessment Act 1979 of encouraging the orderly and economic development of land;
- is consistent with the principle of more compact cities, which is a major element of the State Government’s Metropolitan Strategy and assists in meeting the residential targets contained in the Inner North Regional Strategy and reduced environmental impacts from urban expansion by increasing housing in the inner and middle ring areas;
- is appropriately located, recognised by the land use provisions within Council’s LEP 2010 and the more recent Draft LEP as being a desirable site for the land uses proposed. The subject site is located in an established urban area with a network of urban infrastructure services including utilities, recreation, and community services;
- is well served by three modes of public transport, will improve the viability of these services and has been designed to encourage a modal shift away from private vehicles;
- involves the equitable reuse of surplus industrial land, ensuring that more accessible ‘inner ring’ areas of land are available for residential use. The subject site provides the opportunity for additional housing in an existing and evolving residential area by making use of surplus industrial land and building on established communities and transport links;

- is of high quality, supporting the objectives and controls contained in the relevant environmental planning instruments and policies;
- will improve supply and diversity in housing choice and hence improved affordability within a highly accessible, sought after area of the Sydney region;
- has been designed to be environmentally sustainable through building siting, design, choice of materials, water and energy conservation and environmental protection and interpretation;
- will be dynamic development, creating new high quality elements in the urban form of the locality in this prime location, linking existing residential areas to the waterfront via a high quality system of new pedestrian links, parklands and roads;
- is environmentally sensitive and liveable, being designed with much care to minimise any environmental impacts on adjoining properties, public domain areas or the locality in general, while celebrating the historic uses of the site;
- offers significant benefits for the wider community of Shepherds Bay and Meadowbank;
- offers economic benefits to the local community by increasing employment opportunities both during construction and by subsequent occupation of the proposed development; and
- is complementary to the recent and planned future urban form of the Shepherds Bay.

The Concept Plan (Preferred) responds appropriately to the unique characteristics of the site and its context within the locality. Development of the site as proposed is meritorious and will make a positive contribution to the urban fabric of the area.

Accordingly, it is recommended that the Minister for Planning support this proposal by approving the subject Concept Plan Application No.MP 09_0216.