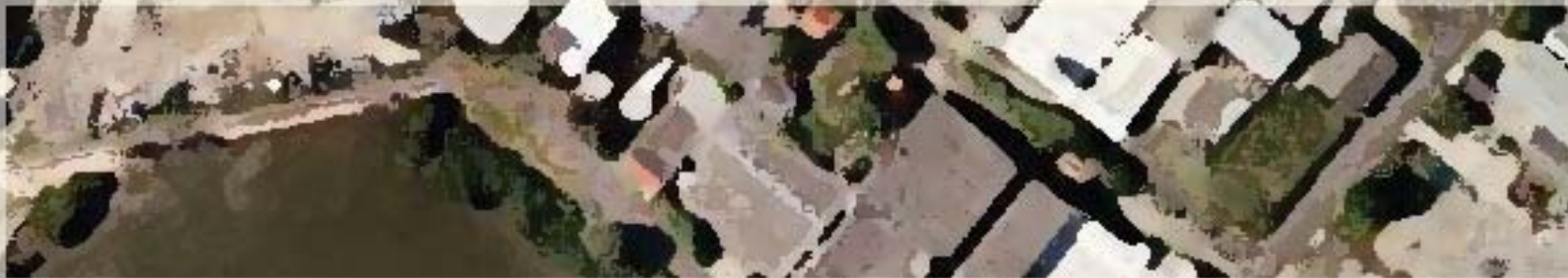


SHEPHERDS BAY URBAN RENEWAL, MEADOWBANK



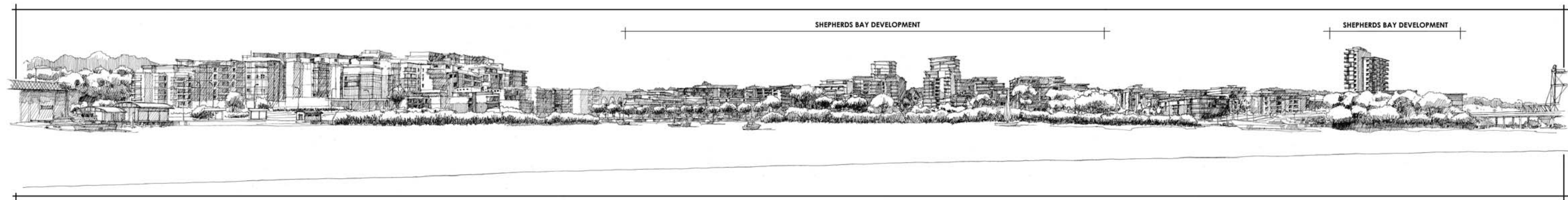
ENVIRONMENTAL ASSESSMENT REPORT

CONCEPT PLAN APPLICATION (MP 09_0216)
STAGE 1 PROJECT APPLICATION (MP 09_0219)

PREPARED BY ROBERTSON+MARKS ARCHITECTS
AND
PLACE DESIGN GROUP

FOR HOLDMARK PROPERTY GROUP PTY LTD
07 JANUARY 2011

SHEPHERDS BAY URBAN RENEWAL



I hereby certify that the information contained in this Environmental Assessment is to our knowledge neither false nor misleading.

A handwritten signature in black ink, appearing to read 'D. Sutherland'.

Signed: Deborah Sutherland
Principal
PLACE Design Group

07 January 2011

SHEPHERDS BAY URBAN RENEWAL

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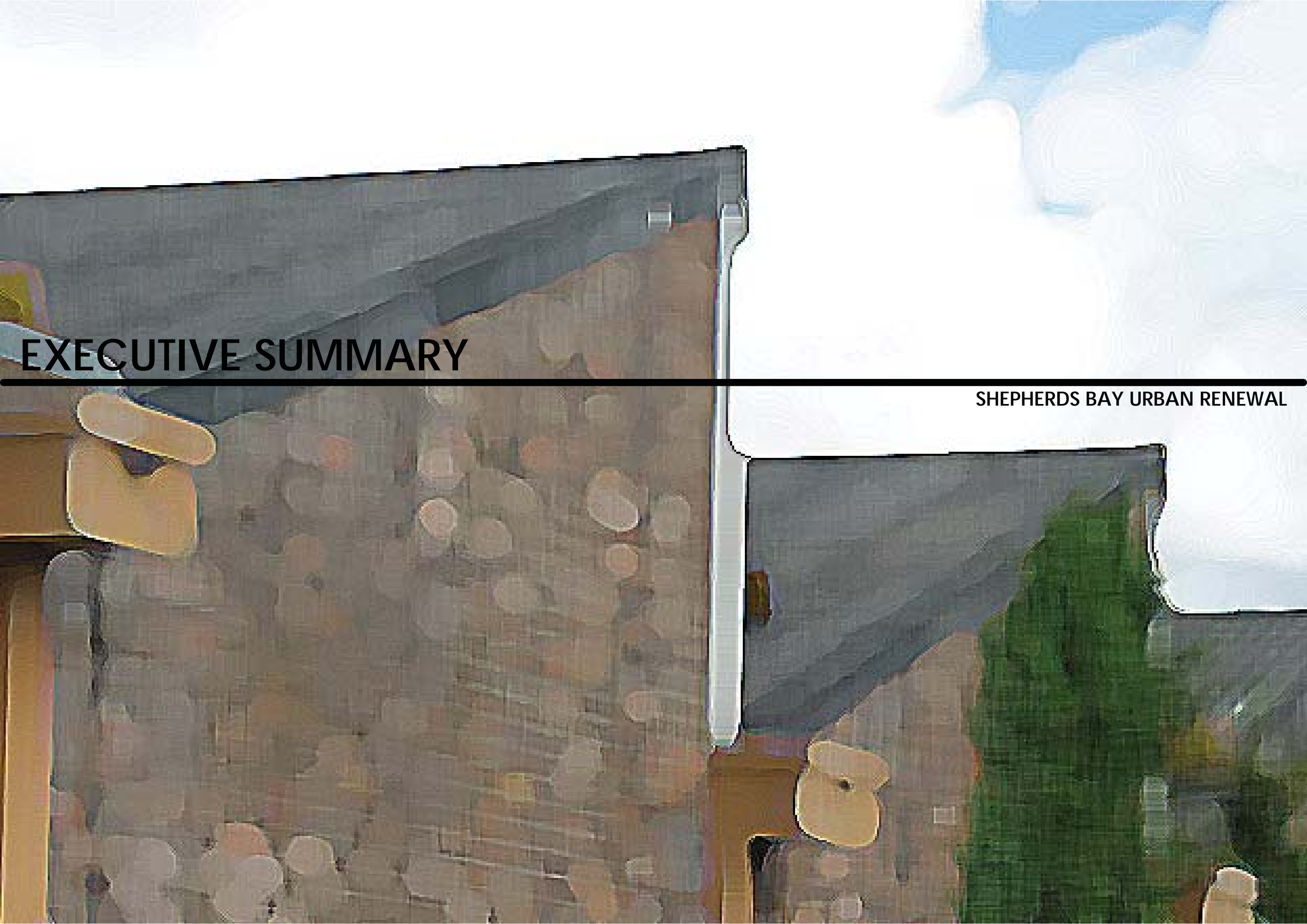
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EXECUTIVE SUMMARY

SHEPHERDS BAY URBAN RENEWAL

SHEPHERDS BAY URBAN RENEWAL

EXECUTIVE SUMMARY

Introduction

This Environmental Assessment, prepared by PLACE Design Group on behalf of the Proponent, Robertson Marks Architects, is submitted to the Department of Planning (the Department), in support of a Concept Plan Application (MP 09_0216) and Stage 1 Project Application (MP 09_0219). The Applications seek approval for the redevelopment of the subject lands fronting Shepherds Bay at Meadowbank for residential, commercial, community, open space and stormwater purposes. The Environmental Assessment is made under State Environmental Planning Policy (Major Development) 2005 and Part 3A of the Environmental Planning & Assessment Act, 1979 (the Act).

Strategically located at the “southern gateway to the City of Ryde”, the subject lands (described in **Tables 2 and 3**) 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 proposed Concept Plan and Stage 1 Project constitute major development under State Environmental Planning Policy (Major Development) 2005. Group 5 of Schedule 1 - Part 3A Projects is applicable to residential, commercial or retail developments with a capital investment of more than \$100 million. The capital investment of this project is in the order of \$852 million, therefore falls within the definition of a Part 3A project under the SEPP.

This has been confirmed by Quantity Surveyors, Report shown at **Annexure 4**.

On **3 March 2010**, the Proponent was formally notified by the Director General of the Department of Planning that the Minister had declared the Concept Plan and Stage 1 Project developments to be a Part 3A development. Subsequently, on 20 May 2010 the Director-General Requirements were issued for the preparation of the site for the detailed Concept Plan and Stage 1 Environmental Assessment Report for the subject sites. Refer to **Annexure 1**.

The Concept Plan and Stage 1 designs are supported by significant public benefits that will result from the proposed redevelopment and informed by:

- the Sydney Metro Strategy and Inner North Regional Strategy;
- Ryde LEP 2010 and DCP2010;
- recent residential projects in the area which have all varied Council’s DCP controls;
- detailed urban design and environmental assessment;
- economic studies;
- heritage assessment; and
- traffic assessment and TMAP.

The proposal supports the State Government’s Inner North Regional Strategy population targets and is consistent with the objectives of the Ryde LEP 2010. It presents the opportunity to socially, environmentally and economically fulfill the objective of renewal of the Shepherds Bay foreshore area, provide high quality housing in an existing fully serviced middle ring suburb of Sydney and provide significantly improved public domain and infrastructure to the area.

The Concept Plan Site has an area of approximately 9.3 hectares and includes properties fronting Bowden, Belmore, Church, Waterview Streets, Nancarrow and Rothesay Avenues, Constitution Road and Hamilton Crescent West in the suburbs of Meadowbank and Ryde. Approximately 8.1 hectares within the Concept Plan site is privately owned land, this excludes all roads and other land owned by Council.

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 and the Meadowbank TAFE to the north. The majority of the subject sites covered by the Concept Plan Application are either owned or in negotiations for purchase by the Holdmark Property Group. 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.

The Stage 1 Project Site, known as 39-41 Belmore St, Ryde, is legally defined as Lot 1 DP 384185 and Lot 1 DP 1072555. It has an area of 7,470sqm and is bounded by Belmore Street, Rothesay Avenue and Hamilton Crescent. The site is directly opposite the ‘Bay One’ development and fronts the existing foreshore reserve.

Owners Consents

All relevant owners’ consents were submitted as part of the Preliminary EA application. 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 EA submission.

Development Approval Context

The subject lands sit amid a number of significant new developments, constructed in line with the vision for a revitalized Meadowbank. To the immediate west of the subject lands is the ‘Waterpoint’ development, a 4 to 9 storey waterfront mixed retail, commercial and residential development, with a supermarket, café’s, other shops and commercial uses. To the immediate east is the ‘Bay One’ residential development, currently

under construction which also contains a large restaurant at the foreshore reserve edge of the site.

Deferred Development Consent (No.1244/ 2002) was granted in 2003 to the Sydney Sae Soon Church at 41-45 Belmore Street, the Stage 1 Project, for “*Partial demolition and construction of a six storey mixed use residential/commercial and adaptive reuse of existing building for an auditorium*”. That development consent does have commencement confirmed by the City of Ryde Council.

Another significant residential 4 to 6 storey residential development was recently approved (2009) by Council at 146 Bowden Street.

All of these recent development approvals varied Council’s LEP base height development standards on the basis of significant public benefits, including landscaping of foreshore land, dedication land to Council and monetary contributions towards the reconstruction of Constitution Road and off site area stormwater works.

Director General’s Requirements (DGR’s)

- Key issues required to be addressed identified in the DGR’S:
- Relevant EPI’s Policies and Guidelines to be Addressed
 - Built Form Urban Design/ Public Domain
 - Isolated Sites
 - Staging
 - Land Use
 - Transport and Accessibility Impacts
 - Environmental and Residential Amenity
 - Public Domain
 - Ecologically Sustainable Development (ESD)
 - Contributions
 - Consultation
 - Drainage, Stormwater Management and Flooding
 - Riparian Land and Threatened Species
 - Groundwater Management
 - Utilities
 - Noise Assessment
 - Contamination and Geotechnical Issues
 - Statements of Commitment

The Concept Plan - A 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 parklands and facilities with pedestrian friendly access down to the water.

Concept Plan

- The Concept Plan (as shown in **Figure 1**) facilitates:
- 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 parks, 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 12 storeys (with one significant 16-18 storey building fronting Church Street)
 - approximately 260,000sqm GFA, equating to approximately 2400-2800 new apartments (dependant upon mix) and approximately 10,000sqm commercial or retail space commercial, retail and community uses at ground levels at activity nodes to activate public spaces
 - approximately 10,000sqm of the site to be public domain, incorporating approximately 4,125sqm of new parkland 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 2600 apartments, a maximum of 4500 car parking 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 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

Stage 1 Project

- Specifically the Project Application for Stage 1 (as shown in **Figure 4**) seeks approval for:
- demolition and removal of all existing buildings on the Stage 1 Site.
 - removal of the existing Energy Australia substation on Lot 1 in 384185, known as No.39 Belmore Street
 - excision by subdivision of a portion of existing Lot 1 DP 1072555 for dedication to Council to enable the future connection of Nancarrow Road through to Belmore Street

SHEPHERDS BAY URBAN RENEWAL

EXECUTIVE SUMMARY (cont.)

- construction of two (attached) residential buildings ranging between 5 and 9 storeys in height
- 242 apartments (comprised of 19% 1 bed, 70% 2 bed and 11% 3 bed)
- 386 car parking spaces including 26 disabled spaces
- public open space forming part of the pedestrian spine and pocket park on the western portion of the site
- landscaping including deep soil planting
- infrastructure, stormwater and utility works
- communal open space in a central courtyard and public open space around the perimeter of the site (including perimeter planting and public footpaths)
- private courtyards will be provided at ground level and balconies will be provided to all upper floor apartments
- pebblescape rooftop garden

Strategic Justification

The Concept Plan and Stage 1 Project seek to depart from Council's DCP controls 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, accessible existing foreshore area 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 parkland and pedestrian connections** - The Concept Plan recommends the provision of a number of new parks and pedestrian connections across the Concept Plan site, with approximately 10,000sqm of the site to be public domain, incorporating approximately 4,125sqm of new parkland to be dedicated to Council. This equates to almost four times the new parkland envisaged in Council's DCP. Any embellishments or improvements to public lands shown in the Concept Plan are indicative only and subject to negotiation with Council as part of the VPA. Public open spaces have been designed to take into account the foreshore location of the site, changing demographics, existing open spaces in the locality, the findings of Council's - "Parks on Track for People 2025", and discussions with Council;



FIGURE 1. CONCEPT PLAN SITE

Note: Insert illustrates sites owned or controlled by the proponent, Holdmark Property Group

SHEPHERDS BAY URBAN RENEWAL

- ***better public access and enjoyment of the foreshore*** and completion of foreshore pathway/cycleway links with a number of social and recreational nodes along the way in support of Council's Riverwalk Strategy;
- ***strengthening existing and creating new view corridors to the water*** by adopting smaller building footprints with taller slimmer building forms. Smaller building footprints and reshaping the already 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 3**);
- ***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 bulk from the frontages of Constitution Road and other main roads at the boundaries of the Concept Plan site 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). See **Figure 3**. 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. Refer **Section 81** of this EA for discussion of differences in height maxima between the Concept

- ***GFA is of a similar magnitude to LEP and DCP*** - the Concept Plan having a resultant approximate total gross floor area of a similar order to the development scenario tested by Council's traffic consultants Urban Horizon in 2007 which informed Council's review of Shepherds Bay DCP control and found to be achievable in terms of traffic and transport impacts. This is supported by Varga Traffic report at **Annexure 11**, which was based on a generous 300,00sqm GFA, whereas the Concept Plan only envisages an upper limit of approximately 260,000sqm;
- ***street wall heights are generally consistent on boundary streets of the Concept Plan Site with permissible LEP building heights*** - 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. The Concept Plan proposes that heights of building envelopes illustrated on the Heights Map at **Figure 37** be referenced to the RL's of the adjacent streets. On this basis, as detailed in the Architectural Drawings at **Annexure 2**, 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, refer to **Figures 2 and 3**.

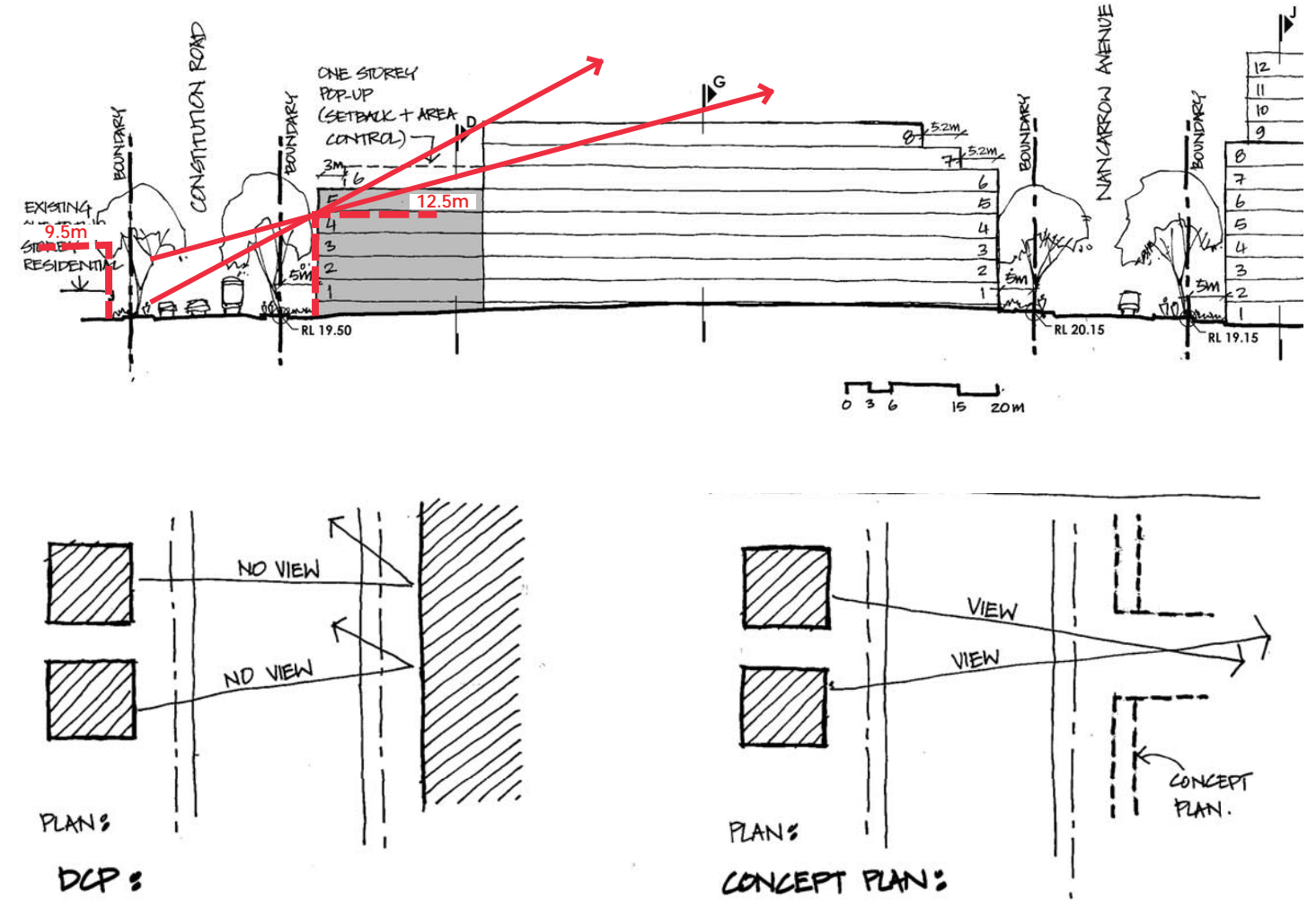


FIGURE 3. LEP/DCP COMPLIANT HEIGHTS AND BUILDING FOOTPRINTS COMPARISON WITH CONCEPT PLAN ON CONSTITUTION ROAD

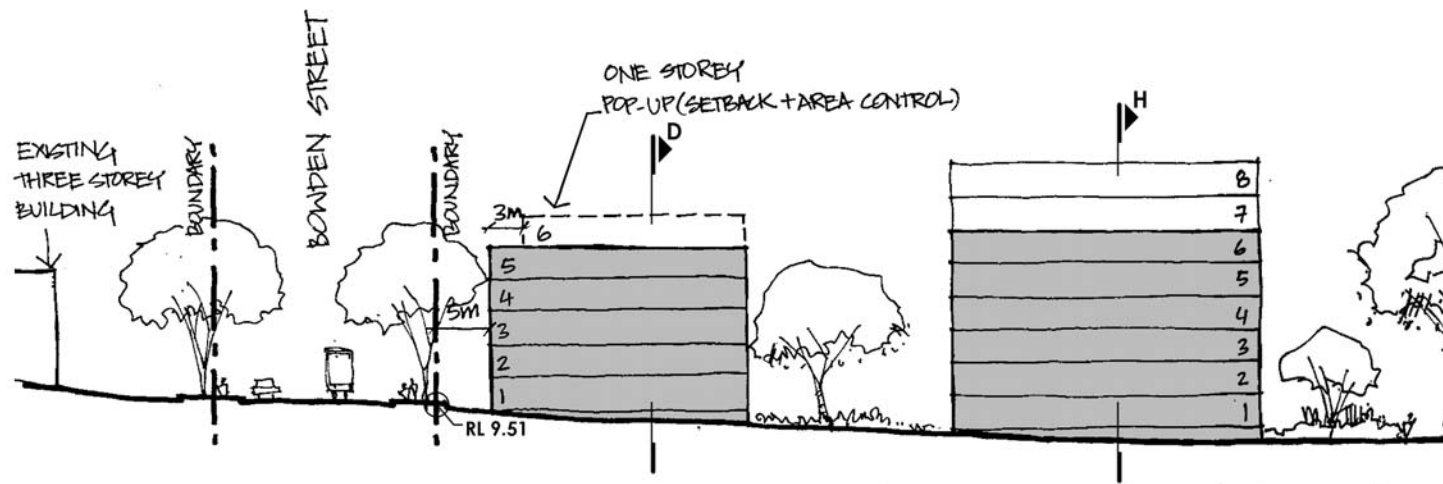


FIGURE 2. EXAMPLE STREET WALL ELEVATION AND SECTIONS ILLUSTRATING BUILDING HEIGHTS AND SETBACKS AT STREET FRONTAGE, NANCARROW AVENUE NORTH
(REFER TO COMPLETE SET OF STREET WALL ELEVATIONS AND SECTIONS ON PAGES 50-52)



SHEPHERDS BAY URBAN RENEWAL

EXECUTIVE SUMMARY (cont.)

- *seeks alternate car parking rates dependent on proximity to public transport within the Concept Plan Site* - The Stage 1 Project complies with the DCP car parking rates as detailed in the DCP compliance table at **Annexure 5 and 6**. However, in response to the DGR's request for a minimal approach to on site car parking the Concept Plan recommends the applications of the lower DCP parking rate for sites with good access to public transport (within 400m walking distance to a station) on the basis that although parts of the Concept Plan site are slightly further away from the railway station, the site is adjoined by the Meadowbank Ferry wharf and is serviced by numerous local and regional buses;
- *taller buildings with smaller building footprints: better access, views, solar access and open spaces* - Building footprints have been reduced from Council's LEP and DCP envelopes to enable greater provision of public open spaces and pedestrian links and view corridors through the Concept Plan site. This has been offset by taller building forms where they will serve to create a sense of place while not impacting on views or solar access of adjacent developments to any greater degree than a complying LEP scenario. Taller buildings in a slender built form cast narrower shadows which fall generally onto the individual proposed development sites. At the foreshore and near public spaces heights are lower to reduce impact and offset any impact of the taller building components and minimise overshadowing of the reserve. The Concept Plan design reflects the recommendations of the Visual Impact Assessment at **Annexure 8** and the resultant building locations maintain existing views and create additional views and access through the site to the water and proposed parks.;
- *respecting pedestrian scale in streets and public domain* - The Concept Plan and Stage 1 Applications retain all existing street reservations and in some circumstances augment them and enhance the character of the spaces for pedestrians. Where possible the proportions of the street are to be enhanced by lowering street wall heights at frontages with generous, 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 park/plaza;
- *improved housing affordability* - providing a mixture of apartment sizes and increase housing supply in the area;
- *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.*

Consistency with Council LEP Objectives

The development envisaged in the Concept Plan and Stage 1 Project fully support 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 community, convenience retailing, café's, entertainment and limited commercial spaces. The mix of landuses have been informed by prepared by Hill PDA attached as **Annexure 10**, 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.

"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, cafes, entertainment and limited commercial spaces 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 DCP and added more.

"To create safe and attractive environments for pedestrians."

The Concept Plan envisages a new vibrant waterfront living area with extensive parklands and active uses supporting new high quality accessible and sustainable

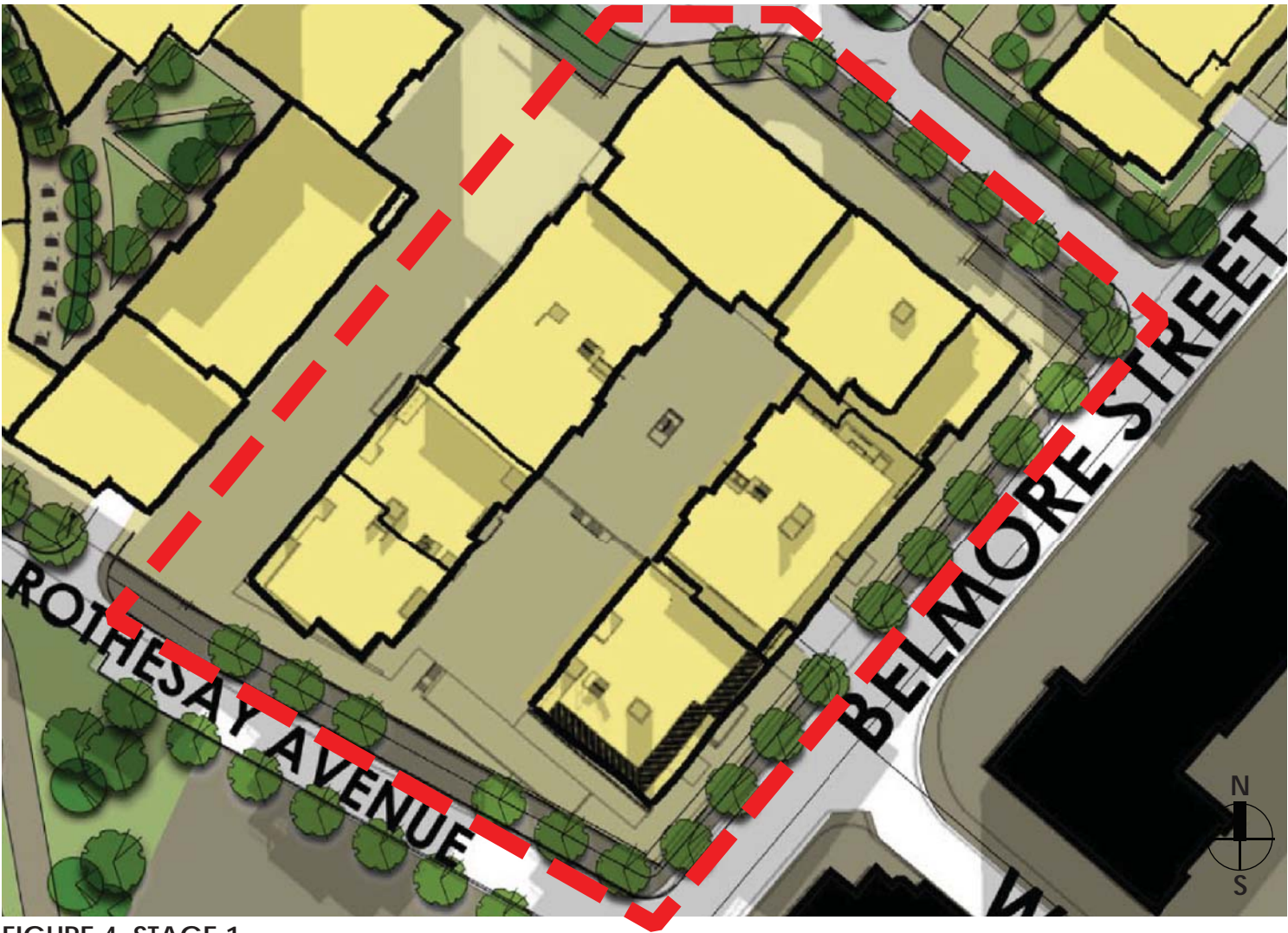


FIGURE 4. STAGE 1

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 and Stage 1 Project have been designed to be lower in height at the street and park frontages with building bulk set back to retain a human scale and solar access in the streets and other public domain areas. This is demonstrated in detail by the Stage 1 Project where the higher building forms are setback from the primary street frontages and foreshore reserve.

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

The Concept Plan requires the reshaping of the already significantly 'unnatural' topography in parts of the site, including the Stage 1 site to facilitate the development of accessible buildings, streets and parkland consistent with the LEP and DCP layouts.

The Concept Plan design have been informed by a detailed Visual Impact Analysis by Richard Lamb and Associates, attached as **Annexure 8**, to ensure existing

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.

Consultation

In preparing the final Concept Plan and Stage 1 Project designs the applicant has briefed Ryde Council staff and Councillors on a number of occasions. Council has provided comments and suggestions, some of which have been incorporated into the proposal. It is acknowledged that this input does not suggest acceptance of the scheme by Council. The Department of Planning has also been consulted during the design phase.

Straight Talk, community consultation specialists have been 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. A full copy of their Strategy is included as **Annexure 3** of this EA.

SHEPHERDS BAY URBAN RENEWAL

KEY ENVIRONMENTAL ISSUES

- Key environmental issues broadly relate to:
1. Relevant EPI’s Policies and Guidelines
 2. Built Form Urban Design/Public Domain
 3. Isolated Sites
 4. Staging
 5. Land Use
 6. Transport & 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

DIRECTOR GENERAL’S REQUIREMENTS (DGR’s)

The following table provides a summary of the Director-General’s Environmental Assessment Requirements (DGR’s) and identifies where each requirement has been addressed in the Environmental Assessment.

Table 1. Director-General’s Environmental Assessment Requirements

GENERAL REQUIREMENTS	SECTION OF EA
1 An Executive Summary	Refer to Executive Summary (Pg. 5-9)
2 A thorough site analysis including site plans, aerial photographs and a description of the existing and surrounding environment	Refer to Part B and Annexure 22
3 A thorough description of the proposed development	Refer to Part C + D and Annexure 2
4 An assessment of the key issues specified above and a table outlining how these key issues have been addressed	Refer to Part F, G + H
5 An assessment of the potential impacts of the project and draft Statements of Commitment, outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project	Refer to Part G + H
6 A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading	Refer to page 2
7 A Quantity Surveyor’s Certificate of Cost to verify the capital investment value of the project	Refer to Annexure 4
8 A conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest	Refer to Conclusion (Pg. 102)

KEY ASSESSMENT REQUIREMENTS	SECTION OF EA
1 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 A .	Refer to Part F and Annexure 5 + 6
2 Built Form Urban Design/Public Domain 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. 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. The EA shall provide the following: <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, The EA shall demonstrate how the Stage 1 Project Application development will integrated with the overall Concept Plan proposal. 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.	Refer to Section 92 + 109
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 theses isolated sites can be integrated into the overall Meadowbank Employment Area.	Refer to Section 91
4 Staging The EA must include details regarding the staging of the proposed development including the provision and timing of all required infrastructure works, including community facilities, open space and flood mitigation works. The EA shall identify the infrastructure work required to ensure that the Stage 1 Project Application development is fully serviced and that the infrastructure works serving the Stage 1 Project Application will be integrated with those for the Concept Plan are. Project Application will be integrated with those for the Concept Plan area. The EA shall address the provision of private and public open space areas for the Concept Plan and Stage 1 Project Application, and demonstrate that an appropriate area of private and public open space will be provided to served the Stage 1 Project Application. The EA shall include staging details for remediation of contaminated land (if staged) and ensure that all required remediation works for each development site (and adjoining sites) are completed prior to the occupation of each building. The EA shall address architectural design for each future stage. The proposal should demonstrate design excellence, and may include consideration of engaging more than one architectural firm for a specific/key stage(s).	Refer to Part D

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<p>5 Land Use</p> <p>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.</p>	Refer to Section 93	<p>9 Ecologically Sustainable Development (ESD)</p> <p>The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development.</p> <p>The EA must demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice.</p>	Refer to Section 97 + 113 and Annexure 14
<p>6 Transport and Accessibility Impacts (Construction and Operational)</p> <p>The EA shall address the following matters:</p> <ul style="list-style-type: none">• 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 & Accessibility Study should model the key intersections listed in the RTA’s letter dated 22 April 2010;• Provide and 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).	Refer to Section 94 + 110 and Annexure 11	<p>10 Contributions</p> <p>The EA shall address the provision of public benefit, services and infrastructure having regard to Council’s Section 94 Contribution Plan, and provide details of any Planning Agreement or other legally binding instrument proposed to facilitate this development.</p> <p>Existing social and community infrastructure should be identified and consideration be given to the need to enhance existing infrastructure and provide new infrastructure to meet the likely future demands rising from the redevelopment of the subject land and the Meadowbank Employment Area generally.</p>	Refer to Section 125
<p>7 Environmental and Residential Amenity</p> <p>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).</p>	Refer to Section 95 + 111 and Annexure 8 + 9 + 12 + 14 + 15	<p>11 Consultation</p> <p>Undertake an appropriate and justified level of consultation in accordance with the Department’s Major Project Community Consultation Guidelines October 2007.</p>	Refer to Section 6 + 90 and Annexure 3
<p>8 Public Domain</p> <p>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.</p> <p>The EA shall address the following:</p> <ul style="list-style-type: none">• 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.	Refer to Section 92 + 96 + 109 + 112	<p>12 Drainage, Stormwater Management and Flooding</p> <p>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 measure, including an assessment of the potential effects of climate change, sea level rise and an increase in rainfall intensity.</p> <p>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.</p>	Refer to Section 103 + 115 and Annexure 16 + 17
		<p>13 Riparian Land and Threatened Species</p> <p>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.</p> <p>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’.</p> <p>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.</p>	Refer to Section 101 + 116 and Annexure 18 + 23

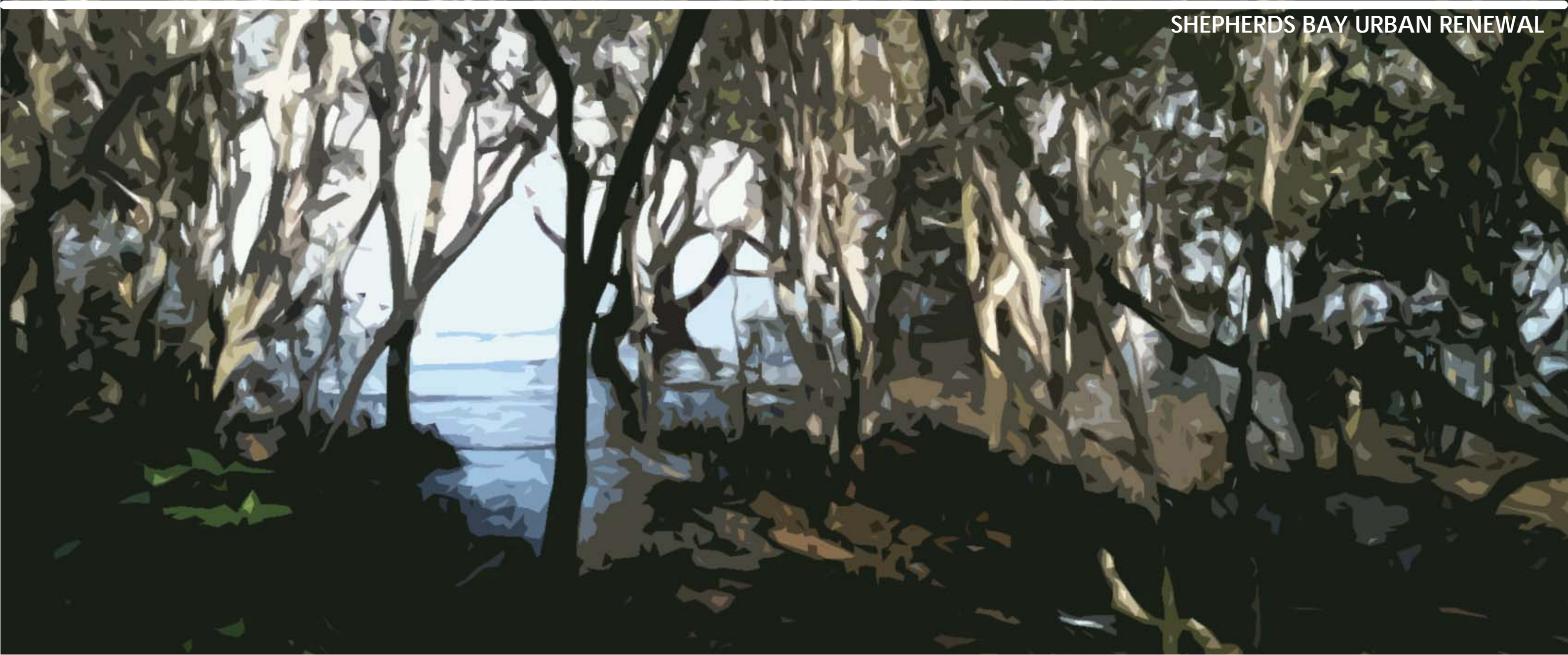
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14 Groundwater Management The EA is to identify groundwater issues and potential degradation to the groundwater source and shall address any impacts upon groundwater resources, and when impacts are identified, provide contingency measures to remediate, 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.	Refer to Section 100 + 114 and Annexure 19
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.	Refer to Section 98 + 118 and Annexure 20
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).	Refer to Section 104 + 121 and Annexure 28
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.	Refer to Section 102 + 117 and Annexure 21
18 Statement of Commitments The EA must include a Draft Statement of Commitments detailing measures for environmental management, mitigation measures and monitoring for the project.	Refer to Section 107 and Annexure 29

PLANS AND DOCUMENTS	SECTION OF EA
1 Existing Site Survey Plan	Refer to Part B
2 A Site Analysis Plan	Refer to Part B
3 A Locality/ Context Plan	Refer to Part B
4 Architectural Drawings	Refer to Annexure 2
5 Shadow Diagrams	Refer to Annexure 2
6 Visual and View Analysis	Refer to Annexure 8
7 Landscape Plan	Refer to Annexure 13
8 A physical massing model	Submitted as separate supplement
9 Sample board and written details of proposed materials	Submitted as separate supplement
10 Stormwater Concept Plan	Refer to Annexure 17
11 Erosion and Sediment Control Plan	This is a Development Commitment
12 Arborist Report	Refer to Annexure 23
13 Geotechnical Report	Refer to Annexure 19
14 Groundwater Assessment	Refer to Annexure 19
15 Stormwater Inundation Impact Assessment/ Flood Study	Refer to Annexure 16



A. PRELIMINARY



SHEPHERDS BAY URBAN RENEWAL

SHEPHERDS BAY URBAN RENEWAL

1. INTRODUCTION

LEGEND:

--- Concept Plan site (9.3 Ha)

This Concept Plan Application (MP 09_0216) and Stage 1 Project Application (MP 09_0219) seek approval for the redevelopment of the subject lands fronting Shepherds Bay at Meadowbank for residential, commercial, retail, community, open space and stormwater purposes. This submission describes the site and proposed development, provides relevant background information and responds to the DGR's and assesses the proposed development in terms of the relevant matters set out in relevant legislation, environmental planning instruments and planning policies.



FIGURE 5. CONCEPT PLAN SITE AERIAL PHOTOGRAPHY

Note: Insert illustrates sites owned or controlled by the Proponent, Holdmark Property Group (shown in red)

SHEPHERDS BAY URBAN RENEWAL

2. LAND OWNERSHIP

Concept Plan

Lands included in the Concept Plan Application are listed in **Table 2**. The Concept Plan site is approximately 9.3 hectares (comprising 8.1 hectares of privately owned land) and includes properties fronting Bowden, Belmore, Church, Waterview Streets, Nancarrow and Rothesay Avenues, Constitution Road and Hamilton Crescent West in the suburbs of Meadowbank and Ryde. Part of the site fronts Church Street, this site has been identified for a signature building.

The majority of the subject sites are either owned or in negotiations for purchase by Holdmark Property Group or their associated companies.

All relevant owners' consents were submitted as part of the Preliminary EA application, with the exception of 16-18 Constitution Road (Lot 1 in DP 810552) and 21 Nancarrow Avenue (Lot 2 in DP 810552), which have been negotiated and contracts exchanged for purchase by Holdmark Property Group since the lodgement of the Preliminary Environmental Assessment. Owners consent in respect of these properties to the lodgement of the Concept Plan Application accompany this EA.

Land owned by the Holdmark Property Group or their associated companies are detailed in **Table 2** below and **Figure 6**. Allotments within the boundary of the Concept Plan that the Holdmark Property Group does not control are outlined in **Table 3** below and also illustrated on **Figure 6**.

For the purposes of this Environmental Assessment the 'subject site' refers to land owned, subject to options held or being purchased by Holdmark Property Group or their associated companies.

We are advised that Holdmark Property Group representatives have had many discussions with owners of sites within the Concept Plan area that they do not own or have an interest in with the view to purchase. As detailed in the accompanying letter from Colliers, during these negotiations it was made clear that Holdmark Property Group wished to purchase these properties with the view to redevelopment. Refer letter from Colliers accompanying this EA submission.

Stage 1

The Stage 1 Project Application applies to No.39-41 Belmore St, Ryde, legally defined as Lot 1 DP 384185 and Lot 1 DP 1072555. Both of these properties are owned by Bayone Projects Pty Ltd which are part of the Holdmark Property Group. Refer **Table 2** and **Figure 6**.



FIGURE 6. LAND OWNERSHIP

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CONCEPT PLAN LAND OWNERSHIP (cont.)

TABLE 2. ALLOTMENTS OWNED OR CONTROLLED BY HOLDMARK PROPERTY GROUP OR ASSOCIATED COMPANIES

Lot	DP	Street Address	Owner
102	1037638	118-122 Bowden Street Meadowbank 2114	AIT Trust
2	792836	116 Bowden Street Meadowbank 2114	AIT Trust
3	12534	108 Bowden Street Meadowbank 2114	Holdmark Investments P/L
SP	20107	104 Bowden Street Meadowbank 2114	Bayone Projects Pty Ltd
1	730371	102 Bowden Street Meadowbank 2114	Bayone Projects Pty Ltd
9	19585	37 Nancarrow Avenue Ryde 2112	Holdmark Investments P/L
1	122205		
1-7	19585		
10-17	19585		
1	935254		
1	966400	20 Constitution Road Ryde 2112	Holdmark Investments P/L
3	7130	16 Constitution Road Ryde 2112	AIT Trust
1	713706	8 - 14 Constitution Road Ryde 2112	Put and Call option exchanged with Rowston. Holdmark Enterprises Pty Ltd has obtained political disclosure form and permission to lodge from owner
1-2	810552	18 Constitution Road Ryde	Contract exchanged with Mastro 357 HPG Limited has obtained consent to lodge from owner and political donation disclosure form received
1	104280	4-6 Constitution Road Ryde 2112	Put and Call option exchanged with Meolo Pty Limited. Holdmark Enterprises Pty Ltd has obtained consent to lodge from owner, and polotical donation disclosure form received
1-2	930584		
1	384185	39 Belmore Street Ryde 2112	Bayone Projects Pty Ltd
1	1072555	41 Belmore Street Ryde 2112	Bayone Projects Pty Ltd
12	7130	10 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd
1	322641	6 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd
13 - 15	7130	12 - 16 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd
1	703858	9 Rothesay Avenue Ryde 2112	Kavlyn Pty Ltd
11	7130	8 Nancarrow Avenue Ryde 2112	Put and Call option exchanged with Bruce David Hales, Jennifer Joy Hales and Dean Athol Hales. Holdmark Enterprises Pty Ltd has obtained consent to lodge from owner and political donation disclosure form received
16	7130	18 Nancarrow Avenue Ryde 2112	Bayone Projects Pty Ltd

Lot	DP	Street Address	Owner
8	19585	35 Nancarrow Avenue Ryde 2112	Contract exchange with Qahoush. Bayone Projects Pty Limited has Obtained consent to lodge from owner and political donation disclosure form received.
13 - 14	738232	8 Parsonage Street Ryde 2112	Kavlyn Pty Ltd
7	809282	8 Parsonage Street Ryde 2112	Kavlyn Pty Ltd
100	851723	8 Parsonage Street Ryde 2112	Kavlyn Pty Ltd
15	738232	8 Parsonage Street Ryde 2112	Kavlyn Pty Ltd
18	7130	11 Rothesay Avenue Ryde 2112	Contracts exchanged with Rothesay Avenue Pty Limited for purchase of the site. 357 HPG Pty Ltd has obtained consent to lodge from owner and political donation disclosure form received

TABLE 3. ALLOTMENTS WITHIN CONCEPT PLAN SITE BOUNDARIES THAT ARE NOT OWNED OR CONTROLLED BY HOLDMARK PROPERTY GROUP OR ASSOCIATED COMPANIES

Lot	DP	Street Address	Owner
2	550006	2 Constitution Road Ryde 2112	Ells Auto Body Centre Pty Ltd
1 - 2	982743	2 Constitution Road Ryde 2112	Ells Auto Body Centre Pty Ltd
17	7130	12 Rothesay Avenue Ryde 2112	BIC Services Pty Ltd
101	1037638	122A Bowden Street Ryde 2112	Conca D'Oro Lounge Pty Ltd
4	12534	106 Bowden Street Ryde 2112	Mastro Management Pty Ltd
4	548406	20-36 Nancarrow Avenue Ryde 2112	Energy Australia
1	120474	25 Nancarrow Avenue Ryde 2112	Ells Trading Pty Ltd
1	935253	24 Constitution Road Ryde 2112	Sohrab Pty Ltd
1	592021	26 & 31 Constitution Road/ Nancarrow Avenue Ryde 2112	Elie and Nellie Minassian
A	344550	33 Nancarrow Avenue Ryde 2112	Peter Kiproviski
88	615245	28 Constitution Road Ryde 2112	Yev Pty Ltd
2	12534	110 Bowden Street Ryde 2112	Ljuba and Llija Tadic
1	12534	112 Bowden Street Ryde 2112	Peter and John Kiprovisky
7073	93916	Waterview Street Ryde 2112	State of NSW

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3. THE PROPOSAL

- (i) The Concept Plan Application seeks approval for:**
- Concept Approval for 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 removal of existing buildings in principle
 - Building envelopes for new residential buildings with heights ranging between 4 to 12 storeys (with one signature 16-18 storey building) from a reformed ground level
 - Approximately 250,000sqm GFA of new residential development which equates to approximately 2400-2800 new apartments (dependant upon mix) ranging between 60 to 115sqm (10% 1 bed, 75% 2 bed, 15% 3 bed) and 10,000sq.m GFA of new commercial, retail or community uses
 - Commercial, retail and community development at ground level and activity nodes to activate public spaces
 - Approximately 10,000sqm of the site to be public domain, including approximately 4,125sqm of new public open space 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 2600 apartments, a maximum of 4500 car parking spaces will be provided)
 - Remediation of site if required
 - New infrastructure including utility upgrades and under grounding of services
 - Landscaping and significant improvements to the public domain
 - Significant upgrading of the area-wide stormwater infrastructure
 - Localised reshaping of the topography of the site to create the street layout envisaged in Council’s DCP, will open up new view corridors to the water from the surrounding residential area and improve access

Particular attention has been taken to setback building bulk from the Constitution Road frontages to respect lower density residential development opposite. It is important to note that the LEP height limits to the properties to the north of Constitution Road are lower than the height limits on the Concept Plan Site immediately opposite. 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.

- (ii) The Stage 1Project Application seeks approval for:**
- Removal of all existing buildings. The demolition of part of the building on No.41 Belmore Street has approval under the commenced Development Consent (No. 1244/2002)
 - Removal of the existing Energy Australia substation on Lot 1 in 384185, known as No.39 Belmore Street
 - Excision by subdivision of a portion of existing Lot 1 DP 1072555 for dedication to Council to enable the future connection of Nancarrow Rd through to Belmore Street and the new public pedestrian link and pocket park
 - Construction of two (attached) residential buildings ranging between 5 and 9 storeys in height from a reformed ground level
 - 242 apartments (comprised of 19% 1 bed, 70% 2 bed and 11% 3 bed)
 - 386 car parking spaces including 26 disabled spaces
 - Landsdcaping of part of the new pedestrian link and pocket park forming part of the pedestrian spine on the western portion of the site and around the street frontages of the site
 - Infrastructure, stormwater and utility works
 - Communal open space in a central courtyard and public open space around the perimeter of the site (including perimeter planting and public footpaths)
 - Private courtyards will be provided at ground level and balconies will be provided to all upper floor apartments
 - Excavation and filling to provide direct pedestrian access between the buildings and adjacent public open spaces

4. PROJECT BACKGROUND

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 proving 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. This Environmental Assessment addresses the Director General Requirements and contains Draft Statements of Commitment. **Table 4** below illustrates the steps in the Part 3A assessment process.

TABLE 4. STEPS IN THE PART 3A ASSESSMENT RROCESS

1. Development declared a major project	6. Considering submissions and finalising assessment
2. Initial application	7. Director-General’s Report
3. Evironmental assessment requirements	8. Determination
4. Preparation of the environmental assessment	9. Compliance and enforcement
5. Public exhibition	10. Further Project Applications

5.CAPITAL INVESTMENT VALUE

The Quantity Surveyor’s Report prepared by Altus Page Kirkland estimate the Capital Investment Value of the combined Concept Plan and Stage 1 Project to be in the order of \$852 million, refer to **Annexure 4**.

6.CONSULTATION

Straight Talk, public participation consultants, were engaged by Robertson + Marks Architects to coordinate and facilitate community consultation for the project.

The purpose of the consultation process will be to engage 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. A full copy of the consultation strategy, which is consistent with the Department of Planning Guidelines, is provided at **Annexure 3**.

7.DIRECTOR GENERAL’S ASSESSMENT CRITERIA

On 20 May 2010 the Director-General of Planning issued his requirements for the assessment of the Concept Plan and Stage 1 Project Applications. A copy of the Director General’s Requirements (DGR’s) are included as **Annexure 1** and addressed in detail in the relevant sections of this 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
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 18. Statements of Commitment

A detailed assessment of the key issues identified in the Director General’s Requirements and our own identified issues is contained in **Section 8** of this report. A summary of the assessment responses follows.

SHEPHERDS BAY URBAN RENEWAL

8.KEY ISSUES

• **RELEVANT EPI’S POLICIES AND GUIDELINES**

The Concept Plan and Stage 1 Project are 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. For a detailed description of these statutory and non-statutory planning policies, guidelines and controls consistencies, refer to **Part F** and **Annexure 5 and 6**.

• **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.

The basic principle adopted was smaller building footprints to achieve greater amounts of public open space and additional pedestrian links to the water and public transport nodes and new view corridors, over and above those envisaged in Council’s LEP/ DCP. These were traded off against taller, slimmer building forms which create less solar impact and enable broader view corridors to the water from the surrounding area than a LEP/ DCP complying development scenario.

The principles of the Concept Plan with regard to height is demonstrated in the Stage 1 Project design where the taller building elements are setback from Belmore Street and Rothesay Avenue frontages to ensure a human scale in the street, protect the views from the adjacent Bay One development and minimise overshadowing of public domain areas or adjacent dwellings.

A height study demonstrating how the proposed development relates to existing and approved adjoining development is included at **Section 31**. A Visual Impact Assessment demonstrating how the development has been designed with regard to maintaining existing and opening up new views to the water while minimising visual impacts is included as **Annexure 8**.

An assessment of the Stage 1 Project against State Environmental Planning Policy 65 is included as **Annexure 9**.

• **ISOLATED SITES**

Whilst Holdmark Property Group and their associated companies own or have an interest in all properties. At the request of the Director General, isolated sites within

the Concept Plan boundaries, not owned by them have been included in the Concept planning exercise. The Holdmark Property Group have unsuccessfully attempted to purchase these properties and have made the owners are aware of the project. Refer to the accompanying letters from Colliers and Colin Biggers and Paisley.

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 C**.

• **STAGING**

Whilst not seeking approval for the staging of development, with the exception of the Stage 1 Project, 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 stages 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.

The selection of the Stage 1 and 2 sites will facilitate the majority of the foreshore works during the initial stages of the development. It will also facilitate the development of the signature site fronting Church Street. The Stage 1 site was selected to proceed first based on its proximity to recent adjoining development at Bay One where services are readily available. More details on staging are included in **Part D**.

• **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 residential development is based on demand and supply in the region and site suitability. The Hill PDA Economic Assessment is attached as **Annexure 10**.

• **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 between 2,400-2,800 apartments.

• **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 and are detailed in **Section 95 + 111**. A Design Statement addressing SEPP 65 and the Residential Flat Design Code (RFDC) is attached as **Annexure 9**. A Solar Assessment was also undertaken, refer to **Annexure 12**.

• **PUBLIC DOMAIN**

The proposed development involves the provision of approximately 10,000sqm of public domain improvements, including 4,125sqm of new parklands on the site and improved foreshore parkland, foreshore access, access to three public transport nodes, local streets, footpaths and shared-zones. Refer to Landscape Plan and Report at **Annexure 13**. 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. For a more detailed description on the interface between the proposed development and public domain, refer to **Section 92 + 96 + 109 + 112**.

• **ECOLOGICALLY SUSTAINABLE DEVELOPMENT**

The development envisaged by the Concept Plan is based on sound ESD principles, refer to **Annexure 14**. Each stage of the development is capable of complying with the requirements of BASIX (refer to **Annexure 15**) and be designed to reduce water and energy consumption as evidenced by the Stage 1 Project. 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 **Section 97 + 113**.

• **CONTRIBUTIONS**

The Concept Plan and stage 1 Project Applications offer significant community benefits as detailed above. A Voluntary Planning Agreement will be developed with Council detailing the development contributions, refer to **Section 125**.

• **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 is attached as **Annexure 3**.

• **DRAINAGE, STORMWATER MANAGEMENT AND FLOODING**

Significant upgrades to the existing area-wide stormwater management system are proposed 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 Stage 1 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 is attached as **Annexure 17**.

• **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 is attached as **Annexure 18**.

GROUNDWATER MANAGEMENT

A Groundwater Investigation Assessment prepared by Douglas Partners identified groundwater sources and addresses impacts on groundwater resources. It outlines contingency measures to remediate, reduce and mitigate potential impacts of future development on groundwater quality. The Groundwater Investigation Assessment is attached as **Annexure 19**.

• **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 attached as **Annexure 20**. The Stage 1 Project 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 and the potential impacts of the Stage 1 Project on the surrounding locality and within that development. The Acoustic Assessment demonstrates 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 addresses noise impacts during construction, outlines mitigation measures and demonstrates compliance with the *Interim Construction Noise Guideline (DECCW, 2009)*. The Acoustic Assessment is attached at **Annexure 28**.

• **CONTAMINATION AND GEOTECHNICAL ISSUES**

A Geotechnical and Groundwater Assessment and a Preliminary Screening Contamination Assessment prepared by Douglas Partners attached as **Annexure 19 and 21** provides 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 Project was previously approved under Development Consent No. 1244/2002.

• **STATEMENTS OF COMMITMENT**

Draft Statements of Commitment for the Stage 1 Project and Concept Plan Applications are provided at Annexure 29.