

SHEPHERDS BAY URBAN RENEWAL

11. LOCAL CONTEXT

The Concept Plan site is located immediately south-west of Constitution Road in Meadowbank. It comprises two parts. The larger part of the Concept Plan site is bounded by Bowden Street to the north-west, Belmore Street to the south-east and Rothesay Avenue to the south-west. Hamilton Crescent West and Nancarrow Avenue run through the site. The smaller part of the Concept Plan site is located approximately 130m to the east of main site with the new 'Bay One' development separating the two parts. It is bound by Well Street to the north, Church Street to the east and Loop Road to the west and south. The Stage 1 site is located in the south eastern corner of the main site on the corner of Rothesay Avenue and Belmore Street.

The majority of the allotments to which the Concept Plan applies contain older industrial and commercial buildings of varying heights and footprints with some dwelling houses which are also used for commercial purposes.

The subject lands sit amid a number of significant new developments, constructed in line with the vision for a revitalised Meadowbank. To the immediate west of the subject lands is the 'Waterpoint' development, a 4 to 9 storey waterfront mixed retail, commercial residential development, a supermarket, café's, other shops and commercial uses. To the immediate east is the large 'Bay One' residential development, currently under construction. The foreshore reserve and Shepherds Bay adjoins the site to the south.

A detailed landuse survey of the Concept Plan sites was carried out by PLACE Design Group and Robertson + Marks Architects earlier this year. A report of that survey is attached as **Annexure 22**.

The Concept Plan site between two major mixed residential/commercial developments. To the west is the Waterpoint development, a four to nine storey development containing apartments and a number of shops and cafes and a supermarket. To the east is the Bay One development currently under construction which is a 4 to 7 storey development with a restaurant at the foreshore frontage to the development. This development is located directly across Belmore street from the Stage 1 Project site.

Another major residential development, immediately south of the subject site, was recently approved (2009) by Council at 146 Bowden Street. That development will contain 61 apartments in three buildings fronting the foreshore of Shepherds Bay, together with extensive public domain and stormwater works.

All of these recent development approvals varied Council's LEP height development standard on the basis of significant public benefits offered.



NOTE: As requested by the Director General in the DGR's, the boundary of the Concept Plan site shown on this map includes lands owned or controlled by the Holdmark Group of Companies plus Council roads and parks, together with sites owned by others. At the request of the Director General, future development of sites owned by others within the boundary roads, Bowden Street, Constitution Road and Belmore Street have been included in the Concept Planning process to ensure these isolated sites are not disadvantaged by the redevelopment of the area. In this regard, any building envelopes or open spaces included in the Concept Plan on these isolated sites are indicative only and do not form part of the Concept Plan or Stage 1 Project Applications.

FIGURE 9. LOCAL CONTEXT MAP

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

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12. DEMOGRAPHICS

- Key characteristics of the City of Ryde include:
- the Inner North subregion had a growth rate of 1.2% (2008-2009). The Inner North subregion showed the slowest growth of all of the Sydney subregions.
 - the median age of residents is 32 years, median income is above the Australian norm and the occupancy rate is 1.9 suggesting a demand for smaller dwellings.
 - a large proportion of the population were born overseas.
 - predominantly low density residential area with higher density development around transport and shops.
 - housing stock is largely detached dwellings.
 - multi-unit housing is emerging in the area including residential flat buildings.
 - In 2006 approximately 21% of the population used public transport to get to work, this compares to Sydney Statistical Division which was 18%. (DoP, 2010 and ABS, 2006)



13. SITE SUITABILITY

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.

The Stage 1 site topography has been substantially altered over the years to provide building platforms for the large footprint existing industrial buildings on the site.

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

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. These factors provide an excellent opportunity to design a new, primarily residential 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.

The Stage 1 Project site (No.39 and 41 Belmore Street) already has an existing development approval. Deferred Development Consent (DA 1244/2002) was granted in 2003 to the Sydney Sae Soon Church at No 41-45 Belmore Street for “**Partial demolition and construction of a six storey mixed use residential/commercial and adaptive reuse of existing building for an auditorium**”. That development has not as yet been completed but commencement has been confirmed by Council.



FIGURE 10. EXISTING LAND USE MAP

(Source: The City of Ryde, 2010)

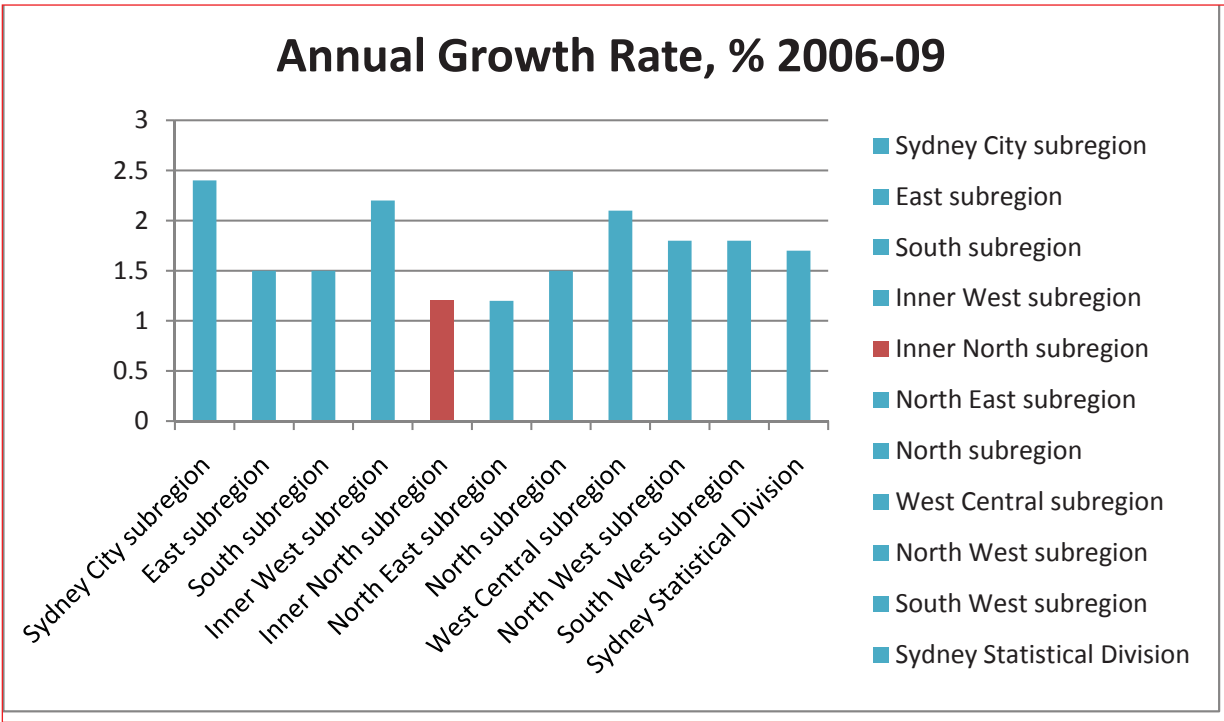


FIGURE 11. POPULATION GROWTH BY SUBREGION

(Source: Department of Planning, 2010)

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14. EXISTING USES AND BUILT FORMS

Shepherds Bay contains a number of post World War Two industrial buildings, many of which are vacant or underutilised. Council's Public Domain Technical Manual (Draft) acknowledges that there is no consistency in style or quality in Meadowbank. The area is characterised by large footprint industrial buildings with an infill of smaller light industrial businesses.

A number of the existing industrial buildings within the Concept Plan Site have heights ranging from 4 to 7 storeys (equivalent residential building height), refer **Figure 12**. This is the case for the existing building on the Stage 1 site where the height is equivalent to the upper limit of Council's current DCP controls for building height.

Many have little front or side setbacks or hard-scaped parking and loading areas between the buildings and street front with minimal soft landscaping. The Concept Plan site topography and bulky nature of the building forms limits pedestrian permeability and views to the water from nearby areas of Meadowbank.

Council in 2007 resolved that the demolition of the local heritage listed building at No.37 Nancarrow Avenue is required to enable the area-wide stormwater infrastructure upgrades to take place. Refer to **Section 19** for further details.

The emerging character is evidenced by the recent residential developments adjacent to the site, the enhanced foreshore reserve and new pedestrian and cycle ways.

A Landuse Study undertaken by PLACE Design Group is attached as **Appendix 22**.

EXISTING CHARACTER



PHOTO 1. CHURCH SREET BRIDGE



PHOTO 4. LOOKING SOUTH-WEST OVER THE SITE



PHOTO 7. LOOKING WEST OVER THE SITE



PHOTO 2. HAMILTON CRESCENT ENTRY FROM CONSTITUTION ROAD



PHOTO 5. EXISTING INDUSTRIAL DEVELOPMENT



PHOTO 8. EXISTING INDUSTRIAL DEVELOPMENT

EMERGING CHARACTER



PHOTO 3. EMERGING VIBRANT LIVING PRECINCT CHARACTER



PHOTO 6. CYCLE PATH NEAR FORESHORE



PHOTO 9. MEADOWBANK FERRY WHARF

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EXISTING USES AND BUILT FORMS (cont.)

LEGEND:

 Subject sites



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FIGURE 12. EXISTING HEIGHTS MAP - EQUIVALENT RESIDENTIAL STOREY HEIGHTS

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15. ACCESS AND TRANSPORT

LEGEND:

- ↔ East west vehicular access
- ⊕ No through road
- ↔ North south vehicular access
- * Bus stops
- * Ferry Terminal
- * Railway Station

The subject lands enjoy easy pedestrian access to Meadowbank Railway station, Meadowbank Ferry wharf and major bus routes to Sydney CBD and Parramatta. The site is also well located close to regional road networks.

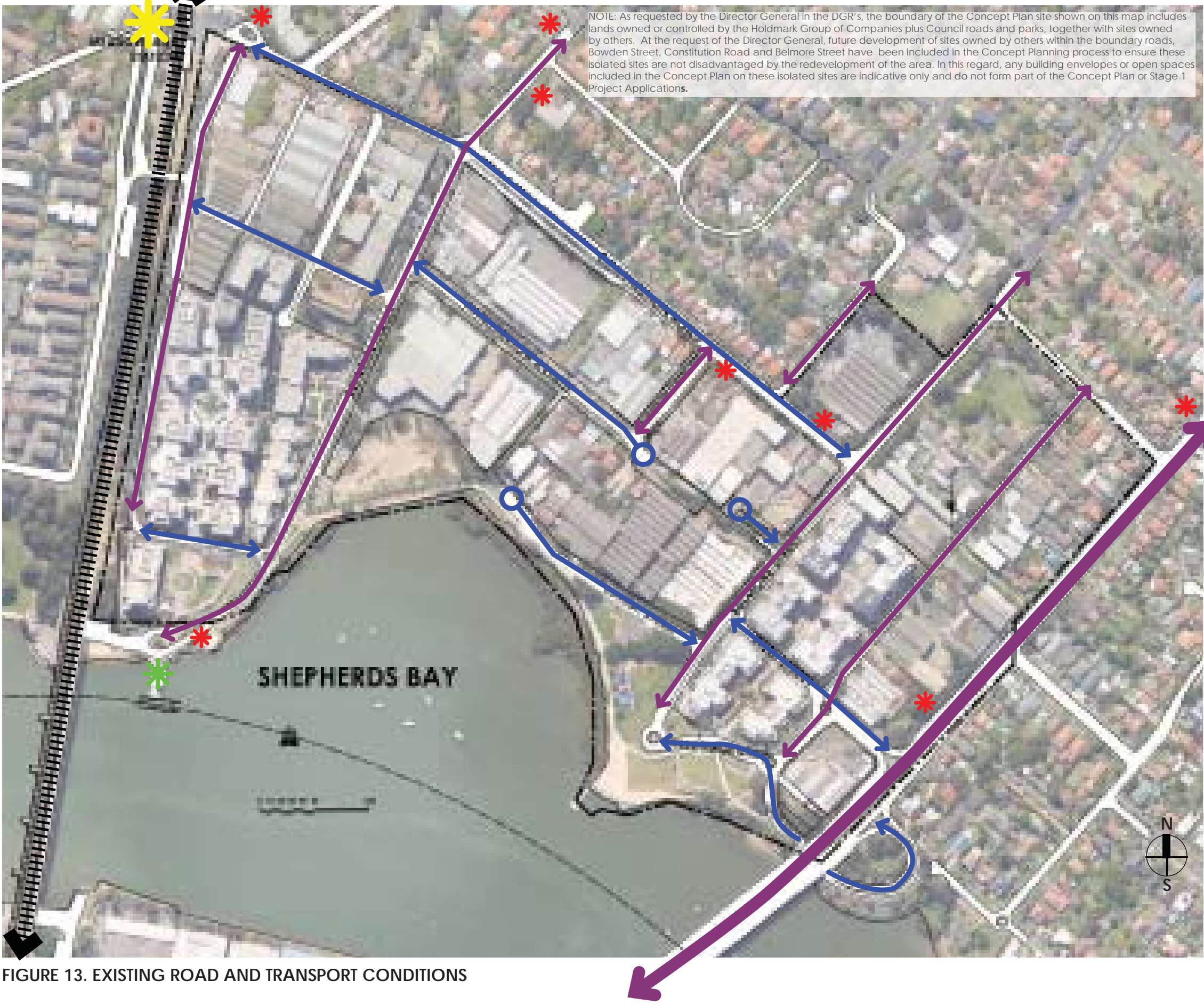
- Parking in the Meadowbank locality includes:
- Meadowbank Wharf (66 spaces);
 - Anderson Park (approximately 25 spaces);
 - Meadowbank Park including Ross Smith Avenue (427 spaces);
 - street parking along all roads (refer to Landuse Survey Report at **Annexure 22**); and
 - Meadowbank TAFE, train station and retail areas.

Meadowbank Railway is served by two trains per hour each way, with additional trains during weekday peak hours. This station has easy access and comprises bicycle parking, a small car park (30 car spaces) and a kiss 'n' ride facility. A new air ventilated indoor footbridge has recently been built with lifts and a new set of stairs at both sides. There are two platforms which have also been revived with new signage, seating and roofing.

Meadowbank has a small bus interchange consisting of two stops located at Meadowbank Wharf, close to the south western edge of the Concept Plan site. The facilities at the bus interchange are of good quality; providing seating, shelter and timetable information. On weekdays five routes serve the Meadowbank area with 219 buses serving these routes.

Of the five routes running through the Meadowbank study area, two routes run to the city. There are two routes going to Parramatta and one route to Chatswood and Carlingford.

The Sydney Ferries Parramatta River service from Circular Quay to Parramatta serves the Meadowbank ferry wharf.



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ACCESS AND TRANSPORT (cont.)

Parts of the subject site are located within 400m (5 minutes) of the train station whilst the entire site is within 800m (10 minutes) walking distance from Meadowbank train station. There are some pedestrian paths around the site but many of these are not complete or linked.

Existing pedestrian linkages include the foreshore walkway, the pedestrian pathway along Rothesay Avenue and pedestrian footpaths on Bowden Street and Belmore Street. These existing linkages provide access to the foreshore. There is opportunity for improved and increased pedestrian linkages within the Concept Plan site to further activate and link it with the broader area.

Cycleways are also accessible from the site. Ryde Bicycle Strategy and Masterplan 2007 indicates two regional cycle routes near to the site, these include:

- RR01 – Hornsby to Strathfield Rail Trail via Eastwood; and
- RR09 – Parramatta Valley Cycleway

Several local cycle routes also run near the site, these include:

- LR03 – Eastwood to Parramatta River via West Ryde;
- LR05 – North Ryde to Meadowbank; and
- LR15 – West Ryde to Gladesville.

Part of the planned foreshore cycleway has been constructed along the foreshore reserve.



FIGURE 14. PUBLIC TRANSPORT, PEDESTRIAN, CYCLE AND ROAD MAPS

(Source: City of Ryde, 2010)

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16. TOPOGRAPHY

LEGEND:

-  Valley line
-  Ridge line

The natural landform of the Concept Plan site has in a number of areas been significantly modified, with some man-made embankments or benching to create roads parallel to the foreshore and provide building platforms for the existing industrial and commercial buildings.

The subject lands slope generally down towards the foreshore with a localised depression running from Constitution Road to the foreshore mid block between Bowden and Belmore Streets. Refer to site survey at **Annexure 2**.

The topography of the Stage 1 Project site has been significantly modified and excavated to provide a flat building platform for the large footprint existing industrial building. This effectively precludes direct, access to the upper areas of the Concept Plan site.

The ground levels at the 'Signature building' site on Parsonage Street generally slope gently down from the eastern corner of the site towards the western corner. Surrounding ground levels are generally gently sloping, although in the south-western part of the site the ground levels first slope gently down the existing strip of parkland, then very steeply down to Loop Road.

17. SOILS AND CONTAMINATION

The Preliminary Screening Contamination Assessment undertaken by Douglas Partners dated July 2010 is attached as **Annexure 21**.

The contamination investigation indicates that there is generally a moderate potential for contamination, although the probability of widespread contamination at the site appears to be unlikely. It considers that a number of potentially contaminating activities could have been undertaken within various properties within the site including demolition works (that may have left behind rubble containing hazardous building materials), cut and fill and land reclamation of the site to level individual properties and to fill the former creek/ gully and reclaim land along the shoreline of Shepherds Bay.

The contamination investigation concludes that the site can be rendered suitable for the proposed residential development and makes recommendations to mitigate any potential impacts.

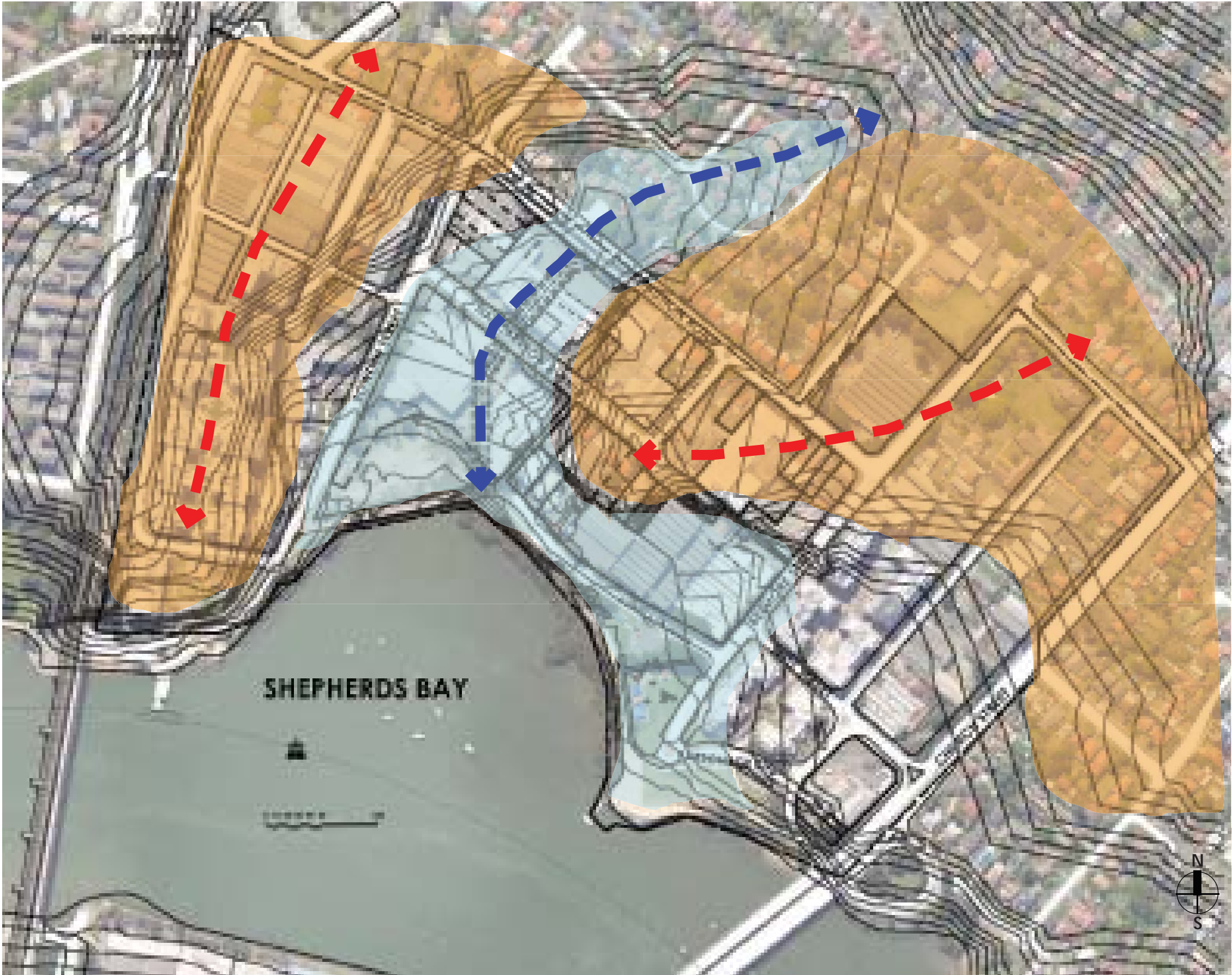




FIGURE 15. EXISTING LANDFORM

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18. ECOLOGICAL CHARACTERISTICS, EXISTING VEGETATION AND OPEN SPACES

LEGEND:

-  Green open space
-  Existing vegetation

An Ecological Assessment of Shepherds Bay was undertaken by LesryK Environmental Consultants in August 2010 and is attached as **Annexure 18**. The assessment provides a description of the vegetation and habitat on the site. It also provides guidance on the potential boardwalk and planting.

The report indicates that the site has experienced a long history of occupation, with the majority of native vegetation being removed. Several landscaped garden beds and roadside verges are present, as are occurrences of weed infestations where site maintenance has not occurred.

The foundations of a former jetty/wharf are present within the foreshore portions of the subject site. These foundations have been formed by the placement of sandstone blocks and the depositing of rock fill material. Establishment of the jetty/wharf appears to have altered the localities hydrological regime, with sediments being deposited either side of this structure. At the time of its use/establishment, no mangroves were present near the jetty/wharf, these have regenerated in recent years. All other stands of native vegetation, excluding foreshore areas, have been removed from the subject site.

A number of mangrove communities line the upper reaches of the Parramatta River (west of Abbotsford), these include the study area. These areas are protected under the NSW Fisheries Management Act (1994) due to their importance as habitat for fish and sea birds. Through reference to the listings provided under the EPBC and TSC Acts, it is noted that no gazetted areas of critical habitat for any flora or fauna species, populations or communities occur within, or in the vicinity of, the study area.

The habitats recorded within the limits of the likely area of disturbance are not considered to be of any particular importance for any of the threatened plants or other animals known to occur within the study region.

The Arboricultural Impact Assessment prepared by Redgum Horticultural indicates that there are 172 trees on the Concept Plan site, refer to **Annexure 23**. Their report recommend the retention of 42 of these and replacement with suitable species in the new landscape areas.

Existing trees on the front of the Stage 1 site are identified in their report as able to be removed if required.



FIGURE 16. EXISTING VEGETATION

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ECOLOGICAL CHARACTERISTICS, EXISTING VEGETATION AND OPEN SPACES (cont.)

The site has good access to existing parklands and open spaces. There are a number of parks within close proximity to the site, these include:

- (1) Headland Park. This park is located adjacent to Meadowbank Ferry Wharf.
- (2) Helene Park (Blaxland Rd) – suitable for events and contains picnic areas, toilets, cycle path and walking track. This park is located near Meadowbank Wharf and has accessible parking.
- (3) Anderson Park (Belmore St) - suitable for events and contains picnic areas, barbeques, play ground, cycle path and walking track. This is a popular park for walkers and joggers with views of Parramatta River and a jetty.
- (4) Shepherds Bay Park - a landscaped reserve with jetty.
- (5) Settlers Park - densely landscaped reserve.
- (6) Meadowbank Memorial Park (Meadow Cres) - contains a WW1 memorial site, picnic areas, barbeques, toilets, playground, cycle path and walking track.
- (7) Meadowbank Park (Constitution Road) - comprises picnic areas, barbeques, toilets (including accessible toilets), playground, sports fields, cycle path, walking track and tennis courts. The park contains an off-leash area (between certain times), hosts major sporting events and is part of the City of Ryde Bushcare program.
- (8) Ann Thorn Park (where drainage issue exists next to Constitution Road).

The site is included along Ryde Riverwalk which runs along the Parramatta River foreshore and connects the open space areas in Ryde. It provides a planned continuous off-road cycleway and pedestrian way. A portion of the Riverwalk within the site is incomplete.

The Ryde Riverwalk Masterplan shows future construction of a suspended walkway to connect the adjoining paths and provide greater connectivity and access to the waterway.



FIGURE 17. PUBLIC PARKLAND
(Source: Ryde Riverwalk Master Plan, 2007)

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19. HYDROLOGY - FLOODING, STORMWATER AND GROUNDWATER

A number of areas within the Concept Plan site are subject to localised flooding. This issue is to be taken into account in the design of floor levels, building locations and drainage systems in any redevelopment of the Concept Plan site. Refer to the report at **Annexure 16** for details of existing flood conditions.

Surface water runoff drains into stormwater drains around the site with the overall direction of drainage towards the south towards Shepherds Bay.

Council has advised the proponents that the stormwater drainage infrastructure in the Meadowbank area is generally inadequate and in need of upgrading.

The Preliminary Geotechnical and Groundwater Assessment prepared by Douglas Partners July 2010 at **Annexure 19** indicates the groundwater in the Concept Plan site is likely to be governed by two, interacting systems, the groundwater that originates on land, and continues to travel through subsurface stratum, and the water originating from Parramatta River that infiltrates into the adjoining soils and rock.

It is considered that the potential for widespread or extensive groundwater contamination is generally low. If groundwater contamination is detected, further more targeted investigations will be conducted to better define the extent of the groundwater impact as each area of the Concept Plan site is developed.