

SHEPHERDS BAY URBAN RENEWAL

20. HERITAGE

The Interpretation Strategy, prepared by Rappoport Pty Ltd on Shepherds Bay, dated 27 July 2010, attached as **Annexure 24** details the first history of the Concept Plan site to be that of the Wallumedegal people. Due to the rich soils and mangroves of the river flats the area was bountiful. Development of the area has destroyed most of the historical evidence of this era.

The first European settlement was in 1790 and 'Meadowbank' was named by William Balmain who received the specific grant. In 1794, Ann Thorne, later to be known as Ann Shepherd, was given a grant on the land. The Shepherd family became quite successful and had acquired 1500 acres in the immediate vicinity by 1830. The land remained in the Shepherd family for the better part of the 19th century. The area became known as Shepherds Bay during this time.

During the 1850s there was a push for more reliable transportation routes to and from the area. A Road later to be known as Ryde Road was built, connecting Ryde and Gladesville to the Hunters Hill Wharf. Popularity of these suburbs grew. Subsequently in 1912, the subject land was subdivided. Through this subdivision 'Nancarrow's Estate' is formed. The subdivision was intended for housing sales in 1912 and 1913 were unsuccessful.

In 1945 Industry came to the area. The Automatic Totalisation Ltd Company purchased the land for their factory, including parts of the 'Nancarrow Estate'. The land stayed under the Totalising Factory name, unmodified until sold to AWA in 1991. AWA sold the land shortly after but the factory remains.

The locality contains a number of heritage items which are listed under Ryde LEP 2010 (see **Figure 20**), these include:

- Factory at 33-37 Nancarrow Road (Lots 1-7 and 9-17, DP 19585; Lot 1, DP 122205) is a locally listed heritage item (No.80)
- Ryde Bridge Church Street is a locally listed heritage item (No.33)
- John Whitton Railway Bridge Meadowbank State (No.56)



PHOTO 10. 1930 AERIAL



PHOTO 11. 1961 AERIAL



PHOTO 12. 1991 AERIAL



PHOTO 13. 1943 AERIAL



PHOTO 14. 1970 AERIAL



PHOTO 15. 1996 AERIAL



PHOTO 16. 1951 AERIAL



PHOTO 17. 1982 AERIAL



PHOTO 18. 2010 AERIAL

HISTORIC DEVELOPMENT OF THE MEA
(Source: Douglas Partners, 2010)

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HERITAGE (cont.)

On 7 August 2007 Council resolved that the demolition of the factory at 37 Nancarrow Road is required to facilitate stormwater management upgrades. Specifically the Council resolution states that Council:

"endorses the Flood Management Strategy for the Ann Thorn Park catchment outlined in the report of the Manager – Catchments & Assets dated 31 July 2007.

The existing factory building complex at No. 33-37 Nancarrow Avenue, Meadowbank, is listed as a locally significant heritage item in Ryde LEP 2010. However, Council has resolved that this item requires to be demolished.

The building is, unfortunately, located directly across a water course with only provision to cater for a one (1) in two (2) year ARI storm event, in the 1,350mm pipe installed under the building, along the old creek line.

Successful implementation of the strategy is dependent upon the creation of 16m wide overland flow path at this and other downstream sites, and would specifically necessitate the demolition of the existing heritage building at No. 33-37 Nancarrow Avenue, Meadowbank.

Environment
The proposed Flood Management Strategy will require the demolition of No 33-37 Nancarrow Avenue, which is listed as a locally significant heritage item. This is necessary to provide a safe overland flow path from Constitution Road to the Parramatta River."



FIGURE 18. HISTORIC CHARACTER



FIGURE 19. 1943 AERIAL PHOTOGRAPH
(Source: Department of Lands, 2010)



FIGURE 20. RYDE LEP 2010 HERITAGE MAP EXTRACT
(Source: City of Ryde, 2010)

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21. SIGNIFICANT VIEWS

LEGEND:

- Existing View corridors
- Potential Vista
- Neighbours Views
- DCP - Panoramic Views
- DCP - Vista
- DCP - Partially obscured vista
- 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 identifies 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.

The Visual Impact Assessment by Richard Lamb and Associates dated July 2010 (Annexure 8) identifies the important existing vistas and visual linkages, these include:

- a) View corridor across Belmore Street, Bowden Street and Constitution Road.
- b) View corridor across Hamilton Crescent West and Nancarrow Avenue.



FIGURE 21. SIGNIFICANT VIEWS MAP

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SIGNIFICANT VIEWS (cont.)

The View Assessment indicated that some of the view corridors identified by Council in the DCP do not physically exist at present. In addition, the lower level of the properties and slip road running parallel and adjacent to the north of Constitution Road restricts views from those existing dwellings. Future development of the site will not impact views for these properties any more than a DCP compliant development (refer to photos).

Notwithstanding, there is potential for the proposed development to incorporate additional view corridors and pedestrian access to increase viewing opportunities and access to the waterway and foreshore in the Concept Plan site.

The potential view corridors and vistas, in addition to the existing or DCP identified views, are listed below:

- a) Extended view corridor in the existing north-south alignment of Hamilton Crescent West (identified in Ryde DCP 2010).
- b) A vista to the south, off Nancarrow Avenue, across existing industrial development at 20-36 Nancarrow Avenue (identified in Draft DCP 2008).
- c) A vista to the south, near the existing eastern terminus of Nancarrow Avenue/Hamilton Crescent West, across a narrow lane leading to an existing industrial building (identified in Ryde DCP 2010).
- d) A continuous vista off Constitution Road between Hamilton Crescent West and Bowden Street.



PHOTO 19. CONSTITUTION ROAD



PHOTO 21. BELMORE STREET LOOKING SOUTH FROM CONSTITUTION ROAD

(Source: Google Maps, 2010)



PHOTO 20. SLIP ROAD ADJACENT TO CONSTITUTION ROAD



PHOTO 22. BOWDEN STREET LOOKING SOUTH FROM CONSTITUTION ROAD



FIGURE 22. PANORAMIC VIEW FROM TOP OF BUILDING E OF BAY ONE ROOF

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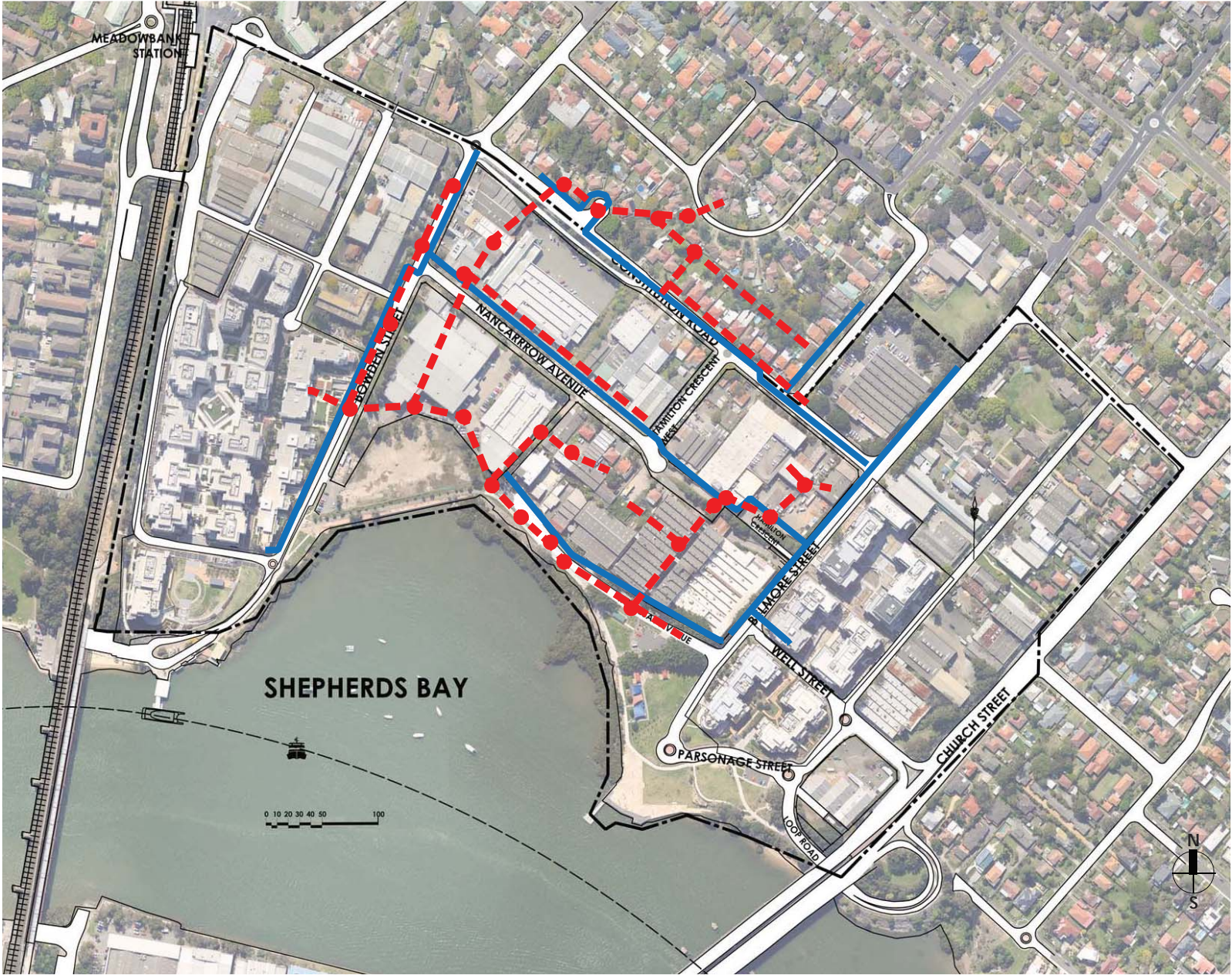
22. WATER AND SEWERAGE

LEGEND:

- Existing Sewer
- Existing Water

There are existing water and sewer mains throughout the site. These comprise 100mm and 150mm drinking water mains and 300mm, 225mm and 150mm sewer mains. These mains were designed to service the existing industrial development and will require amplification to have sufficient capacity to serve the proposed Concept Plan and Stage 1 Project developments.

Consultation with Sydney Water and other relevant agencies has been undertaken. A Utility Services Report is attached as **Annexure 20**.



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 23. EXISTING WATER AND SEWERAGE MAP

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23. COMMUNITY FACILITIES AND SERVICES

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 is predominantly serviced by the Village Plaza Shepherds Bay and Top Ryde City Shopping Centre.

There are many educational facilities in the area but the two most commonly recognised are Meadowbank TAFE and St Michael's School. There are four churches in the area Meadowbank International Church, Ryde Presbyterian Church, St Michael's Catholic Church and River City Church.

Council's DCP seeks to establish a public domain on the Concept Plan site consisting of parks, formal and informal public open space, roads, footpaths and cycle ways that maximises accessibility and environmental amenity.

Meadowbank Park is located close to the Concept Plan site along the foreshore to the west. It provides a major sports field complex for football, soccer, cricket, baseball, hockey and netball. It contains 4 cricket pitches and 2 nets; 9 soccer fields; and 24 netball courts.

Cycle and jogging tracks on the Parramatta River foreshore form part of the Parramatta Valley Cycleway.

The Meadowbank section of Parramatta to Putney Cycleway is also home to many social community events.

The Shepherds Bay Community Hall located near Meadowbank wharf can be rented for functions or group meetings.

Council's Draft Community Services Plan 2030 designates the implementation of the Top Ryde community bus service between Gladesville, Ryde, Meadowbank and West Ryde shops in response to the forecast population growth.

LEGEND:

Retail

Community venues

Library

Education facilities

1. West Ryde Shopping Centre and station

2. Meadowbank retail and station

3. Top Ryde Shopping Centre

4. Ryde TAFE College

6. Medowbank TAFE College

7. Australian Traditional Medical Society

8. Action Coaching

9. Healing and Vitality Centre

10. St. Michaels Primary School

11. Little Stars Kindergarden

12. Medowbank Education Trust

13. Meadowbank Primary School

14. German International School

15. German Pre-School

16. Willandra Art Centre City of Ryde

17. David Millam's Music Studio

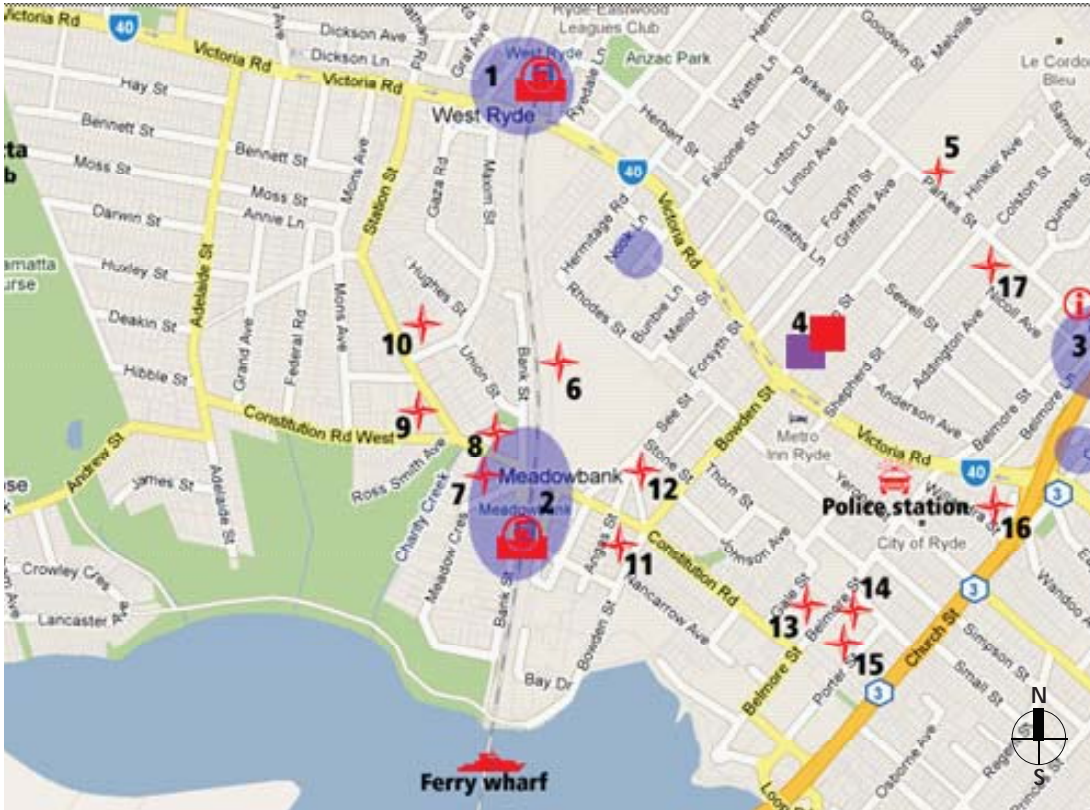


FIGURE 24. LOCATION OF COMMUNITY FACILITIES AND SERVICES
(Source: Google Maps, 2010)

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24. STAGE 1 PROJECT SITE DETAILS

24.1 Description

The Stage 1 site is described as Lot 1 DP 384185 (No.39) and Lot 1 DP 1072555 (No.41) Belmore Street Ryde. It is located in the south eastern portion of the Concept Plan. It is bounded by Belmore Street to the east, Rothesay Avenue to the south and Hamilton Crescent to the north and the foreshore parkland and Shepherds Bay to the immediate south west. The owner of the properties is Bayone Projects Pty Ltd. The site is rectangular in shape and has a combined area of approximately 7,470sqm. Currently it contains a steel/concrete Energy Australia substation and an older style 4-7 residential storey equivalent vacant industrial building.

The Stage 1 site is located close to the foreshore adjacent to the recently upgraded Anderson Park. Opposite the site to the east is the new 'Bay One' residential development. Figure 26 illustrates that the existing buildings obscure the views of the properties to the north of the subject site.

24.2 Existing Traffic and Access

Existing vehicular and pedestrian access is provided from Belmore Street and Rothesay Avenue.

24.3 Existing Public Transport, Pedestrians and Cyclists

Pedestrian and cycle access is provided along Rothesay Avenue and Belmore Road. Bus services run along Constitution Road (less than 200m from site) and further north along Belmore Street. The site is located in walking distance from Meadowbank train station and 600m from Meadowbank Ferry Wharf.

24.4 Existing Vegetation

The site is fully developed but contains some trees along the northern, eastern and southern boundaries. There are also several mature fig trees adjacent to the development in Anderson Park.

24.5 Topography

The Stage 1 site has been benched to create building platforms and no longer reflects the natural ground level. Beyond the site the land to the north (rear) of the site inclines upward. The higher elevation of the land behind the site creates an opportunity for extending views to future development.

24.6 Hydrology

Currently surface water runoff drains into existing Council stormwater drains around the site with the overall direction of drainage towards the south towards Shepherds Bay.

24.7 Soils and Contamination

Geological maps illustrate that the Stage 1 site

contains Hawkesbury Sandstone. The soil type for the site is Gynea Soil Landscape Group. Acid Sulphate maps illustrate that there are no known Acid Sulphate Soils in the site but because of the filling of the site may contain unknown materials.

24.8 Existing Views

The bulk and mass of the existing buildings on the Stage 1 site obstruct the desirable north to south view corridor to the west of the Stage 1 site (identified in Council's DCP). Whilst there is a narrow break between the existing buildings this is obstructed with elevated walkways which link the buildings. The view corridor to the east of the site is also obstructed by medium to large scale trees which restrict views down Belmore Street.

24.9 Orientation

The Stage 1 site is orientated south west towards Shepherds Bay placing significant constraints on solar access.



PHOTO 23. BAY ONE DEVELOPMENT, EAST OF SITE (Source: Google Maps, 2010)



PHOTO 24. OBLIQUE VIEW OF STAGE 1 WITH FORESHORE PARK IN FOREGROUND



FIGURE 25. STAGE 1 SITE LOOKING FROM TOP OF BAY ONE DEVELOPMENT



FIGURE 26. OBLIQUE VIEW OF SITE WITH STAGE 1 SITE HIGHLIGHTED

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STAGE 1 PROJECT SITE DETAILS (cont.)

PHOTOGRAPHS OF THE SITE ILLUSTRATING THE EXISTING INDUSTRIAL DEVELOPMENT ON STAGE 1 PROJECT SITE

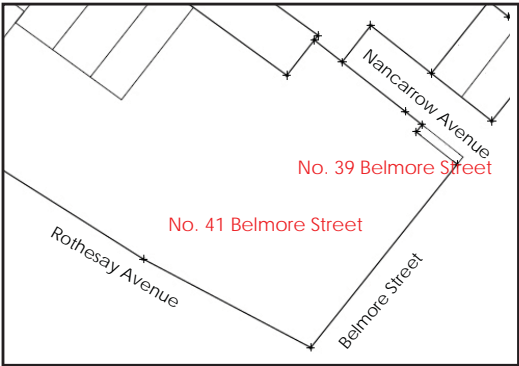


PHOTO 25. BUILDING LOCATIONS
(STAGE 1 COMPRISES NO.39 AND 41 BELMORE STREET)



PHOTO 26: NO. 39 BELMORE STREET



PHOTO 27: NO.41 BELMORE STREET



PHOTO 28: NO.41 BELMORE STREET
(CORNER OF ROTHESAY AND BELMORE)



PHOTO 29:NO.41 BELMORE STREET (EASTERN SIDE)



PHOTO 30: NO.41 BELMORE STREET (SOUTHERN SIDE)



PHOTO 31: NO.41 BELMORE STREET (SOUTHERN SIDE)



PHOTO 32: NO.41 BELMORE STREET (NORTH-WEST
CORNER)

STAGE 1 SITE PHOTOGRAPHS (Source: Douglas Partners, 2010)

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25. COMPARATIVE DEVELOPMENT ANALYSIS

CASE STUDY - JACKSONS LANDING



Street views showing building heights and setbacks, open spaces and pedestrian links:

FIGURE 27. JACKSONS LANDING ANALYSIS

Jacksons Landing, a similar size and location to Shepherds Bay, is a highly successful residential and commercial development located on the northern peninsula of Pyrmont, on Sydney Harbour. It is located on the former site of a major sugar refinery which was operated by CSR Limited and is being developed by the Lend Lease Corporation Limited group. This development, although significantly denser and higher than the subject Concept Plan is based on similar building footprints which enables provision of significant, useable open spaces, community facilities and a permeable access system.

Other recent developments include recent buildings in Shepherds Bay itself:

Bay One

A high density 4 to 7 storey residential development, immediately opposite the Stage 1 Project site to the east of the site.

Waterpoint

High density 4 to 9 storey mixed retail, commercial and residential development to the west of the site.



Comparison of Building footprints and access networks:

These two developments, based on Council's DCP building footprints are characterised by large building footprints which limit opportunity for useable landscaped open space areas










Site areas

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26. SITE ANALYSIS SUMMARY

LEGEND:

-  Disconnected road links
-  Existing/approved new high density residential development adjacent to site.
-  Noise Pollution
-  Increased vehicular traffic onto site
-  Maintaining views to water from neighbouring residential properties.
-  Existing buildings blocking views.
-  Lowering of Constitution Road to prevent future potential road failure due to stormwater banking to the north (Ann Thorn Park).

Key constraints include:

- Site orientation to the south a constraint for solar access
- Current lack of connectivity between roads
- Height of existing and approved development near site
- Traffic and access impacts
- Maintaining views from existing and approved development nearby
- Existing buildings blocking views
- Area-wide stormwater management
- Remediation of any potential contaminated land
- Protection and rehabilitation of riparian land along river
- Noise from Church Street and Constitution Road

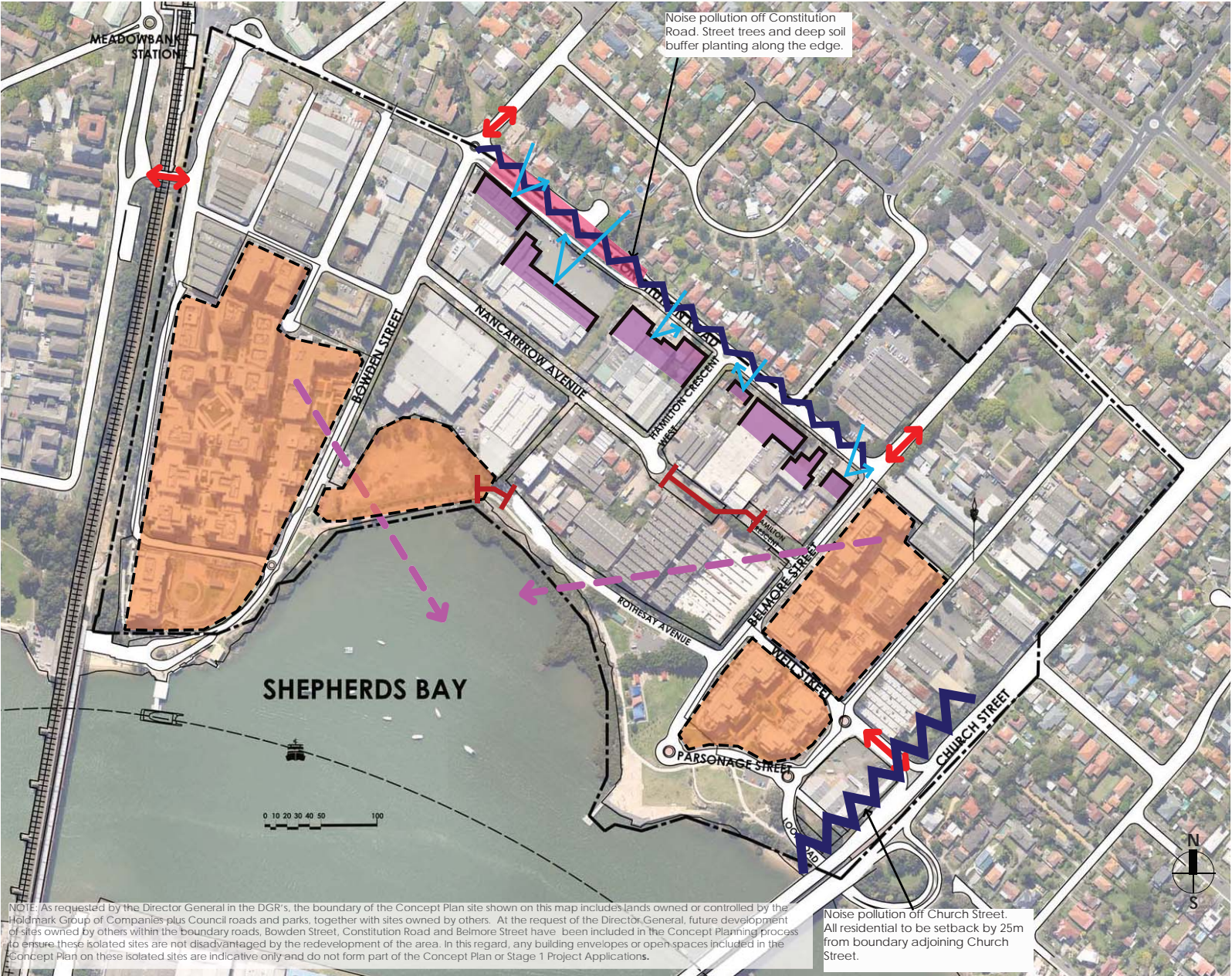














FIGURE 28. CONSTRAINTS ANALYSIS

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CONSTRAINTS AND OPPORTUNITIES (cont.)

LEGEND:

-  Main public square at topmost ridge on site
-  Extension and completion of foreshore public park
-  Pedestrian access
-  Foreshore pedestrian access
-  Foreshore bicycle link
-  New Through roads
-  Public Transport: Buses network
-  Bus Stop
-  Public Transport: Train line/Meadowbank Railway Station
-  Public Transport: Ferry line on Parramatta River
-  Prevailing winds from south west - cooler winds
-  Prevailing winds from north west - warmer winds

Key opportunities include:

- Acknowledge and embrace the historic character of the site including bringing activity back to the waterfront
- Incorporate natural vegetation and features
- Improve access to the foreshore and open space
- Dedication to Council land for new parkland/ pedestrian links and stormwater management
- Capitalise on of the close proximity of public transport, shops and services
- Integrate with new and existing residential development adjacent and near to the site
- Open up more views to the water through creation of new view corridors by adopting smaller building footprints
- Acquire sites where possible to avoid fragmentation
- Introduce sustainable development practices and best practice design
- Provide a greater diversity of housing types and sizes to increase affordability in the area
- Invest in road and infrastructure improvements including new through roads

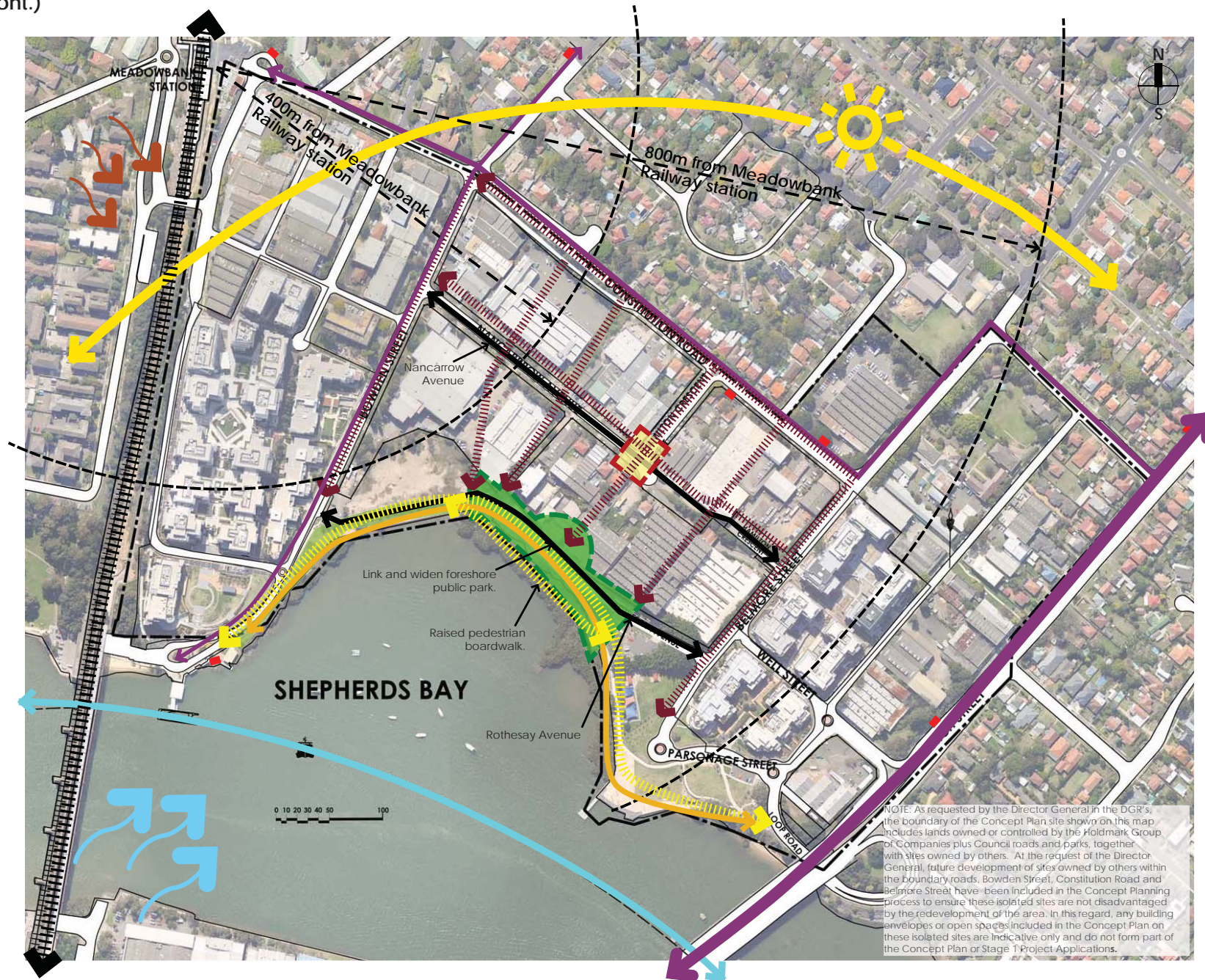


FIGURE 29. OPPORTUNITIES ANALYSIS