

C. CONCEPT PLAN

SHEPHERDS BAY URBAN RENEWAL

SHEPHERDS BAY URBAN RENEWAL

27. INTRODUCTION

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

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

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

NOTE: In the Concept Plan and stage 1 Project “height” is expressed in terms of number of storeys. It is intended that the definition of “storey” contained in Ryde LEP 2010 be adopted as follows:

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

Option 1 - Block Concept

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

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

The concept also made provision for the significant area-wide stormwater management upgrade works required.

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

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

This Option did not result in significant additional public open space when compared to a DCP compliant scheme illustrated on **Figure 66** in Part F of this EA

Option 2 - Harbour View Concept

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

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

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

This Option resulted in larger areas of open space, improved solar access to adjacent public and private spaces and within the new development and overall resulted in better internal residential amenity and public domain quality. In summary, the smaller footprint, taller slimmer building envelopes increased opportunities for better solar access, views to the water and parkland when compared to a DCP compliant development illustrated on **Figure 66** in Part F of this EA.

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

SHEPHERDS BAY URBAN RENEWAL

28. CONCEPT OPTIONS EXPLORED

CONCEPT PLANS

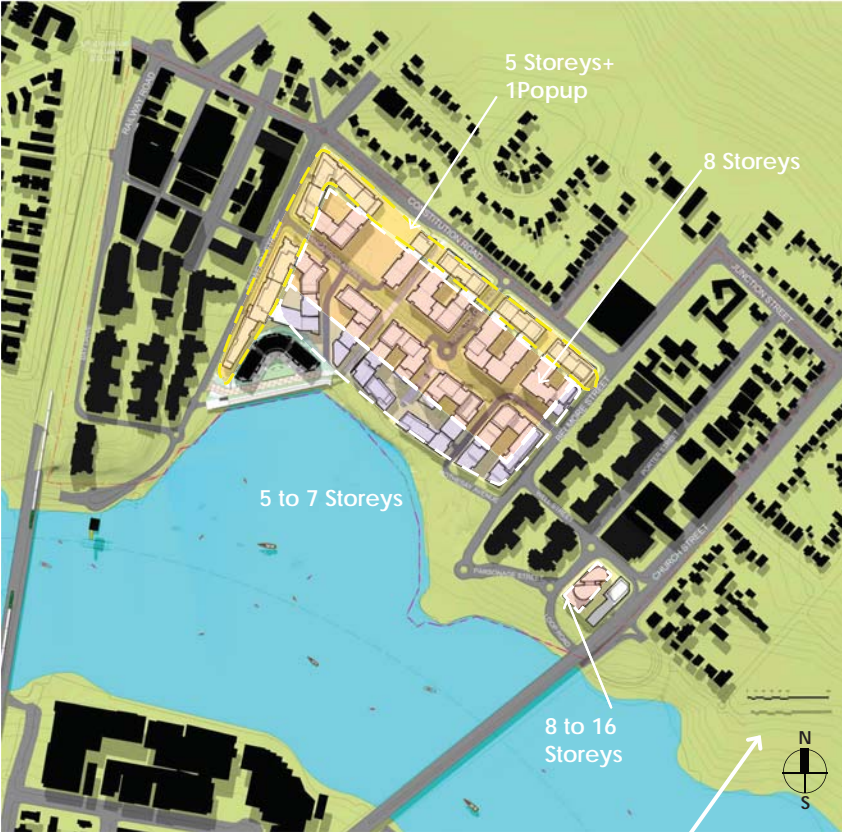


FIGURE 30. BLOCK CONCEPT PLAN



FIGURE 31. HARBOUR VIEW CONCEPT PLAN

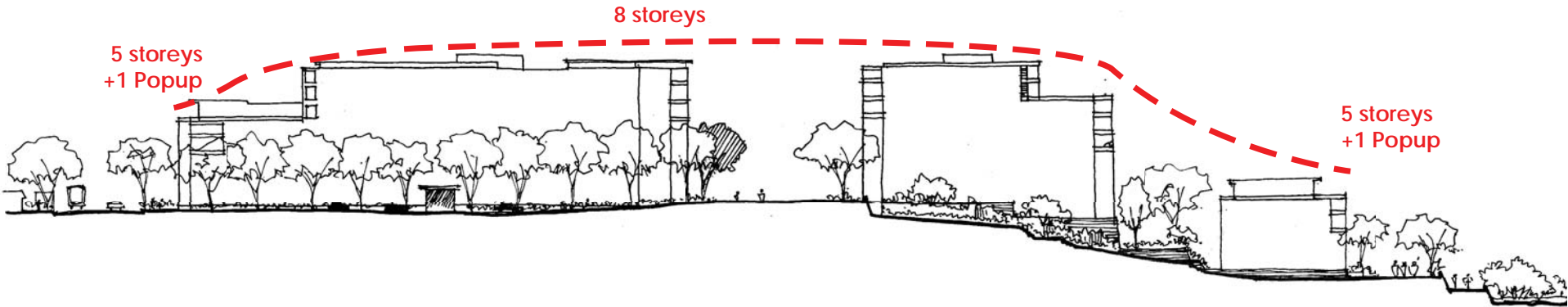


FIGURE 32. OPTION 1: BLOCK CONCEPT - LONG SECTION THROUGH SITE DOWN TO WATER

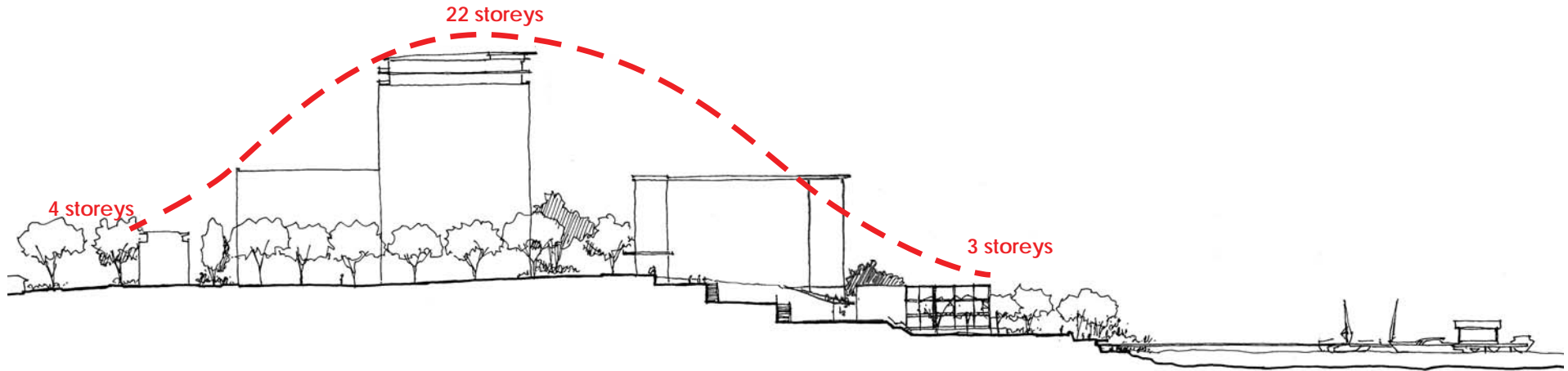


FIGURE 33. OPTION 2: HARBOUR VIEW CONCEPT - LONG SECTION THROUGH SITE DOWN TO WATER

SHEPHERDS BAY URBAN RENEWAL

29. CONCEPT OPTION PREFERRED

THE TERRACE DEVELOPMENT OPTION

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

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

- Option 3 involves:
- 4 - 9 storey building heights with two 12 storey buildings in the central area of the site to articulate and mark the central spine of the new development and one 16-18 storey signature building on the signature site fronting Church Road to act as 'gateway' entry statement;
 - approximately GFA of 260,000sqm (based on LEP definition) made up of 250,000sqm residential plus 10,000sqm commercial and community across the Concept Plan site;
 - Car parking based on Ryde DCP 2010 controls and dependant on landuse/ apartment mix (based on a sample mix of 2,600 apartments, a maximum of 4500 car parking spaces will be provided);
 - the strengthening of both north-south and east-west pedestrian and vehicular connections;
 - provisions for area-wide stormwater management;
 - maintaining views to existing development and creating new view corridors;
 - providing better functionality in terms of street layout, building form and location of open spaces;
 - taller building forms at the central core to create a sense of place and 'heart' to the development; and
 - significantly more open space across the Concept Plan area than the other two options - approximately 4,125sqm which is 280% more than a complying DCP scheme.

The general principle in the preferred Concept Plan development scenario, Option 3 the Terrace Concept is to have a uniform height distribution with regard to the regraded topography of the Concept Plan site with taller buildings near the central core to engender a sense of place and to take advantage of the water views offered to the site.

All three options were informed and reviewed by Richard Lamb and Associated in their View Analysis attached as **Annexure 8**.



FIGURE 34. TERRACE CONCEPT PLAN

SHEPHERDS BAY URBAN RENEWAL

CONCEPT OPTION PREFERRED (cont.)

SECTION AND 3D VIEW

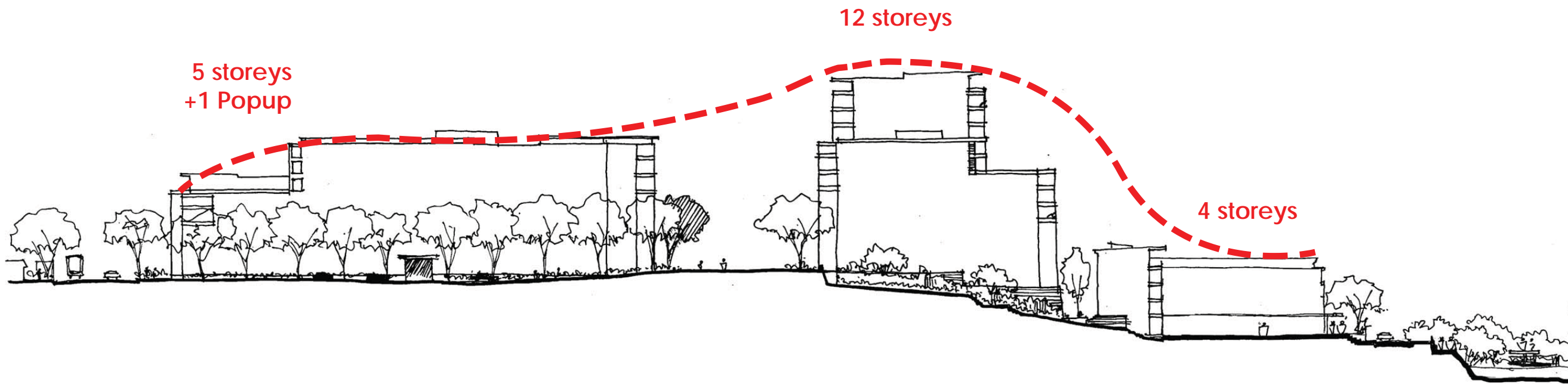


FIGURE 35. TERRACE CONCEPT - LONG SECTION THROUGH SITE DOWN TO WATER

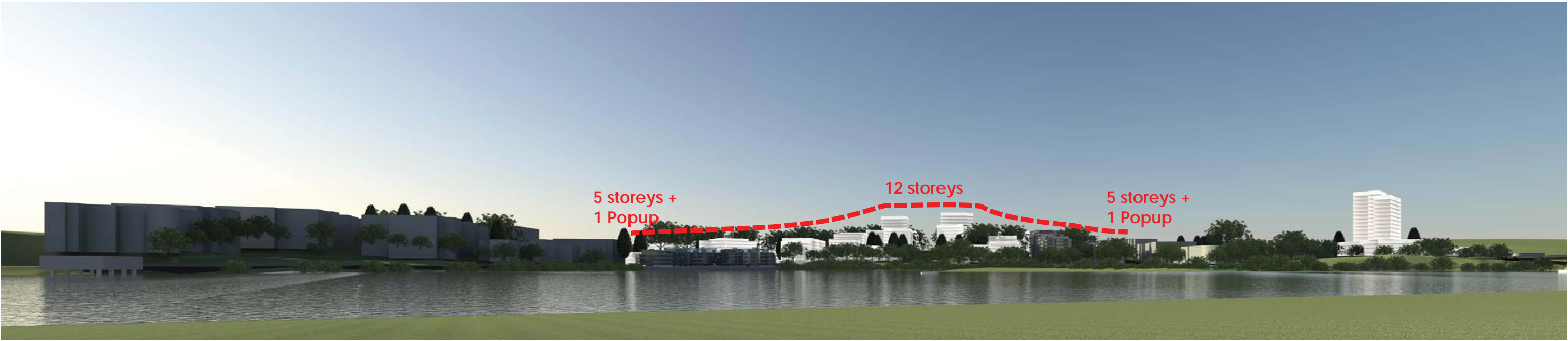


FIGURE 36. TERRACE CONCEPT - VIEW FROM NORTHERN BANK OF RHODES TO SHEPHERDS BAY

SHEPHERDS BAY URBAN RENEWAL

CONCEPT OPTION PREFERRED (cont.)

29.1 Concept Plan Vision Statement

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

29.2 Community, Environmental and Economic Benefits

Community benefits offered by the Concept Plan include:

1. Greater emphasis on non-motorised modes of transport and connections to ferry, rail and buses, through new and improved pedestrian and cycle links to the three public transport nodes in the area
2. New view corridors to the water from the surrounding area in addition to those identified in Council’s DCP
3. Seamless connections between the new development and existing neighbourhood
4. Better physical connections for pedestrians, cyclists and motorists improving public access and enjoyment of the foreshore
5. More defined, elegant built form when viewed from the water than a complying DCP development scenario or recent developments in Shepherds Bay
6. Potential for community facilities including community theatre space close to the foreshore and central core of the new development
7. Significant area-wide improvements to the stormwater management
8. Dedication of parts of approximately 4,125sqm for new public parkland and other open space, which including Council owned lands equates to a total of 10,000sqm parks and public domain areas within the Concept Plan site
9. Commitment to sustainable development practices such as green buildings, green infrastructure, facilitating alternative modes of transportation and integrated stormwater management planning
10. A diversity of housing types and sizes that exceeds the requirements of the DCP which will in turn increase housing choice and affordability in the area
11. New road and infrastructure improvements, including connection of Nancarrow Avenue through to Belmore Street

12. Increased rate revenues to be used by Ryde City Council for community-wide improvements and services as well as the creation of financial benefits that will result to the community from direct and indirect development-related jobs and services

29.3 Isolated Sites

The Concept Plan site spans approximately 9.3 hectares (comprising 8.1 hectares of privately owned land). Holdmark Property Group and their associated companies are the majority land owner. Whilst Holdmark Property Group endeavoured to acquire all sites within the Concept Plan area, acquisition of some properties was not possible. The full site description and land ownership details are provided in **Section 2**. The other land owners have been consulted and are aware of the Concept Plan.

At the request of the Director General, the Concept Plan provides an overall design concept for the Shepherds Bay site including sites not owned or controlled by Holdmark Property Group or their associated companies to facilitate a holistic approach to planning and avoid fragmentation of land or creation of isolated sites. It is envisaged that future development of land to which the Concept Plan applies would be required to be carried out in accordance with the Plan.

30. PROPOSED LAND USES

Strategic directions contained in Council and State planning policies indicate that commercial or industrial uses are no longer economically feasible and point to transforming the precinct for residential purposes. The Economic Assessment by Hill PDA land economist and studies carried out for Council indicated that the area is well serviced by larger employment areas in the region. The justification for the residential development is based on demand and supply in the region and site suitability. The Hill PDA Economic Assessment is attached as **Annexure 10**.

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

30.1 Residential

The Concept Plan proposes building envelopes for new buildings to include approximately 250,000sqm GFA of residential floorspace. It is envisaged that it will take at least 10 years for the Concept Plan site to be fully redeveloped. Indicative figures for the apartment number and mix have been prepared based on existing market conditions. It is recommended that

development statistics be revised at each Project Application stage to enable response to any changes in market conditions. A summary of the indicative residential development statistics for the Concept Plan are outlined in **Table 5** below.

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

Adaptable housing (10%) will also be provided to cater for the ageing and/or mobility impaired members of the community. A summary of the indicative average apartment mix is outlined in **Table 5** below.

Table 5. Apartment Mix and Size Summary

	Number	Apt. Mix	Average Apt. Size
Bed 1	266	10%	60
Bed 2	1992	75%	88
Bed 3	399	15%	115

31.2 Commercial and Community Uses

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

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

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

Reformed Topography

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

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

Defining Height

Due to the highly modified existing topography, the Concept Plan defines the height of buildings envelopes illustrated on the Heights Map at **Figure 37** referenced to the RL’s of the adjacent streets. As detailed in the Architectural Drawings at **Annexure 2** and as illustrated on **Figure 38**.

The resultant street wall height of the Concept Plan buildings are generally consistent with recent adjacent residential developments. However, variations to compliance with LEP building height controls are sought where view access to and from neighbouring development will not be impacted by marginally taller buildings, refer to **Figure 39**. 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.

The street wall height of buildings in Stage 1 are similar to the permissible LEP heights at the Belmore Street frontage but higher at the western and northern edge of the development where taller building height will not impact on existing view access for surrounding properties. Refer to diagrams at **Figures 2,3, 38 and 39**.

Particular attention has been taken in the Concept Plan to setback building bulk from the Constitution Road frontages to respect lower density residential development opposite. In that instance, however, due to the topography, even an LEP compliant height development would block any potential views to the waterfront (currently generally blocked by industrial buildings). This also applies to the majority of other areas within the Concept Plan site, where compliant development heights would result in similar view impacts to the Concept Plan heights due to changes in topography.

Carparking

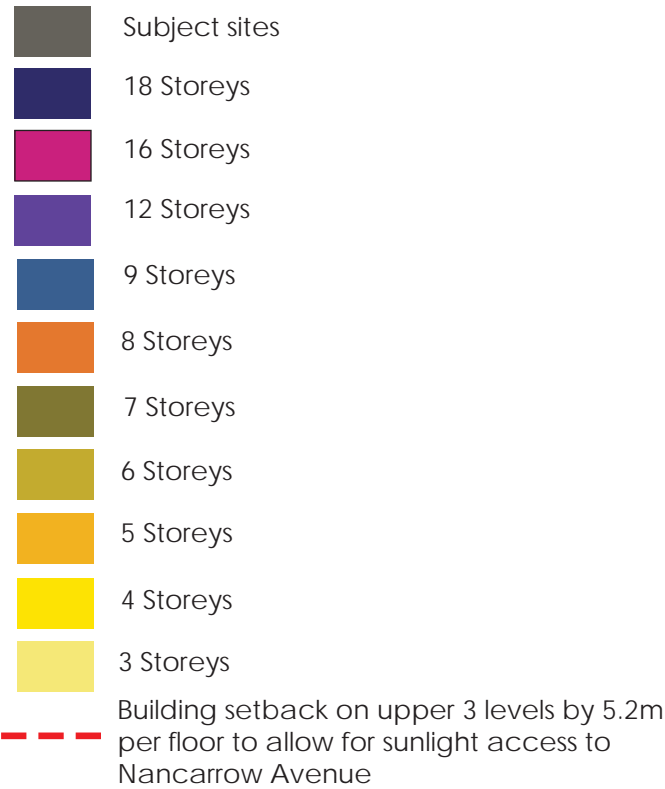
Car parking based on Ryde DCP 2010 controls and dependant on landuse/ apartment mix (based on a sample mix of 2600 apartments, a maximum of 4500 car parking spaces will be provided).

As recommended in the DGR’s future project application within the Concept Plan site should seek to adopt a minimalist approach to parking provision with on site parking reduced where feasible subject to satisfactory impact assessment. In this regard 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. As detailed in Section D of this EA, the Stage 1 proposes to meet Council’s DCP car parking requirements.

SHEPHERDS BAY URBAN RENEWAL

31. BUILDING HEIGHTS

LEGEND:



Building heights range between 4 to 9 storeys with two 12 storey towers in the centre of the site flanking the central spine and one significant 16-18 storey building fronting Church Street to act as a 'gateway element' at the entry to the new development area. Buildings are generally 5 storeys at Concept Plan Site boundary street frontages with additional floors setback. Building heights were designed based on the view analysis, recent developments, solar access and to enable the provision of significant areas of additional public open space.

Recommended Development Principles
Building heights in the Concept Plan site are to be provided generally in accordance with the Height Plan at **Figure 37**.

NOTE: In the Concept Plan and Stage 1 Project "height" is expressed in terms of number of storeys. It is intended that the definition of "storey" contained in Ryde LEP 2010 be adopted as follows:

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

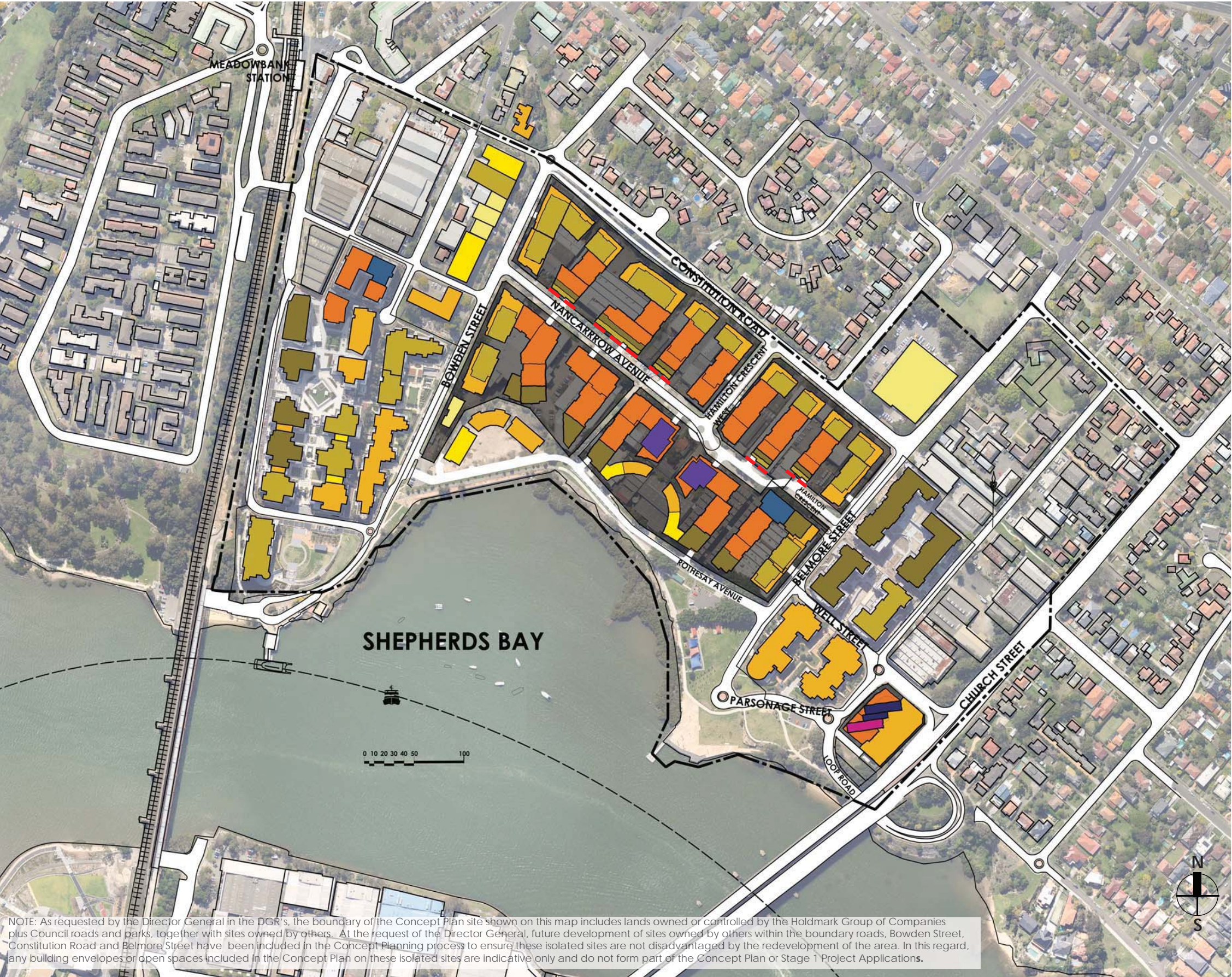


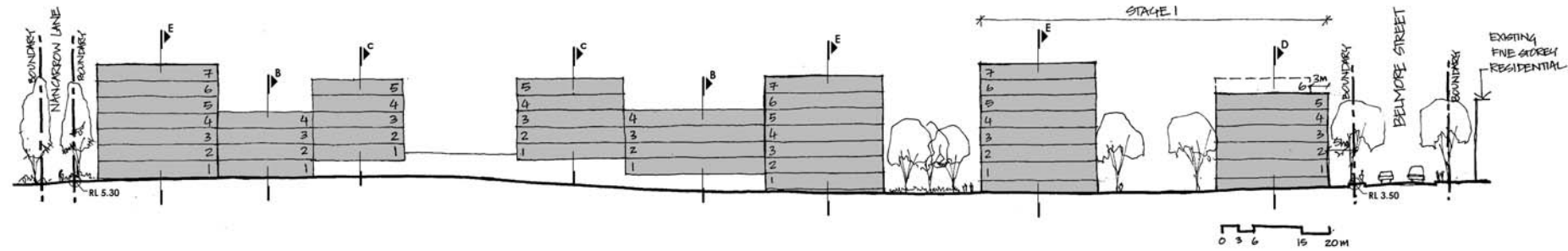
FIGURE 37. HEIGHT PLAN

SHEPHERDS BAY URBAN RENEWAL

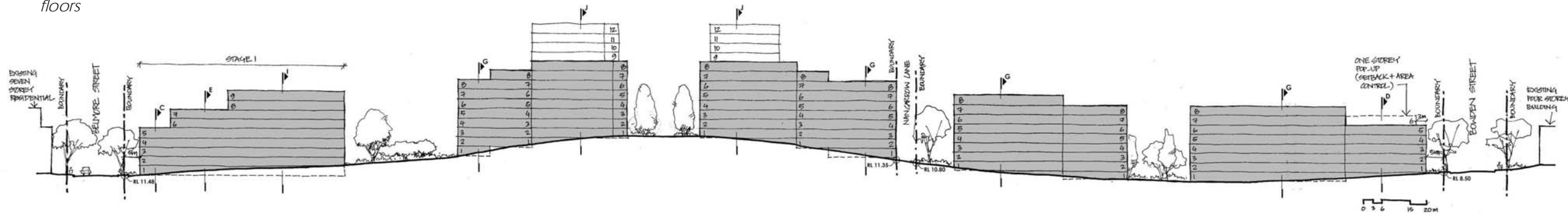
BUILDING HEIGHTS (Cont.) Sections 1

A storey for the purpose of determining height does not include basement areas of buildings which protrude 1.4metres or less above the RL of the adjacent roadway. This aligns with the Ryde LEP definition for GFA.

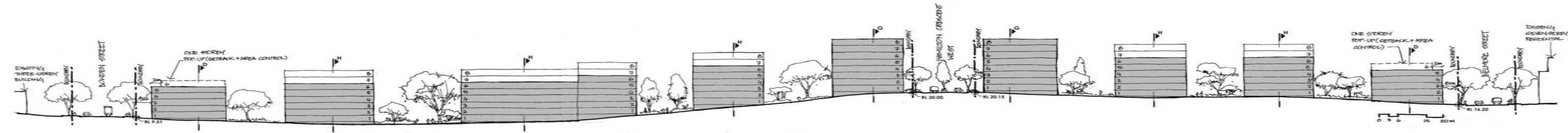
- Ceiling Heights**
Ceiling heights are to be calculated based on the Department of Planning’s Residential Flat Design Code (RFDC). Ceiling heights are measured from finished floor to finished ceiling level. Based on the RFDC ‘rule of thumb’ the following ceiling heights apply to the Concept Plan development:
- 3.3 metre minimum for ground floor to facilitate retail, commercial or promote future flexibility of use
 - 2.7 metre minimum for all habitable rooms on all floors



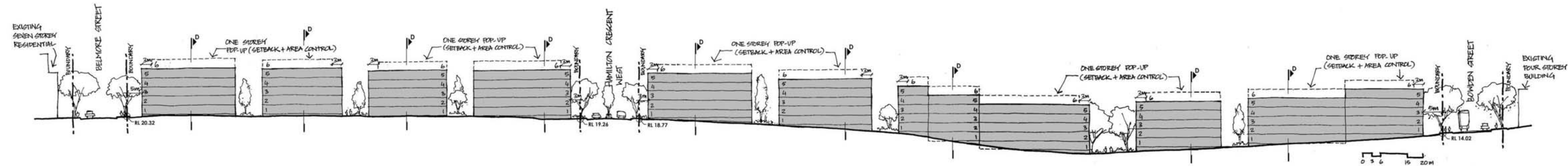
ROTHESAY AVENUE



NANCARROW AVENUE SOUTH



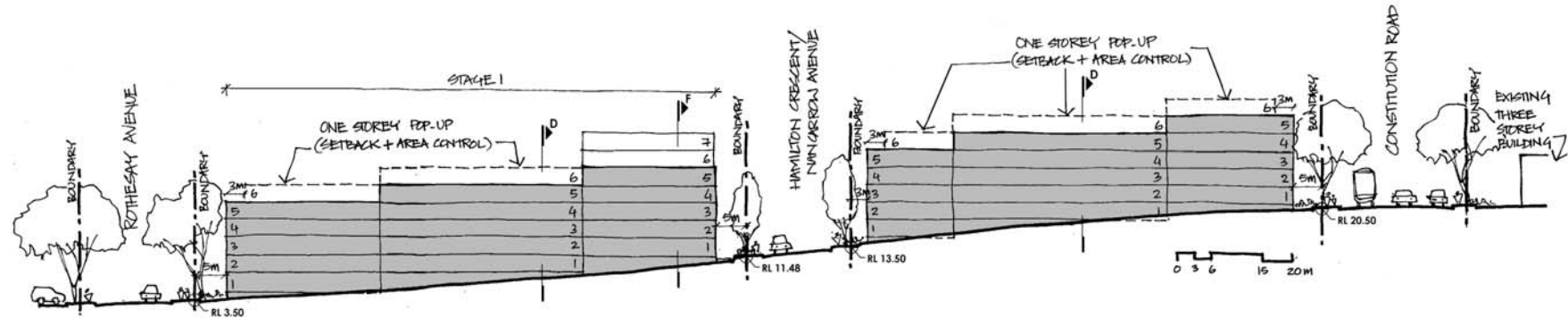
NANCARROW AVENUE NORTH



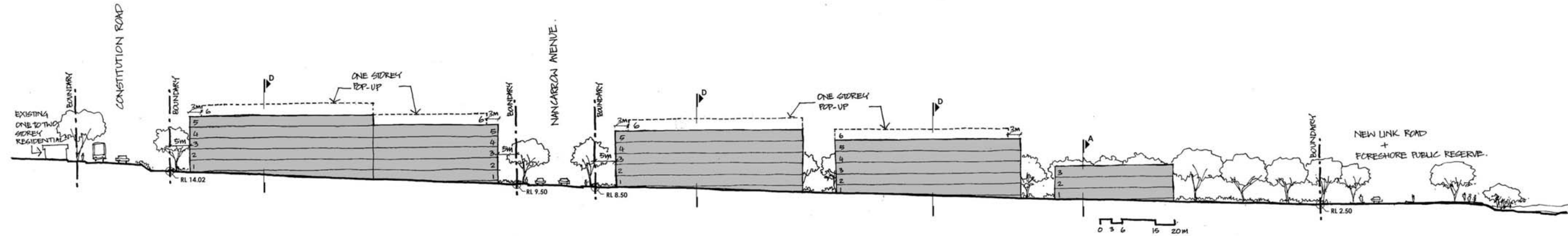
CONSTITUTION ROAD

FIGURE 38. STREET WALL ELEVATIONS (REFER TO ASSOCIATED SECTION TYPOLOGIES, PAGE 52)

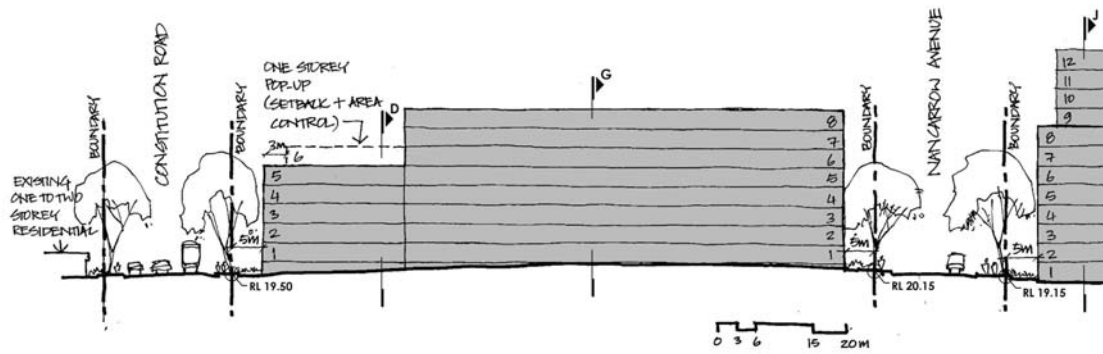
SHEPHERDS BAY URBAN RENEWAL



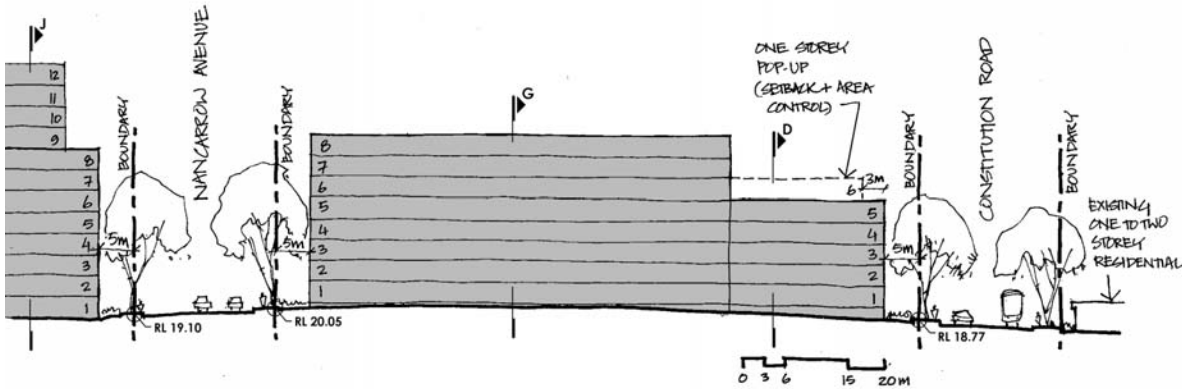
BELMORE STREET



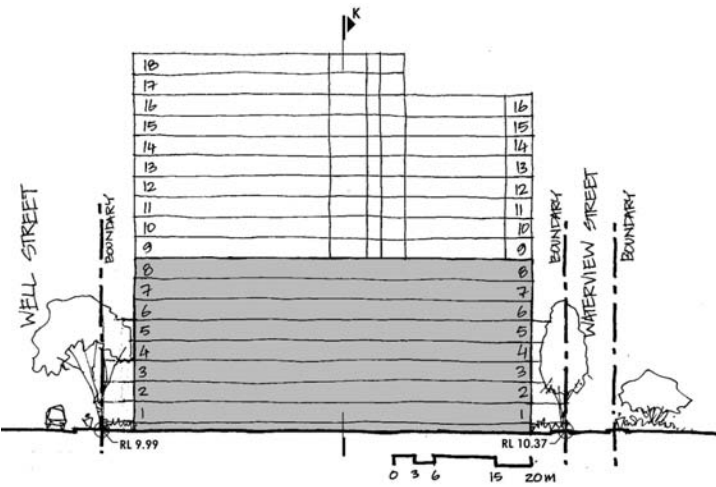
BOWDEN STREET



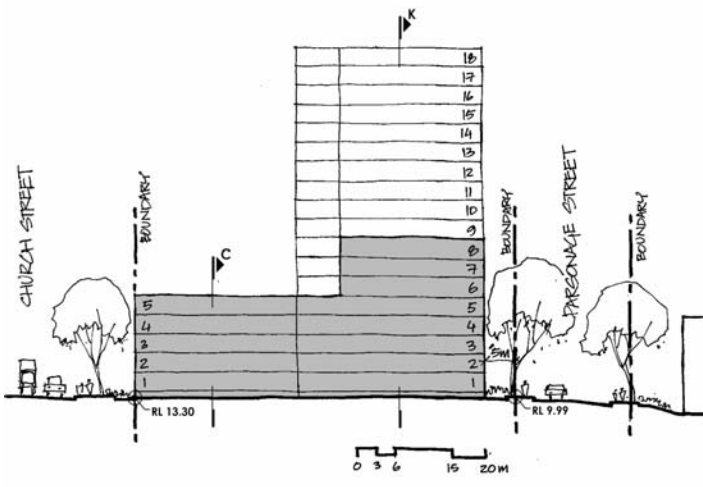
HAMILTON CRESCENT - EAST



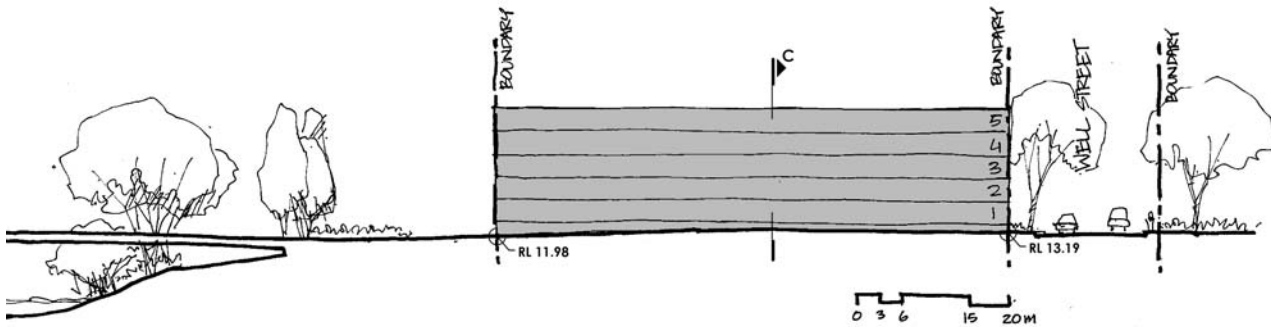
HAMILTON CRESCENT - WEST



PARSONAGE STREET



WELL STREET



CHURCH STREET

STREET WALL ELEVATIONS CONT. (REFER TO ASSOCIATED SECTION TYPOLOGIES, PAGE 52)

SHEPHERDS BAY URBAN RENEWAL

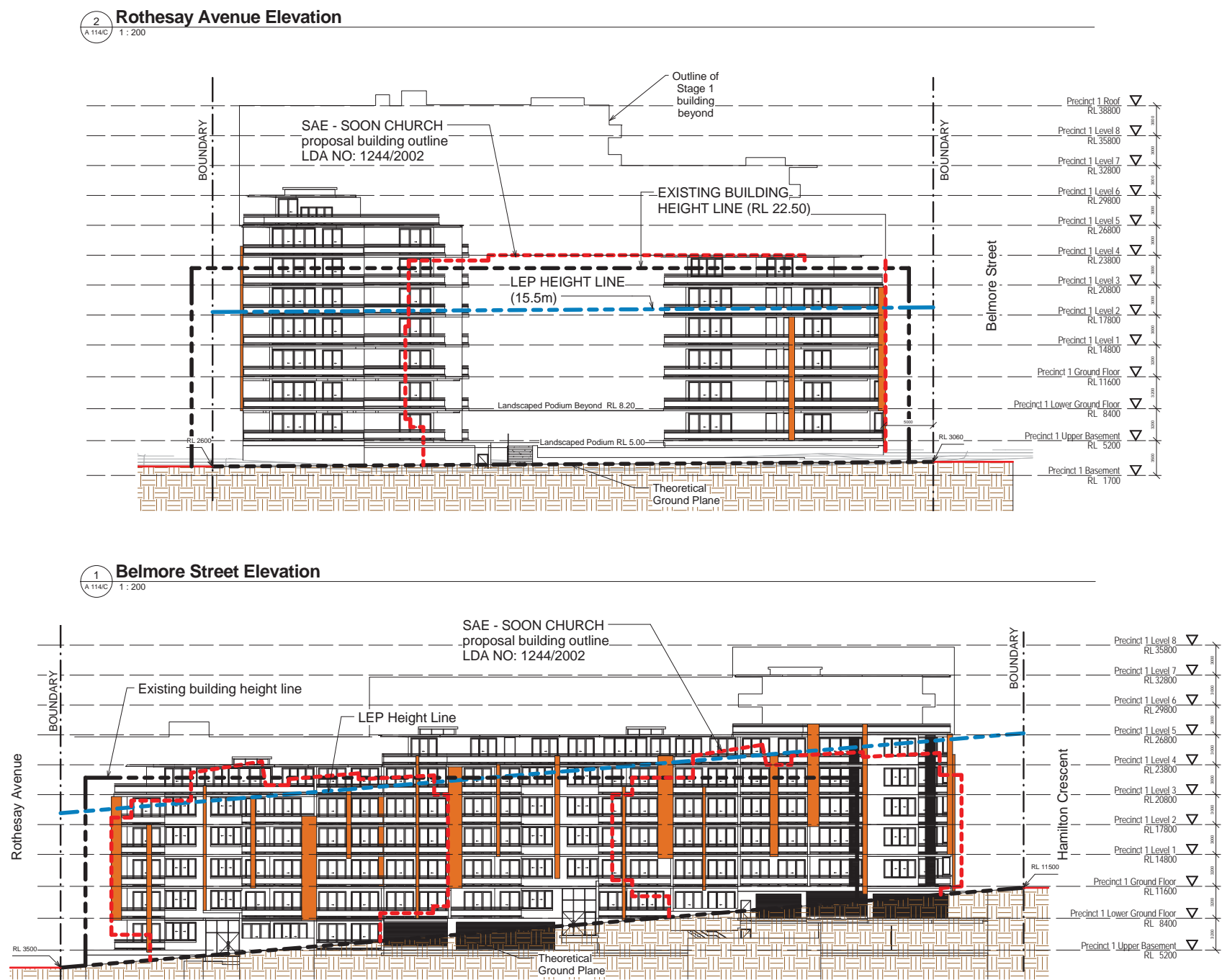


FIGURE 39. ROTHESAY AVENUE AND BELMORE STREET ELEVATIONS

SHEPHERDS BAY URBAN RENEWAL

32. BUILDING TYPOLOGIES

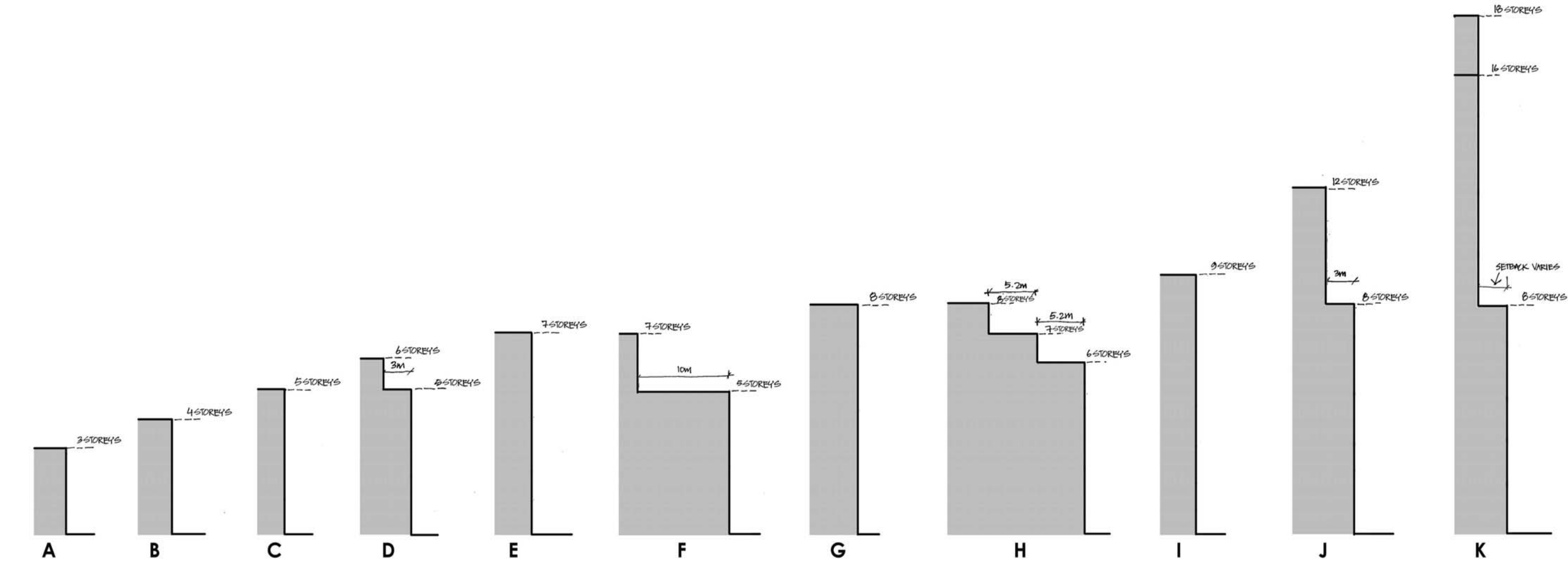


FIGURE 40. STREET WALL SECTION TYPOLOGIES (REFER TO ASSOCIATED STREET WALL ELEVATIONS, PAGES 50 & 51 AND BUILDING SETBACKS MAP, PAGE 55)



FIGURE 41. EXAMPLES OF LOW RISE RESIDENTIAL APARTMENTS.