



# 8. ENVIRONMENTAL IMPACT ASSESSMENT - CONCEPT PLAN

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SHEPHERDS BAY URBAN RENEWAL

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## 8.1. PUBLIC BENEFITS

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

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

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

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

## 8.2. CONSULTATION

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

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

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

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

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

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

## 8.3. ISOLATED SITES

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

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

Holdmark Property Group and their associated companies, own or have an interest in all properties that are subject of this Concept Plan Application. However, at the request of the Director General of Planning additional sites that do not form part of the Application, within the boundaries of the Concept Plan site area were included in the Concept Plan design process to ensure they were not disadvantaged by the redevelopment of the area.

The Holdmark Property Group have unsuccessfully attempted to purchase these properties and have made the owners aware of the project. Refer to the accompanying letters from Colliers and Colin Biggers and Paisley.

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## 8.4. BUILT FORM URBAN DESIGN/ PUBLIC DOMAIN

<p><b>DGR 2: BUILT FORM URBAN DESIGN/PUBLIC DOMAIN</b></p> <p>The EA shall address the height, bulk and scale of the proposed development within the context of the locality. In particular, detailed envelope/ height and contextual studies should be undertaken to ensure the proposal addresses the surrounding environment and the desired future character for the locality.</p> <p>The EA shall address the design quality with specific consideration of the scale, massing, setbacks, building articulation, landscaping, safety by design and public domain, including an assessment against the CPTED principles.</p> <p>The EA shall provide the following:</p> <ul style="list-style-type: none"><li>• 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;</li><li>• 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</li><li>• options for siting, scale, massing and orientation of building envelopes; and</li><li>• options for the provision of/and enhancement of public open space, and, location of roads, footpaths and vegetative reserves,</li></ul> <p>The EA shall demonstrate how the Stage 1 Project Application development will integrated with the overall Concept Plan proposal.</p> <p>The EA shall provide a summary of community benefits, eg. the provision of public open space, provision of pedestrian and cycle links, rejuvenation of the foreshore area/riparian area, and infrastructure upgrades.</p>
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### 8.4.1 Context, Setting, Streetscape and Character

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

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

The Concept Plan envisions the integration of the development with the foreshore and riparian vegetation connecting it to nearby parklands. The development will contribute to the quality and identity of the context by responding to the natural and built form of the area. It will provide an attractive connection between the inner Meadowbank neighbourhood and the waterfront. The proposed taller signature building will add a significant feature to the area distinguishing as a new urban living area in the locality. Existing and future residents of Shepherds Bay will benefit from increased view corridors and substantial new publicly accessible parklands and pedestrian connections leading down to the foreshore reserve.

### 8.4.2 Scale

The Concept Plan will result in a total gross floor area of a similar order to the development scenarios 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. Specifically they tested the following Scenarios for the MEA:

1. Masterplan Scenario 1 – Existing Controls Fully Developed (Existing development + 225,000 commercial + 875 residential)
2. Masterplan Scenario 2 – Revised Controls Fully Developed (Existing development + 90,000 commercial + 1,900 residential dwellings)

This is supported by Revised Varga Traffic report included in the EA and the supplementary traffic modelling report already submitted to the Department, which were based on a generous 300,00sqm GFA, whereas the Concept Plan only envisages an upper limit of approximately 200,000sqm residential FS plus approximately 10,080sqm commercial and community uses.

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

### 8.4.3 Development Options Explored

Based on the detailed site analysis, three development scenarios were originally developed, the ‘Block Concept’ ,the ‘Harbour View Concept’ and the ‘Terrace Concept’.

**Option 1, the Block Concept** 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. 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. 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 also provided some additional open space above those envisaged in the DCP but was generally thought to be too uniform in building massing, resulting in ‘more of the same’ development in Shepherds Bay.

**Option 2, the Harbourview Concept** was 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 providing significantly more public parkland. 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. In this Option, 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.

**Option 3, the Terrace Concept** was the originally submitted option which was again based on Council’s LEP with the exception of building heights. This incorporated lowered building heights and larger public domain areas than Option 2.

The Terrace Concept, incorporated 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 to18 storey signature building on the signature site fronting Church Road to act as ‘gateway’ entry statement.

This Option was based on the general principle of a uniform height distribution across the Concept Plan site with regard to a regraded topography, with taller buildings near the central core, away from the perimeter roads to engender a sense of place and to take advantage of the water views offered to the site.

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

These Options were discussed with both the Department of Planning and Council and informed by stakeholder and community comments during the public exhibition of the submitted Concept Plan (the Terrace Option) and it was decided that a fourth Option, the Preferred Concept Plan which incorporated elements of the previous schemes was preferred.

The Preferred Option, resulted in a substantial reduction in dwelling yield (between 400 and 600 units) and reduction in building height in some areas of the site, particularly along street frontages and the signature tower, the straightening of some of the through site links, reconfiguration and greater articulation of building envelopes and the redesign of the public domain areas on the site and significantly reduced car parking numbers.



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## 8.4.4 Heights

The heights proposed within the Concept Plan (Preferred) respond to the recently constructed residential developments in the MEA area and other waterfront developments such as in Homebush Bay and Breakfast Point and also to surrounding low density residential development along Constitution Road.

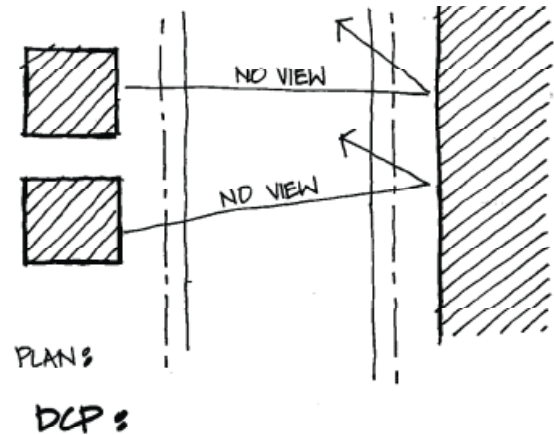
The Concept Plan proposes that heights of building envelopes illustrated on the Heights Map at Figure 12 be referenced to the RL's of the adjacent streets, as detailed in the Building Envelope Control diagrams contained in Section 4 of this Report. The resultant street wall height of the Concept Plan buildings are generally consistent with recent adjacent residential developments. Variations from the LEP building height controls are sought where view access will not be impacted by marginally taller buildings.

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

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.

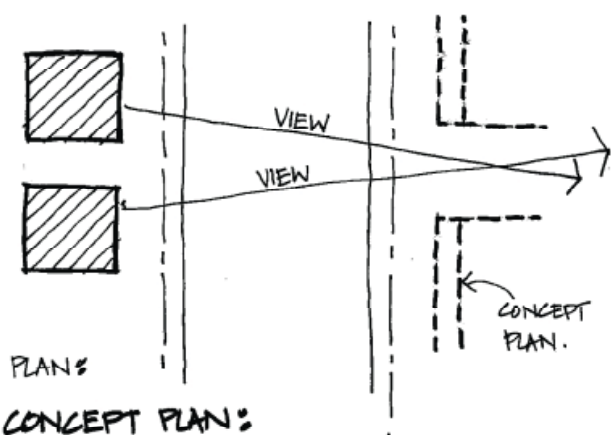
Particular attention has been taken to setback building heights and bulk from the frontages of Constitution Road and other main roads at the boundaries of the Concept Plan site to respect lower density residential development opposite. In that instance, however, due to the topography, even a LEP compliant height development would block any potential views to the waterfront (currently, generally blocked by industrial buildings). 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.



## 8.4.5 View Analysis

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

1. Existing visual character and resources analysis of the site and the surrounding context;
2. Analysis of the Concept Plan site's visual catchment and the factors which condition its visibility and the extent of visual change that would occur in the catchment as a result of the proposed development; and
3. Assessment of appropriateness and impacts on scenic quality, landscape character and on specific views and items of significance by assessing factors such as the physical absorption capacity and the compatibility of the proposal with the existing and desired future character of the development site and the surroundings.



## 8.4.6 Comparable Height Study

As detailed in **Section 4** and illustrated on diagrams included in **Annexure 3**, the final preferred Concept Plan is based on a detailed height study of the surrounding existing and approved built forms, together with other comparable developments along the foreshores of the Parramatta River.

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

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

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

## 8.4.7 Massing

The Concept Plan envisages smaller building footprints than permitted under 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 and therefore a better planning outcome. 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 and the resultant building locations and heights maintain existing views and create additional views and access through the site to the water and proposed parks.

Particular attention has been taken to setback building bulk from the frontages of Constitution Road and all other roads within the Concept Plan site to respect residential development opposite and maximise solar access to public areas.

It should be noted that in the case of Constitution Road, due to the topography, even a LEP compliant height development would block any potential views to the waterfront (currently, generally blocked by industrial buildings). This also applies to other areas within the Concept Plan site, where compliant development heights would result in similar view impacts to the Concept Plan heights due to changes in topography.

**FIGURE 48. LEP/DCP COMPLIANT HEIGHTS AND BUILDING FOOTPRINTS COMPARISON WITH CONCEPT PLAN ON CONSTITUTION ROAD**

8.4.8 Overshadowing

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

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

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

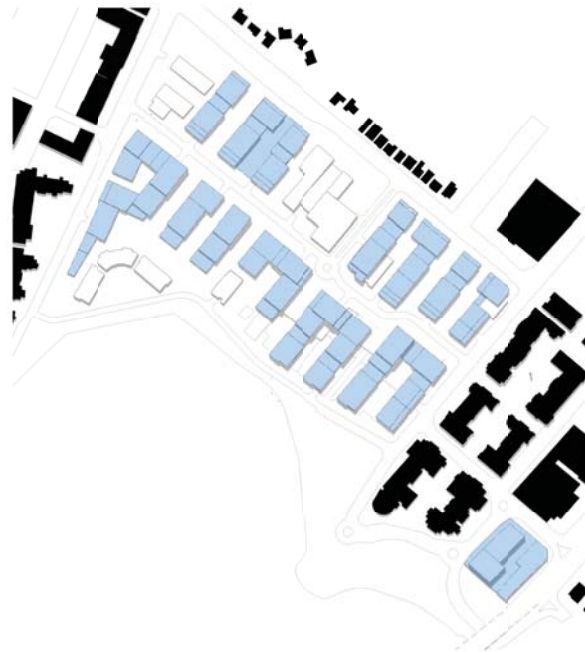
Courtyards between buildings are of adequate size to ensure that direct sun onto the ground occurs in areas that are designed for people. The building envelope limits will allow adequate solar access and privacy to neighbouring dwellings. A maximum building depth of 18m allows articulation and modulation of the front and rear faces of primary buildings. Articulation of the building facades will allow opportunities for solar access into dwellings. Trees and landscaping will be selected to provide good winter solar access and summer shade.

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

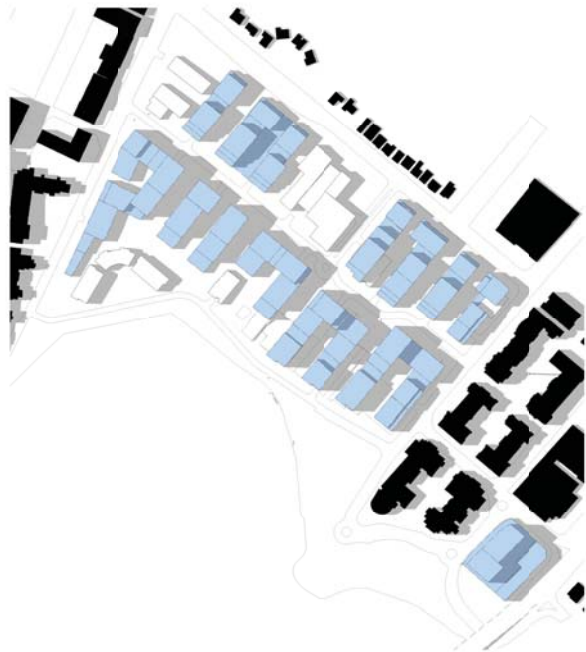
- the building separation has been increased to improve solar access to the apartments and reduce overshadowing of the adjoining developments.
- the earlier long length of street façades have been broken with lower sections of building and additional breaks included in building



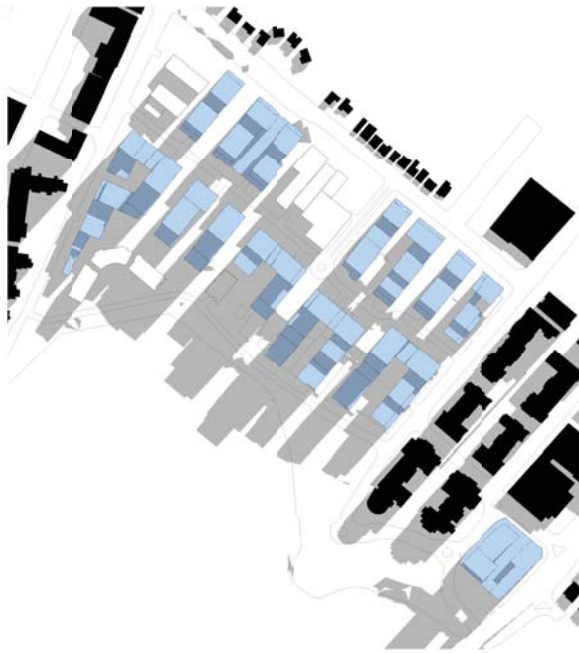
1 09AM - 21 DEC-Sunshadows



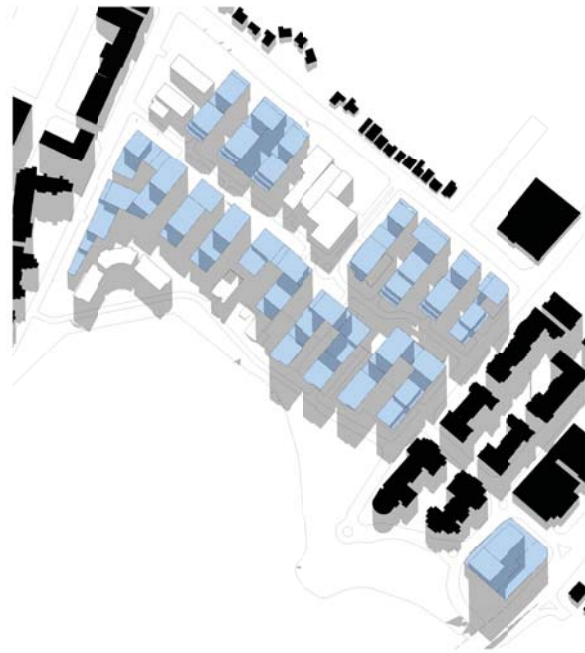
2 12PM - 21 DEC-Sunshadows



3 03PM - 21 DEC-Sunshadows



4 09AM - 21 JUNE-Sunshadows



5 12PM - 21 JUNE-Sunshadows



6 03PM - 21 JUNE-Sunshadows

FIGURE 49. CONCEPT PLAN SUNSHADOWS

- forms, providing more opportunity of solar access into internal podium courtyards and sun penetration to a greater number of apartments opening onto the new northern façade at the building module.
- the increased number of high rise residential towers has increased the percentage of units with a northern orientation and unfettered solar access.



8.4.9 Setbacks

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

The Concept Plan 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.

8.4.10 Public Domain – Open Spaces, Plazas, Streets

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

The proposed development involves the provision of approximately 19,500sqm of publicly accessible open space improvements within the Concept Plan site, access to three public transport nodes, local streets, footpaths and shared-zones. The proposal also includes recommended locations for public art elements that serve to reflect on the various historic uses of the site and Shepherds Bay.

In support of Council’s LEP 2010 objective to “create safe and attractive environments for pedestrians”, the Concept Plan envisages a new vibrant waterfront living area with extensive parklands and active uses supporting new high quality accessible and sustainable residential developments. All areas have been designed to provide users with a safe and enjoyable experience, consistent with the CPTED principles of Safety by Design. Where possible, building envelopes in the Concept Plan have been designed to be lower in height at the street and park frontages with building bulk set back to retain a human scale and solar access in the streets and other public domain areas.

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

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

8.4.11 Private Open Spaces

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

8.4.12 Deep Soil Zones

As illustrated on Figure 50, all the publicly accessible open space areas within the Concept Plan are provided as deep soil to maximise the future planting and hydraulic benefits.

8.4.13 Safety and Security

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

8.5. LAND USE

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

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

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

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

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

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

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

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

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

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

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

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





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## 8.6. TRANSPORT AND ACCESSIBILITY IMPACTS

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

The EA shall address the following matters:

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

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

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

***New Road Infrastructure***

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

- removal of the existing two-lane elevated roadway/viaduct along Constitution Road, and the construction of a new road at ground level, comprising two traffic lanes plus two kerbside parking lanes,
- construction of a new two-way local access road along the foreshore, between Belmore Street and Bowden Street, generally following the alignment of Rothesay Avenue, and
- construction of a new two-way local access road between Belmore Street and Bowden Street, generally following the alignment of Nancarrow Avenue and Hamilton Crescent.

***Improved Public Transport, Pedestrian and Cyclist Accessibility***

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

- located approximately 500m walk from Meadowbank Railway Station and the local shopping centre which comprises a range of shops, restaurants and services such as the local post office, in addition to retail facilities (including a new supermarket) which are located adjacent to the site in the Waterpoint development on Belmore Street.
- located within approximately 300m walking distance of the local primary school, and approximately 500m walking distance from Meadowbank TAFE College.
- with direct access to a number of regular bus services which traverse the site via Constitution Road and Bowden Street which connect with Meadowbank Railway Station and Meadowbank

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

The TMAP concluded that planned changes and improvements to the local road network within the Shepherds Bay Precinct envisaged by the Concept Plan higher density Terrace Option (400 to 600 more dwellings than now proposed) “*will significantly improve the permeability of the neighbourhood for pedestrians and cyclists, particularly for those residents wishing to walk or cycle to the nearby primary school, TAFE college, railway station or ferry wharf*”.

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

***Traffic Impacts of Concept Plan Development***

The TMAP concluded that the redevelopment envisaged in the Terrace Option Concept Plan would not generate significant additional traffic when compared to the existing industrial uses, even though the traffic modelling was based on the industrial sites currently operating at a 40% vacancy rate.

Based on the traffic generation rates nominated in the RTA Guidelines the Terrace Concept Plan Option was expected to result in an increase in the traffic generation potential of the precinct of approximately 150 vehicles per hour. It can be assumed that the Preferred Concept Plan will generate even less additional traffic in the locality.

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

The TMAP report also concluded that:

- the road improvements proposed in Constitution Road will satisfactorily accommodate the needs of the proposed development ;
- the potential growth in through traffic volumes by 2026 may warrant the implementation of traffic calming measures to ameliorate the effects of that

- growth in through traffic activity;
- the cumulative development potential of the proposed development will not have any unacceptable traffic implications in terms of road network capacity, and;
- the proposed development will not have any adverse impacts on the performance of nearby intersections, and will not require upgrading or road improvement works, other than those proposed in Constitution Road.

***Parking***

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

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

This results in an approximate reduction of 1,800 car parking spaces within the Concept Plan site.

***Location Specific Sustainable Travel Plan***

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

***Civil Design***

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

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



8.7. ENVIRONMENTAL AND RESIDENTIAL AMENITY

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

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

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

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

8.7.1 Solar Access

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

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

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

8.7.2 Natural Ventilation

The assessment of natural ventilation contained in the Solar Access and Natural Ventilation Report that accompanied the EA concluded that in larger developments, the proportion of apartments that achieve cross ventilation by openings to two or more facades is limited by the typical, more economically viable, double loaded planning.

The consultant demonstrated in a number of previous projects, by reference to suitable wind engineering studies, that single aspect apartments with highly articulated facades and multiple openings can achieve ventilation rates comparable to cross ventilated apartments. Based on this they concluded that up to 76% of the apartments within the Concept Plan (Preferred) will be capable of achieving ‘deemed to comply’ satisfactory natural ventilation.  
**IS THIS STILL CORRECT??**

8.7.3 Acoustic Privacy

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

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

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

8.7.4 Visual Privacy

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

8.7.5 Accessibility

The Concept Plan (Preferred) has been formulated to maximise accessibility to and between areas of the site and between private and public domain areas. An Accessibility Report, prepared by Morris Goding Accessibility Consulting was included in the EA. That report addressed the submitted Concept Plan (Terrace Option) residential, commercial/retail, car parking, roads, pedestrian ways and other public domain areas against the requirements of relevant legislation for residents, workers and visitors with varying degrees of disabilities between all floors of all buildings and around and through the site to ensure compliance with relevant guidelines and legislation. The architects have undertaken a similar assessment of the Concept Plan (Preferred) to ensure same.

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

The Concept Plan (Preferred) adopts the Morris Goding Accessibility Consulting recommendations to be provided within DA stage for each building (where relevant) as follows:

- *Provide 10% adaptable units in accordance with Council DCP,*
- *Provide 1 adaptable unit car bay for each adaptable unit in accordance with Council DCP,*
- *Provide accessible toilet with every bank of male and female toilets. The accessible toilet to have internal dimensions in accordance with AS1428.1-2009,*
- *Retail accessible car bays will be 2% of total retail car bays."*

8.7.6 Adaptable Housing

Approximately 10% of apartments will be designed to be accessible. Pathways from the development to the communal area and car parking are also to be designed to be accessible.

8.7.7 SEPP 65 Assessment

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

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

8.8. PUBLIC DOMAIN

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

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

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

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

8.9. ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

**DGR 9: ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)**

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

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

The urban form of new development envisioned in the Concept Plan (Preferred) is designed to minimise reliance on motorised transport and maximise the efficiency of land supply supporting the concept of compact cities. The area is currently in transition and the proposal will improve land use compatibility. The density of the proposed development reflects its location close to employment areas and public transport hubs (bus, rail and ferry). The development contains a mix of apartment sizes to cater for a range of demographics. The consolidation of the development into taller, smaller building footprints also results in approximately 19,660sqm of the site being available for publicly accessible open space.

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

An Ecologically Sustainable Development (ESD) guidelines and report, prepared by Ecospecifier accompanied the EA. Their supplementary letter of 14 October 2011, attached as Annexure 11 confirms that the Concept Plan (Preferred) is consistent with the comments and recommendations contained in their original report. The Concept Plan (Preferred) adopts the ESD recommendations contained in that report which provides a range of guidelines for the development of the Concept Plan site, based on compliance with the EnviroDevelopment Targets.

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

8.10. UTILITIES

**DGR 15: UTILITIES**

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

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

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

8.11. TOPOGRAPHY AND EXCAVATION

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

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

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

8.12. GROUNDWATER MANAGEMENT

**DGR 14: GROUNDWATER MANAGEMENT**

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

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

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

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

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

8.13. RIPARIAN LAND AND THREATENED SPECIES

**DGR 13: RIPARIAN LAND AND THREATENED SPECIES**

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

The EA shall address impacts on the wetland protection area including threatened species, populations and endangered ecological communities and their habitats and steps taken to mitigate any identified impacts to protect the environment, in accordance with DECCW ‘Threatened Species Assessment Guidelines 2007’.

The Commonwealth Department of Environment, Water, Heritage and the Arts should be consulted to ascertain whether the proposed development triggers the need for an assessment and approval under the [Commonwealth](#) Environment Protection and Biodiversity Conservation Act 1999.

An Ecological Assessment by LesryK Environmental Consultants was included in the EA. That assessment of the submitted Concept Plan (the Terrace) against all relevant environmental legislation concluded that the results of the flora and fauna surveys, and the review of known literature and database sources, showed no ecological constraints to the redevelopment of the landward portions of the subject site.

They concluded further that the development of Concept Plan site, which is highly disturbed and modified due to its land use history, would not notably affect any populations of any native flora or fauna such that they are threatened. Similarly the development of the site would not remove, isolate, fragment or considerably affect any habitats of local, regional, state or national conservation concern.

That report was based on the Terrace Concept Plan which proposed extensive works within the foreshore reserve and boardwalking close to the riparian mangrove community. No works are now proposed within Council’s foreshore reserve with the Proponent instead providing funds to Council by way of the VPA for improvements to the reserve which includes the extensnion of the foreshore road across the front of the Concept Plan site. Accordingly, any potential risks to the forehsore environment have now been substantially removed.



# SHEPHERDS BAY URBAN RENEWAL

As requested by the Department of Planning in their letter of 5 June 2011, additional species impact assessments of the potential impacts on the existing Eucalyptus nicholii trees and microchiropteran bats has been undertaken by LesryK Environmental Consultants, attached as Annexure 12.

These assessments concluded as follows:

*Given that the Narrow-leaved Black Peppermint individuals present within the subject site are planted and well outside its distribution range, their removal is not considered to have an adverse impact on the local population or viability of this species.*

*With regards to microchiropteran habitat, no bat species are considered to be roosting within any of the buildings proposed for removal that were focused on during the study. Furthermore, none were recorded foraging within close proximity to the buildings. As such, the proposal can proceed as planned without having an adverse impact on any native flora or fauna of conservation concern.*

## 8.14. CONTAMINATION AND GEOTECHNICAL ISSUES

**DGR 17: CONTAMINATION AND GEOTECHNICAL ISSUES**

The EA is to demonstrate that the site is suitable for the proposed uses in accordance with SEPP 55, and identify how future remediation will be managed to accommodate staging and occupation of residential buildings. This assessment should also include an analysis of any risks/hazards associated with urban salinity/acid sulphate soils.

A Preliminary Geotechnical and Groundwater Assessment, prepared by Douglas Partners was included in the EA.

They concluded that any contamination was likely to be localised and recommended that the existing and previous use of the site for industrial purposes be adequately addressed as part of the detailed design of each development stage and development sites be progressively made suitable for the proposed residential uses in accordance with SEPP 55.

Remediation of the Stage 1 site has been addressed as part of a previous DA consent.

## 8.15. DRAINAGE, STORMWATER AND FLOODING

**DGR 12: DRAINAGE, STORMWATER MANAGEMENT AND FLOODING**

The EA shall include a stormwater inundation impact assessment/flood study addressing: drainage/groundwater/flooding issues associated with the development/site, including infrastructure upgrades, stormwater, overland flows, management strategies/mitigation measures for development in flood affected areas; proximity to the Parramatta River foreshore; drainage infrastructure; and incorporation of water sensitive urban design measures, including an assessment of the potential effects of climate change, sea level rise and an increase in rainfall intensity.

The EA shall include an integrated water management plan including any proposed alternative water supply, proposed end uses of potable and non-potable water, demonstration of water sensitive urban design and any water conservation measures.

A Flooding and Stormwater report and plans prepared by Cardno Willing included in the EA addressed the above issues, including overland flow paths, Council’s planned area-wide stormwater infrastucture upgrades and lowering of Constitution Road.

Revised Stormwater Management Plans for the Concept Plan (Preferred), are currently being prepared by Cardno Willing and will be submitted as soon as completed. a concept sketch and letter are included as Annexure 20. The detailed designs for each development stage will be prepared at the relevant development application stages.

The Proponent is committed to providing the necessary stormwater upgrades, the broad details of which will be included in the final VPA when negotiated with Council.

As requested by the Department and Council, dditional flood modelling has been carried out and included as Annexure 15.

The Proponent confirms that all building envelope basement and ground floor levels have been designed to be at least 0.5 metres above the maximum identified flood levels.

## 8.16. NOISE ASSESSMENT

**DGR 16: NOISE ASSESSMENT**

The EA should address the issue of noise impacts and provide details of how these will be managed and ameliorated through the design of the buildings, in compliance with relevant Australian Standards and the Department’s Interim Guidelines for Development Near Rail Corridors and Busy Roads.

The EA shall address noise impacts during the construction phase of the development and address how these will be managed and mitigated in accordance with the “Interim Construction Noise Guideline” (DECCW, 2009).

Noise impacts were addressed in the Noise Assessment included in the EA which provided requirements for development within the Concept Plan site. It is intended that any potential noise impacts be ameliorated through the design of the buildings and adequate set back of residential dwellings from Church St.

## 8.17. HERITAGE

As detailed in the Heritage Assessment and Interpretation Strategy, prepared by Rappoport heritage consultants, included in the EA, there is one locally listed heritage building on the site at No.33-37 Nancarrow Avenue. In accordance with Council’s resolution, the factory complex on that site is required to be removed to allow for necessary stormwater works and reconstruction of Constitution Road by Council.

The Concept Plan (Preferred) adopts the recommendations of the Interpretation Strategy which provides methods and ideas for interpretation of the historical provenance of the site in the architecture and public domain, based on its research of the historical evolution of the site.

## 8.18. AFFORDABLE HOUSING

The Concept Plan (Preferred) requires a mix of apartment sizes be provided including one bedroom units. The increased housing supply in the area and proposed apartment mix will increase housing choice and ease affordable housing issues in the area.

## 8.19. DRAFT STATEMENT OF COMMITMENTS

**DGR 18: STATEMENT OF COMMITMENTS**

The EA must include a Draft Statement of Commitments detailing measures for the environmental management, mitigation measures and monitoring for the project.

A Draft Statement of Commitments was included in the EA. This has been revised based on the revised design and submissions received from key stakeholders, authorities, the community, Council and the Department of Planning and is contained in Section 6 of this Report. It details the Proponents commitment to put in place measures for environmental management, public transport initiatives, risk mitigation measures and monitoring for the project.



# 9. CONCLUSION

SHEPHERDS BAY URBAN RENEWAL



# SHEPHERDS BAY URBAN RENEWAL

The Concept Plan (Preferred) facilitates the redevelopment of outmoded waterfront industrial lands for new residential, community, commercial, open space, and stormwater purposes adjacent to form a new element in an existing sought after residential area of Sydney.

The proposal is in the public interest and serves to create a vibrant new primarily residential development that is seamlessly linked to the existing residential areas of Meadowbank. The development envisaged by the Concept Plan will be of high quality and contribute positively to Shepherds Bay as a whole.

The Concept Plan (Preferred) design is the result of substantial review of the submitted Concept Plan in response to comments received from the Department of Planning, the City of Ryde Council, key government authorities and the community.

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

- Sites not owned or controlled by the Holdmark Group of companies have been excluded from the Concept Plan site area, with only indicative City of Ryde Council DCP compliant redevelopment schemes indicated to demonstrate that other property owners are not disadvantaged by the Concept Plan development;
- No works are now proposed in the Council owned foreshore reserve which minimises any potential for riparian zone impacts;
- Concept approval for a minimum dwelling yield of approximately 2,002 dwellings, representing a decrease of between 400 and 600 dwellings (dependent on the dwelling mix) from the originally submitted concept Plan;
- Building heights have been lowered to 3 storeys fronting Constitution Road and other streets within the Concept Plan and building massing setback to respect the existing low scale residences opposite on Constitution Road and maximise solar access to public domain areas and streets;
- Building envelope heights have been reduced in some areas and redistributed in others across the Concept Plan site and with additional horizontal articulation of envelopes to maximize solar access and view sharing. Of particular note is the substantial reduction in the proposed building envelope height of the signature building on Church St from 18 to 12 storeys;
- Building envelopes that are capable of compliance with SEPP65 and the guidelines contained in the Residential Flat Design Code;

- A revised open space plan that includes approximately 19,500sqm of publicly accessible open spaces within the Concept Plan site which link seamlessly to Council owned roads and foreshore reserve;
- Substantial reduction in on site car parking numbers when compared to earlier development options (approximately 1,800 less);
- Additional details provided on stormwater upgrades and confirmation that all building envelopes and floor levels have been designed to be at least 0.5m above the maximum potential flood event; and
- Additional assessment of potential impact of the proposed development on possible Microbat Habitat and the Eucalyptus Nicholii. That assessment concluded that no bat species are considered to be roosting within any of the buildings proposed for removal and the existing Eucalyptus Nicholii are introduced and not naturally occurring on the Concept Plan site.

The EA and this Preferred Project Report have demonstrated that the matters for which approval is sought are generally consistent with applicable environmental planning instruments and address the Director General’s Environmental Assessment Requirements and additional correspondence received from the Department of Planning, Council and relevant authorities and the community. The redevelopment of the Shepherds Bay area is of a high quality design and will create a wide range of benefits for the existing and new community.

The Concept Plan (Preferred) represents a positive improvement to the urban fabric of Shepherds Bay. The future development facilitated by the Plan:

- is consistent with the objectives of the Environmental Planning and Assessment Act 1979 of encouraging the orderly and economic development of land;
- is consistent with the principle of more compact cities, which is a major element of the State Government’s Metropolitan Strategy and assists in meeting the residential targets contained in the Inner North Regional Strategy and reduced environmental impacts from urban expansion by increasing housing in the inner and middle ring areas;
- is appropriately located, recognised by the land use provisions within Council’s LEP 2010 as being a desirable site for the land uses proposed. The subject site is located in an established urban area with a network of urban infrastructure services including

- utilities, recreation, and community services;
- is well served by three modes of public transport, will improve the viability of these services and has been designed to encourage a modal shift away from private vehicles;
- involves the equitable reuse of surplus industrial land, ensuring that more accessible ‘inner ring’ areas of land are available for residential use. The subject site provides the opportunity for additional housing in an existing and evolving residential area by making use of surplus industrial land and building on established communities and transport links;
- is of high quality, supporting the objectives and controls contained in the relevant environmental planning instruments and policies;
- will improve supply and diversity in housing choice and hence improved affordability within a highly accessible, sought after area of the Sydney region;
- has been designed to be environmentally sustainable through building siting, design, choice of materials, water and energy conservation and environmental protection and interpretation;
- will be dynamic development, creating new high quality elements in the urban form of the locality in this prime location, linking existing residential areas to the waterfront via a high quality system of new pedestrian links, parklands and roads;
- is environmentally sensitive and liveable, being designed with much care to minimise any environmental impacts on adjoining properties, public domain areas or the locality in general, while celebrating the historic uses of the site;
- offers significant benefits for the wider community of Shepherds Bay and Meadowbank;
- offers economic benefits to the local community by increasing employment opportunities both during construction and by subsequent occupation of the proposed development; and
- is complementary to the recent and planned future urban form of the Shepherds Bay.

The Concept Plan (Preferred) responds appropriately to the unique characteristics of the site and its context within the locality. Development of the site as proposed is meritorious and will make a positive contribution to the urban fabric of the area.

Accordingly, it is recommended that the Minister for Planning support this proposal by approving the subject Concept Plan Application No.MP 09\_0216.