

20 May 2015

Holdmark Property Group  
Suite 2/2-4 Giffnock Avenue  
Macquarie Park NSW 2113

Attention: Mr George Youssef  
By email: [George@holdmark.com.au](mailto:George@holdmark.com.au)

Subject: **Shepherd's Bay – Stages 2-5  
BASIX and ESD Targets**

- Green Building Policy and Strategy
- Green Procurement and Product Advice
- Green Building Design & Integrated Design Process Facilitation
- BCA Compliance Residential Energy & Section J
- Green Star Assessments and Advice

Dear George

This letter is to confirm compliance with the revised ESD targets for Shepherds Bay Meadowbank Stages 2-5. The proposed project will satisfy four of the nine categories, which was the benchmark required to represent "industry best practice".

The categories which Holdmark commit to achieve include:

1. Energy scores (measured by BASIX) which, on average, exceed the targets by over 10%. The energy score for Stages 2-5 is 22/20 and for Stages 1-9 is 23/20. The latter score is 15% better than the BASIX minimum target.
2. Water scores (measured by BASIX) which exceed the targets by just under 10%. The water score for Stages 2-5 is 43/40 and for Stages 1-9 is also 43/40. The score of 43/40 is 8% better than the BASIX minimum target.
3. Innovation – achieved by using the first ever Australian incorporation of the CT2000 car charging technology, in a residential context. The distributor Peter McArthur (Sales Manager ChargePoint & Telepath) confirmed to us by email (26/11/14) that this will be the first time ever that this particular system has been used for a residential complex in Australia. The charger will be accessible to all stages.
4. Waste Category – contractors will be required by Holdmark to meet the base waste targets in the ESD Masterplan Report ("101117 Shepherds Bay Meadowbank - ESD Report"). As with Stage 1, the contractor will provide written evidence to confirm that all targets will be achieved.

Yours sincerely,  
**Integreco Pty Ltd. per**



**David Baggs** Chartered Architect, FRAIA, ABSA, Green Star AP, LEED AP  
CEO & Technical Director  
Principal Consultant and Architect  
Immediate Past President and Current Vice President  
Australian Life Cycle Assessment Society (ALCAS)



4 June 2015

**Our Ref:** P-13034

**Sandra Bailey**

Team Leader Major Development  
City of Ryde Council  
1 Devlin Street, Ryde  
NSW 1670

Dear Sandra,

**RE: DEVELOPMENT APPLICATION REF:LDA 2015/0019, SHEPHERDS BAY STAGES 4 AND 5, ADDRESS: 2-18 CONSTITUTION ROAD AND 7-9 HAMILTON CRESCENT, RYDE**

This letter has been prepared to supplement our previous letters to Council dated 21 May and 28 May 2015.

The purpose of this letter is to provide additional information/clarification pursuant to the information provided in those letters.

As such, this letter only addresses the outstanding items from the 21 and 28 May 2015 letters and should be read in conjunction with the previous correspondence. To assist Council, we will early next week provide a document which consolidates all of the commentary in the 21 May, 28 May letters together with this letter.

We refer to the following sections of this letter for further detail.

1. NSW Roads and Maritime Services.

We can confirm that Holdmark are arranging to meet with the RMS to discuss the issues raised. It is requested that Council also attend this meeting to avoid any misunderstanding or miscommunication.

2. Traffic, Public Domain, Waste and Drainage

Issues raised in relation to traffic, public domain, waste and drainage are responded to below:

Issue	Response
a) Public Domain	Revised plans and details prepared by Place Design accompany this submission. In terms of the bus stop and bus stop locations, details in relation to these issues have been provided by Road Delay Solutions (RDS)

b) Waste	Notwithstanding that Elephants Foot has advised that Council's requirements are overly onerous, Holdmark has agreed to provide the additional bin space. Refer to the amended plans prepared by R&M that accompany this submission.
c) Intersection Analysis	RDS has advised that the pre and post arterial corridors were assessed in detail during the Concept Approval. RDS has advised that additional assessment is not therefore required. In support of this position, RDS has prepared a historical record of the RMS' role in the Concept Plan application process. This has been attached to this letter.
f) Infrastructure Plans	BG&E is preparing a revised set of documentation addressing the issues raised. As per the recent correspondence with Council in relation to the Nancarrow Road extension works, and as per discussions at our meeting held on 5 June 2015, these plans will be provided to Council within four 4(4) working days of receipt of Council advice on the outstanding matters.
g) Drainage	BG&E is preparing a revised set of documentation addressing the issues raised. As per the recent correspondence with Council in relation to the Nancarrow Road extension works, and as per discussions at our meeting held on 5 June 2015, these plans will be provided to Council within four 4(4) working days of receipt of Council advice on the outstanding matters.  Copies of the flood model prepared by BG&E also accompany this submission

### 3. Environment and Sustainability

Council Officers have provided a number of comments in relation to sustainability as follows:

Issue	Response
Provide more detail on how the proposed action "promotion of commercial car sharing schemes" will be applied. Please provide specific model by-laws detailing how this will be implemented by the original owner in the strata scheme.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.  In addition, and as outlined in the revised RDS document, the revised plans prepared by R&M detail the provision of 1 car share space per 90 spaces as advised by Council.
Provide more information on how a parking management strategy will support car sharing. Also, provide specific model by-laws detailing how this action will be implemented.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.
There is no parking management strategy incorporated into the Sustainable Travel Plan.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.
The parking space quantity stated in the Internal Traffic Assessment of 605 spaces differs from the Sustainable Travel Plan of 594 spaces. These 2 must be clarified.	A revised traffic impact assessment (TIA) has been prepared by RDS and accompanies this letter. It corrects this inconsistency.
Provide further details on the specific numbers of dedicated car share parking spaces.	The revised plans prepared by R&M detail the provision of 1 car share space per 90 spaces as advised by Council. This is also reflected in the revised Sustainable Travel Plan that accompanies this submission.
Provide further detail on electric vehicle charging provisions in terms of number of charge points and whether these will be provided communally or for a specified number of private parking spaces.	It is considered that this issue would be most appropriately addressed prior to CC and can be a condition of consent in the DA determination.
Provide model by-law relating to car share parking and electric vehicle parking/charging spaces - to be included in the by-laws.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.
Site Specific Travel Plan - Eight issues raised in this section.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.

A Travel Access Guide is considered more appropriate for inclusion in a "Sustainable Travel Plan" for this development rather than a workplace travel plan given that the development is residential. However, no detail is provided in the plan on how or what will be included in a Travel Access Guide.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.
Detail responsibilities for updating and promoting travel access guide in an ongoing manner. Also provide specific model by-laws detailing how this action will be implemented by the original owner in the Strata Scheme for this development.	As per Council's letter dated 27 May 2015, a revised, single Sustainable Travel Plan for the Concept Plan has been prepared by RDS and accompanies this submission.

#### 4. Development Engineer

Issues raised in relation to the loading bay by Council's Development Engineer are addressed below.

Issue	Response
Junction pit to be relocated	BG&E is preparing a revised set of documentation addressing the issues raised. As per the recent correspondence with Council in relation to the Nancarrow Road extension works, and as per discussions at our meeting held on 5 June 2015, these plans will be provided to Council within four 4(4) working days of receipt of Council advice on the outstanding matters.
Eastern driveway has insufficient inside swept path	R+M have shown swept path analysis for garbage trucks, from road carriageway to loading area.

#### 5. Landscaping

Refer earlier letters.

#### 6. Public Art

Issue	Response
The Plan does not provide enough information to enable assessment of Project parameters/implementation criteria as identified in Ryde Council's Public Art guidance document. An Updated Plan is required.	An updated Public Art Plan, reared by Black Beetle accompanies this submission.

#### 7. Modified Concept Approval Conditions

Issue	Response
Approved envelope/pop-up envelope	Discrepancies in RL's have been corrected in the revised drawings prepared by R&M and attached to this submission.
Scaled and dimension drawings required (refer to Council letter for detail)	As per our previous correspondence, we are unsure as to what this requirement refers to. As per Council's DA Checklist, Scaled plans were submitted with the DA. Notwithstanding this, R+M have shown RL's in plan/section (slab to slab)/elevation. Room and balcony areas are already shown.

Issue	Response
Approved envelope/pop-up envelope	The proposal complies with the pop-up requirements of the Concept Approval. Plans detailing the approved envelope have been prepared by R&M and are submitted with this letter.

ESD measures require defined standards and targets - Condition 22	Refer to the supplementary from prepared by Integreco and accompanying this letter.
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## 8. Modified Statement of Commitments

Issue	Response
Details identifying and/or incorporation of the ESD principles in the modified statement of commitments are to be submitted.	Refer to the supplementary from prepared by Integreco and accompanying this letter.

## 9. Urban Design Review Panel

In relation to the UDRP comments, and as discussed at our meeting last week, the following responses to the issues raised are submitted to Council to stimulate further discussion with Council's assessment team. We understand that Council will arrange for a meeting to discuss and finalise these issues to occur once they have received this submission.

Issue	Response
Building Height	<p>First point - Additional plans have been prepared by R&amp;M that demonstrate that the pop ups are as approved by the Concept Approval. The revised plans indicate a new dashed line which indicates the 100% envelope, from which the 60% pop-up is derived i.e. the floor below.</p> <p>Second point – Whilst providing potential for roof top articulation, moving pop-ups closer to the Nancarrow Road façade will only exacerbate the overshadowing of Stage 1 and 2. We have attached the 'views from the sun' to demonstrate the current and estimated additional overshadowing should the pop-up's be moved to the Nancarrow Road facade.</p>
Solar Access	<p>Stage 5, Level 1 southern internal corner unit</p> <p>First point – Level 1, apartment 5126 (Internal corner of Stage 5 South). Both internal and external areas of the unit comply with the RFDC's recommended area for the single aspect one bedroom apartment type. In addition, the depth of the living space is 5.4m relative to the glazing (sliding door leading to the balcony). The distance of the rear kitchen wall relative to the glazing varies between 5.4 and 6 m when measured from the sliding door leading to the balcony. Natural ventilation of the apartment is improved by introducing natural ventilation shaft within the layout ( natural ventilation shaft with grill on the wall is located in the corner of the living space behind the apartment entry door).</p> <p>Second point - the balcony aperture is 3.65m wide providing living areas with the outlook towards landscaped communal open space. In addition, the bedroom window opens towards the balcony similar to a number of other apartment layout across stages 2-9.</p> <p>South facing 1 bed plus study units in Stage 4 north wing</p> <p>First point – Apartment 4122 (South facing one bedroom apartment in northern wing) has been replanned and converted to two bedroom apartment to wider aperture and better outlook for the living areas of the apartment.</p>
Residential Amenity	<p>Stage 5, Level 1 Sothorn internal corner unit</p> <p>First point – Revised design (architectural and landscape) submitted with this letter.</p> <p>Second point – Revised design (architectural and landscape) submitted with this letter.</p> <p>Third point – Windtech's advice confirms that the ventilation shaft provided within the apartment satisfies ventilation requirements</p> <p>Fourth point – For other than ground floor apartments where the number of apartments per core exceeds 8, natural light and ventilation is provided to the residential corridor. Where corridors relating to the lower levels with a relationship to the ground, these have alternate access via the front of apartments to the public domain/street</p> <p>Fifth point – Substation separation distances have been confirmed as complying by PLACE and are shown on the landscape drawings</p>



	attached to this submission.
Ground Floor Units	Place Design and R&M has prepared revised plans to address this issue. As discussed at our meeting last Friday, it is envisaged that these options will be discussed further with Council's assessment team to establish the most appropriate solution.
Communal Open Space	Place Design and R&M has prepared revised plans to address this issue. As discussed at our meeting last Friday, it is envisaged that these options will be discussed further with Council's assessment team to establish the most appropriate solution.
Architectural Resolution	First point - Daylight and outlook are considered acceptable. The number of blades has been reduced. It is not practical to provide operable shading devices. There are no balconies on Stage 4 West and there are limited window openings i.e. awning windows with 120mm restricted opening.  Second point - As discussed in "Building Height", whilst providing potential for roof top articulation, moving pop-ups closer to the Nancarrow façade will only exacerbate the overshadowing of Stage 1 and 2. We have also attached the 'views from the sun' to demonstrate the current and estimated additional overshadowing should the pop-up's be moved to the Nancarrow facade.
Articulation in pop up zone	First point - Daylight and outlook are considered acceptable. The number of blades has been reduced. It is not practical to provide operable shading devices. There are no balconies on Stage 4 West and there are limited window openings i.e. awning windows with 120mm restricted opening.  Second point - As discussed in "Building Height", whilst providing potential for roof top articulation, moving pop-ups closer to the Nancarrow façade will only exacerbate the overshadowing of Stage 1 and 2. We have attached the 'views from the sun' to demonstrate the current and estimated additional overshadowing should the pop-up's be moved to the Nancarrow facade.

#### 10. Environmental Health

Council's Environmental Health Officer has raised the following issue:

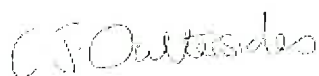
Issue	Response
Advice from the relevant electricity supplier should be sought	Revised plans have been prepared by Place Design that ensure that the substation distances are met.

This letter has been prepared and relies on the accuracy and factual integrity of the various consultants documentation that accompany this application.

CPSD has wholly relied on the technical information, professional opinion and supporting justification in these reports, as prepared by professionals in their field, for the preparation of this letter and the satisfaction of the various issues raised by Council.

Should you have any concerns or queries with regard to the above, please contact me on 8270 3500.

Regards,



**Chris Outtersides**  
Director





**Holdmark**  
PROPERTY GROUP PL

Shepherds Bay

Travel Plan  
for a  
Sustainable Future

Prepared for

**Holdmark**  
PROPERTY GROUP PL


Reference: 20100099

December 2014

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## Shepherds Bay Residential Development

<b>Report no:</b>	01	<b>Revision:</b>	A	<b>Date:</b>	21/12/2014
<b>Author:</b>	Glen Varley 				
<b>Checker:</b>	George Youssef				
<b>Approver:</b>	Sarkas				

Revision	Description	Date
A	Draft Report	21/12/2014
B	Amended Issue	3/7/15

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## 1 ABSTRACT

This report outlines the initiatives to be purported and implemented for the Holdmark development, Shepherds Bay. A number of regulatory requirements apply to the project, which is proposed to comprise a mixture of high density residential, retail pockets and leisure space.

The project team seeks to exceed these requirements and provide best practice sustainability outcomes in not only community patterns but also design, construction and operation.

## 2 INTRODUCTION

This residential travel plan identifies and outlines the initiatives to be undertaken for the Holdmark development, Shepherds Bay.

The Shepherds Bay site is subject to regulatory requirements for sustainability, which include *BASIX* and the *National Construction Code (NCC)* Section J for Energy Efficiency, which has a slight significance in the design of the residential infrastructure impacting on the accessibility of features within the travel plan.

Beyond these regulatory demands, Holdmark seeks to exceed the minimum requirements, with respect to community parking and bicycle provisions to deliver best practice sustainable outcomes to effectively reduce greenhouse gas emissions through diminished dependence upon private vehicle usage.

The Shepherds Bay development is rich in alternative travel modes from public transport to walking and cycling. Both commuter and recreational trips can be adequately accommodated within the current local transport network while proposed provisions for car share will allow an opportunity to reduce the dependence on the private vehicle.

### 3 THE DEVELOPMENT

The proposed development (Stages 1 -9) comprises the following components...

#### Stage 1

Residential

246 apartments (Currently under construction and due for completion in 2015)

#### Stage 2/3

Residential Apartments

453 apartments

Parking Provisions

605 spaces

Bicycle Spaces

61 allocations

#### Stage 4/5

Residential Apartments

511 apartments

Parking Provisions

621 spaces

Bicycle Spaces

68 allocations

#### Stage 6/7

Residential Apartments

311 apartments

Parking Provisions

411 spaces

Bicycle Provisions

43 allocations

#### Stage 8/9

Residential Apartments

422 apartments

Parking Provisions

573 spaces

Bicycle Provisions

58 allocations

#### TOTALS

Residential

1,943 apartments

Parking Provisions

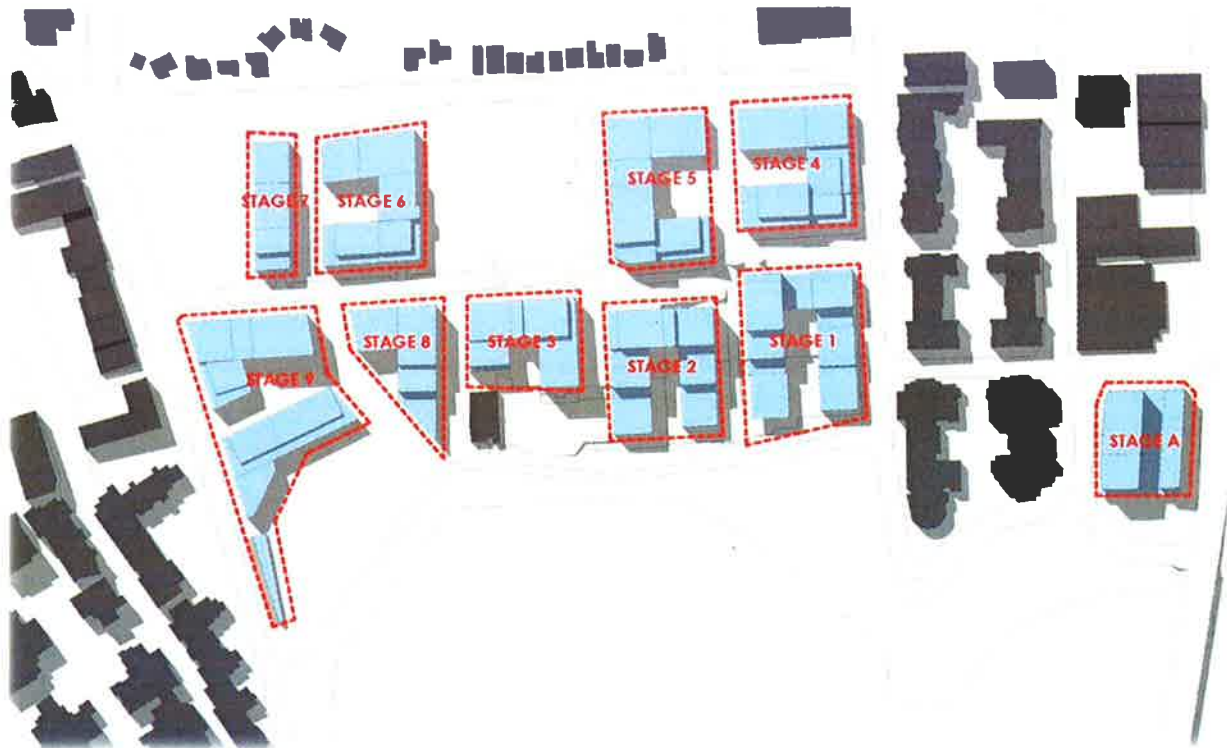
2,210 spaces

Bicycle Provisions

230 allocations (excluding Stage 1)

Each stage of the development is anticipated to be completed annually, with Stage 1 due for completion and registration in 2015.

Shepherds Bay Residential Development



**Figure 1**  
Source

**Shepherds Bay Staged Development**  
*Robertson + Marks Architects, 2014*



## 4 OBJECTIVES

The following travel plan objectives form the basis of evaluation and decision making by Holdmark...

- *Reduction of greenhouse gas emissions through the diminished dependence on private vehicle usage,*
- *Clear definition of alternative travel possibilities and opportunities incorporated within the development's design,*
- *Reduced dependence on private vehicle usage by facilitating residents with alternative travel mode choices, such as, public transport, cycling, walking and commercial car sharing practice,*
- *Preparation and production of a Residential Guide outlining all aspects of the precinct travel plan for distribution to visitors, staff and residents, and*
- *Dynamic monitoring, updating and advertising of travel opportunities outlined in the Residential Guide.*

## 5 EVALUATION

The sustainable travel initiatives, outlined in this plan have been evaluated in accordance with the following principles...

- **Future-proofing and adaptability** – Ensure the design principles incorporate the flexibility to enable adaption to future technology as they pertain to travel opportunities,
- **Operational Certainty** – Ensure the operational performance of travel modes are sustainable over the long-term,
- **Design Quality** – Optimisation of residential and community movements to ensure accessibility to travel modes during all circumstances, including emergency procedures,
- **Visible/communicable Access Points** - Provide iconic and visual, electronic and access aids, within the development design, that engage and direct visitors, staff and residents to all transport opportunities,
- **Cost-benefit** – Emphasise a 'value for money' approach to recommending and implementing accessibility and travel initiatives, and
- **Contribution** – proposed initiatives will be considered and investigated in the context of engaging visitors, staff and residents as to their specific needs and requirements.

### Minimum Requirements

While the following regulations do not implicitly apply to the implementation of a Travel Plan for the residential development, a number of aspects do impact on accessibility and the movement of visitors, staff and residents within the development complex. Specifically, the building access conditions to car parking, car parking and bicycle provisions and pedestrian open space corridors must satisfy the minimum ESD requirements as they apply to the site...

- *Building and Sustainability Index (BASIX), and*
- *Building Construction Code Section J for Energy Efficiency.*

Residential developments in NSW must now reduce their energy and water use, according to BASIX requirements developed by the Department of Planning. The objectives of the BASIX scheme are relative to the scope and size of developments in NSW...

- *40% reduction in water consumption, and*
- *20% reduction in greenhouse gas emissions for 5 stories and over.*

Dedicated car washing bays are proposed within the confines of each, independent, underground car park, on site. The initiative proposed would see the recycling of waste grey water for storage and reuse in the car washing bays, watering of garden beds, lawns and the cleaning of common areas within each complex.

The use of CO<sup>2</sup> monitors, within the underground car parks, should not only provide visual and audible warning of harmful emission levels but also provide a means by which to monitor and report the effectiveness of travel mode initiatives pertaining to any significant reduction in the dependence of private vehicle usage.

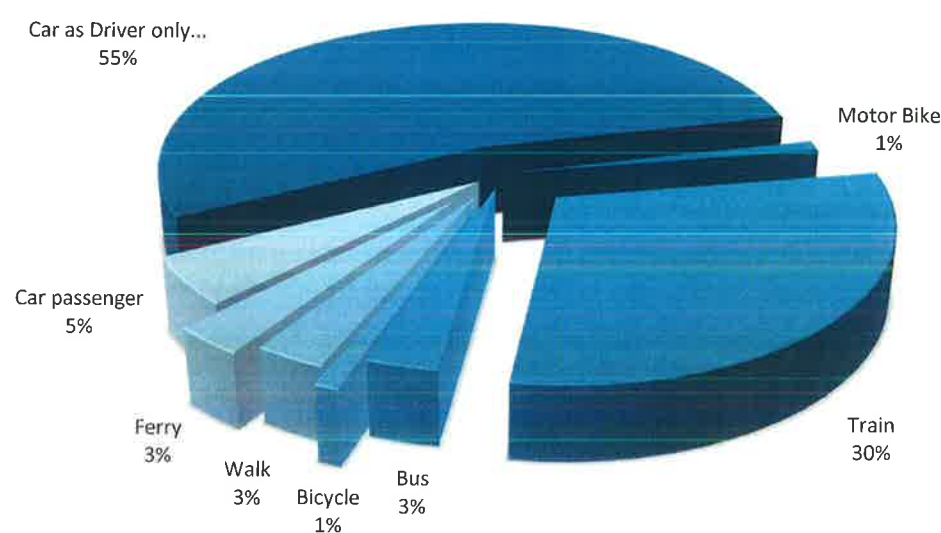
Access to the underground car parking and bicycle provisions is of concern during times of power failure. Access must be maintained to the car parks during these periods by means of a fail safe operation which will default to a 'rest open' of select the main gates should power be cut off to the controller.

Targets

The proposed targets of the travel plan are considered achievable, measurable and ongoing to allow a marked reduction on the dependence on private vehicle usage and a reduction in greenhouse gas emissions.

The 2011 census data indicated that the overall mode split for the Meadowbank Precinct is 55% car driver, in the context of a single mode journey. This is a precinct that in 2011 consisted of an industrial/commercial component now gone with the urban renewal. The available public transport provisions within the precinct offer a broad array of alternatives from which residents may choose.

Meadowbank Precinct JTW Mode Share



**Figure 2**  
Source

**MEA Precinct JTW Mode Share – Journey by Single Mode**  
2011 ABS Census data – 'Basic Community Profile- Ryde

## Shepherds Bay Residential Development

The percentage of car drivers and passengers, within the MEA, is likely a result of one or a combination of any or all the following reasons...

- Inability or perception that public transport fails to meet community needs,
- Lack of direct public transport services to employment centres,
- The perception that the private vehicle offers convenience, particularly during seasonal variations,
- Access by motor vehicles to regional employment centres, is comparatively more convenient,
- Inadequate frequency of public transport,
- Inadequate inter regional services,
- Congestion on major roads accommodating bus services,
- Poor modal interchange provisions, and/or
- A significantly high proportion of self employed and/or tradespersons dependent on car usage for business purposes such as the carriage of tools and equipment.

It is anticipated that, through the employment of the travel plan, the following targets will be achievable by 2026.

Time Period to 2021	Reduction	Actions...
<b>Commuter Peaks</b>	7%	<ul style="list-style-type: none"> <li>→ Provision of a modestly charged Opal Card per residence</li> <li>→ Education of trip planning via Transportnsw.info</li> <li>→ Effective communication of alternative public transport modes to prominent work place destinations.</li> <li>→ Reinforcement of transport alternatives by the Corporate Executive</li> <li>→ Reinforcement of Car Pooling opportunities through the Corporate Executive.</li> <li>→ Self promotion by Car Share groups/Corporate Executive.</li> </ul>
<b>Recreational Peaks</b>	2%	<ul style="list-style-type: none"> <li>→ Effective communication of alternative public transport modes to identified local recreational destinations.</li> <li>→ Reinforcement of transport alternatives through residential advertising by the Corporate Executive.</li> <li>→ Self promotion by Car Share groups/Corporate Executive.</li> </ul>
Time Period to 2021 - 2026	Reduction	Actions...
<b>Commuter Peaks</b>	3%	<ul style="list-style-type: none"> <li>→ Reinforcement of transport alternatives through residential advertising by the Corporate Executive</li> <li>→ Not specific to the plan, public transport improvements, increased rolling stock and service frequency</li> </ul>
<b>Recreational Peaks</b>	3%	<ul style="list-style-type: none"> <li>→ Promotion of transport alternatives</li> <li>→ Changes to recreational activities within the region</li> <li>→ While not specific to the plan, public transport improvements, increased rolling stock and service frequency will assist in attaining the specified target</li> </ul>

**Table 1**  
Source

**Travel Plan Targets to 2026**  
Road Delay Solutions, 2014

## 6 ACTIONS

### Private Motor Vehicle and Infrastructure

The private motor vehicle is still the dominant mode of transport embraced by the wider Sydney community. The ever increasing use of the private motor vehicle for both journey to work trips and recreational activities, places significant pressure on the road network infrastructure, the environment, health and local amenity, with road authorities compelled to sustain a perceived and expected satisfactory level of service.

To this end, Holdmark have expressed a commitment to constructing the following infrastructure during the staged construction of the development in accordance with the Department of Planning and Infrastructure Approval MP09\_0216.

APPROVAL ITEM NO.	INFRASTRUCTURE REQUIREMENT
24	<b>NANCARROW ROAD EXTENSION AND ROAD RESERVE UPGRADES (Stage 4)</b> <ul style="list-style-type: none"> <li>- Nancarrow Avenue extension,</li> <li>- Nancarrow Avenue Local Area Traffic Management (LATM) measures and all road reserve upgrades including associated pedestrian footpaths and bicycle ways, and</li> <li>- Implementation of a left-in/left-out arrangement at Belmore Street/Hamilton Crescent intersection</li> </ul> <b>(The design is to be completed prior to the issue of the Stage 1 occupancy certificate and construction is to be completed prior to Stage 4)</b>
24A	<b>ROAD AND PEDESTRIAN INFRASTRUCTURE UPGRADES (Stages 2/3)</b> <ul style="list-style-type: none"> <li>(a) Installation of a temporary east/west pedestrian link, which connects the stairway at the northern end of the foreshore link between Stages 1, 2 and 3. The pedestrian link shall provide access to the public on a 24 hour basis and maintained until the provision of the Nancarrow Avenue extension.</li> <li>(b) Underdale Lane Local Area Traffic Management (LATM) measures;</li> <li>(c) Installation of a pedestrian refuge at Bowden Street / Nancarrow Avenue, and</li> <li>(d) Installation of roundabout at Belmore Street / Rothesay Avenue.</li> </ul> <b>(Design to be completed prior to Stage 2 and construction completed prior to the issue of the Stage 2 occupancy certificate)</b>
25	<b>YERONG STREET / BELMORE STREET INTERSECTION UPGRADE (Stage 4)</b> <ul style="list-style-type: none"> <li>- The implementation of left-in/left-out arrangement at Belmore Street intersection with Yerong Street.</li> </ul> <b>(Design and construction to be completed prior to DA for stage 4)</b>



<b>26</b>	<b>ROADS AND MARITIME SERVICES REQUIREMENTS (SEE ALSO 11.2)</b> <ul style="list-style-type: none"> <li>- Investigation of warrants pertaining to the installation of traffic signals on Railway Road with the pedestrian crossing at Meadowbank Railway Station, and</li> <li>- The installation of traffic signals at the intersection of Constitution Road with Bowden Street.</li> </ul> <p><b>(Where the study reveals that RMS warrants would be met for the provision of signals at either of these locations, concept design of the upgrade of the intersection to Council's and RMS's satisfaction is to be included with the DA and the works are to be completed by the proponent prior to the issue of first occupation certificate of any building of that stage)</b></p>
<b>11.1</b>	<b>PEDESTRIAN SIGNALS ON RAILWAY ROAD AT MEADOWBANK RAILWAY STATION</b> <ul style="list-style-type: none"> <li>- Installation of traffic signals</li> <li>- Advance warning signs</li> <li>- Lighting adjustments</li> <li>- Pavement re-sheets – 20mm AC10</li> </ul>
<b>11.2</b>	<b>SIGNALLING AT BOWDEN STREET AND CONSTITUTION ROAD</b> <ul style="list-style-type: none"> <li>- Removal of existing roundabout</li> <li>- Kerb alignment</li> <li>- Pavement construction and revitalisation</li> <li>- Utility adjustments incl. lighting</li> <li>- Installation of traffic signals</li> <li>- Pavement markings</li> <li>- Signposting</li> <li>- Footway modifications</li> </ul>
<b>11.3</b>	<b>ROUNDBOUT AT ROTHESAY AVENUE/BELMORE STREET</b> <ul style="list-style-type: none"> <li>- Removal of existing signposting</li> <li>- Central island dowelled to existing pavement – Inscribed radius min. 8m (dependent upon the turning path of a 12.5m service vehicle)</li> <li>- Single lane circulating</li> <li>- Splitter island in each approach (painted or raised kerb)</li> <li>- Significant kerb realignment</li> <li>- Drainage adjustments</li> <li>- Utility modification</li> <li>- Signage</li> <li>- Pavement markings</li> <li>- Intersection pavement re-sheet – 20mm AC 10</li> </ul>
<b>11.4</b>	<b>YERONG STREET AND BELMORE STREET LEFT IN/OUT</b> <ul style="list-style-type: none"> <li>- Removal of southern most splitter island in Belmore Street, south of Yerong Street</li> <li>- Removal of existing signposting</li> <li>- Installation of painted or raised splitter island in Yerong Street (dowel to existing pavement if raised)</li> <li>- Installation of signposting</li> <li>- Preparation and pavement re-sheet - 20mm AC 10</li> <li>- Pavement markings</li> </ul>

## Shepherds Bay Residential Development

<b>11.5</b>	<b>HAMILTON "LANE" AND NANCARROW "LANE" LATM AND TWO-WAY CONSTRUCTION BETWEEN BELMORE AND BOWDEN</b> <ul style="list-style-type: none"> <li>- Installation of raised Watts profile speed humps or raised thresholds</li> <li>- Single lane circulating roundabout</li> <li>- Inscribed radius capable of accommodating the swept path movement of a 12.5m service vehicle</li> <li>- Painted splitter island in each approach</li> <li>- Kerb realignment</li> <li>- Drainage adjustments</li> <li>- Utility modification</li> <li>- Signage</li> <li>- Pavement markings</li> </ul>
<b>11.6</b>	<b>UNDERDALE LANE LATM SCHEME</b> <ul style="list-style-type: none"> <li>- Installation of two (2) raised "Watts" profile speed bumps</li> <li>- Kerb realignment</li> <li>- Drainage adjustments</li> <li>- Signage</li> <li>- Pavement markings</li> </ul>
<b>11.7</b>	<b>HAMILTON LANE/BELMORE STREET LEFT IN/OUT</b> <ul style="list-style-type: none"> <li>- Installation of painted or raised splitter island in Hamilton Crescent (dowelled to existing pavement if raised)</li> <li>- Installation of signposting</li> <li>- Pavement markings</li> </ul>
<b>11.8</b>	<b>INTRODUCTION OF A PEDESTRIAN FACILITY ON BOWDEN STREET AT UNDERDALE LANE</b> <ul style="list-style-type: none"> <li>- Construction of a raised threshold and marked foot crossing</li> </ul>
<b>12</b>	<b>LAND TO BE DEDICATED</b> <p>Land comprising the two-way road link to be constructed between Belmore and Bowden Streets, being the connection of Nancarrow Avenue to Hamilton Crescent to be dedicated to Council. This requires the dedication, by the proponent, an area of land of approximately 325m<sup>2</sup> to the council.</p>

**Table 2 Approval Conditions and Commitments**

Source

Road Delay Solutions, 2014

## Parking

A detailed parking study has been undertaken by Morgan Stanbury and Associates for the full development site and details the allocation of 2,210 secure parking spaces. For details of vehicular parking please refer to the Morgan Stanbury and Associates reports and architectural drawings.



## Opal Card Issue



The Opal Card provides an easy, convenient and fast new way of travelling on the Sydney public transport network, the Blue Mountains, Central Coast, Hunter, Illawarra and Southern Highlands.

Similar in size to a credit card, it will enable patrons to pay for their travel on ferries, trains, buses and light rail prior to their journey. Instead of buying a paper ticket patrons will load value onto their Opal card via a range of convenient options.

They will tap their Opal Card onto a card reader at the start of their trip and tap off at the end. The electronic ticketing system will automatically calculate the fare and deduct it from the value stored on the Opal card.

No more queuing for tickets and only pay for the distance travelled.

Each residential apartment will receive, within a welcoming pack, one adult Opal Card charged to the value of \$A20. Any additional cards for further adults and/or children can be sought from official agencies and/or providers. It is considered that this initiative will encourage use of the public transport network and the purchase of further Opal Cards by cohabitants of the same unit.

## Train



Train services are available from Meadowbank Railway Station to the City at 15 minutes intervals during the commuter peaks and 30 minutes during the off peak with an average trip to Central Station taking only 27 minutes.

Meadowbank Railway Station is located on Railway Road, at the western end of Constitution Road, and provides significant facilities for patrons.

Residents will receive a one (1) page information leaflet within their 'Welcome Pack' detailing the web site [www.Transportnsw.info](http://www.Transportnsw.info) to assist in planning their journey information, be it for work or recreation.

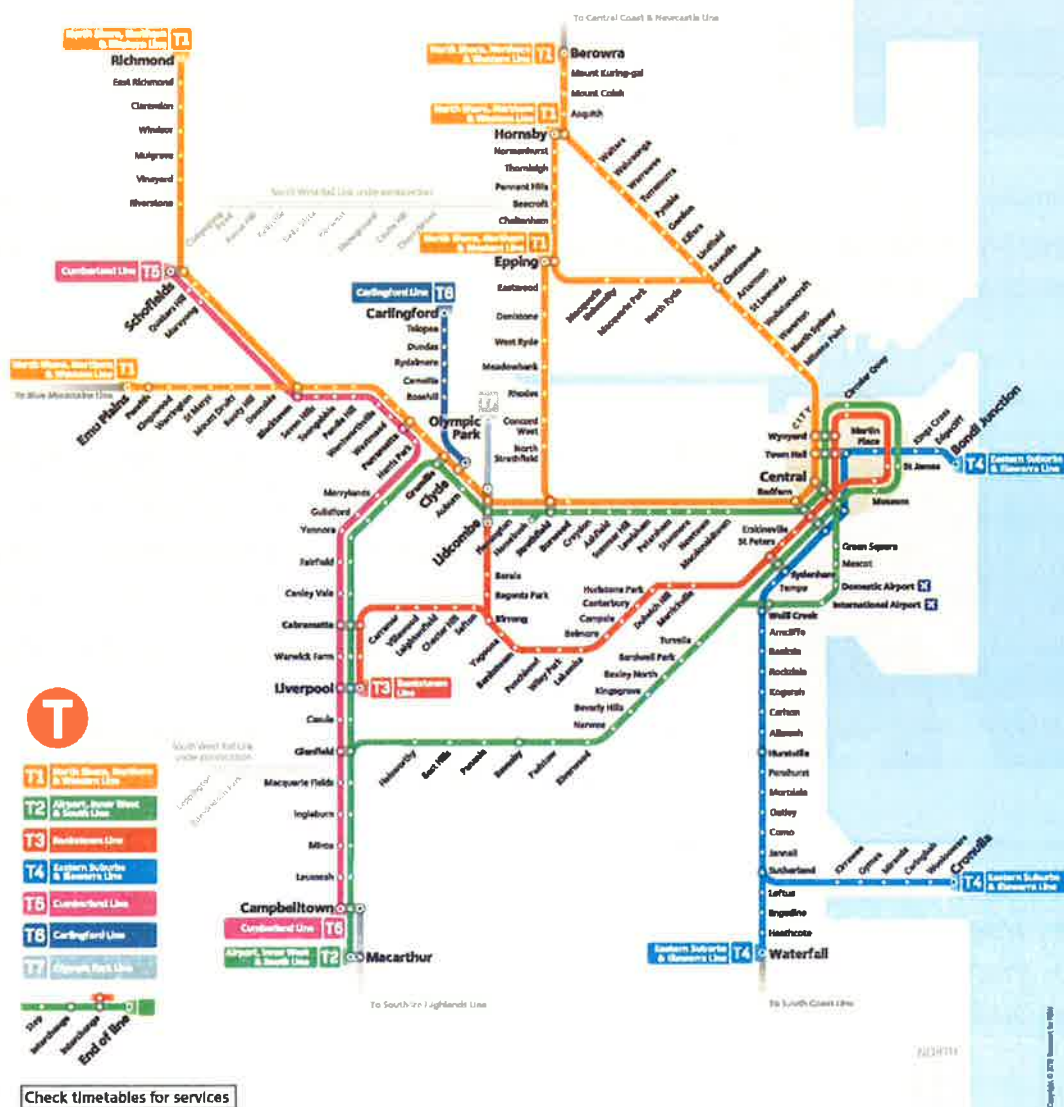
## Shepherds Bay Residential Development

Getting around the station			Accessibility		
	Stairs	✓		Hearing loop	✓
	Escalator	✗		Platform tactile tiles	✓
	Lift	✓		Portable boarding ramp	✓
	Ramp (1:8 gradient)	✓		Wheelchair accessible toilet	✓
	Level crossing	✗		Wheelchair accessible payphone	✓
				Wheelchair accessible carspace/s	✗
General facilities			Transport interchanges		
	Ticket vending machine	✓		Bus stop close by	✓
	Eftpos	✓		Ferry wharf close by	✓
	Toilet	✓		Taxi rank close by	✓
	Payphone	✓		Bike racks or bike lockers	✓
	Passenger display screens	✓		Kiss and ride	✓
	Help point	✓		Car park close by	✓

**Table 3**  
Source

**Meadowbank Railway Station Facilities**  
[www.Transportnsw.info](http://www.Transportnsw.info), 2014

# Sydney Trains Network



It's easy to plan your trip



On the web  
transportnsw.info



On your mobile device  
Download a trip planning app  
at transportnsw.info/apps



Questions and feedback  
Phone 131 500  
TTY 1800 637 500

INS-MWT-13OCT-DRAW1

Figure 3  
Source

Sydney Train Network  
[www.Transportnsw.info](http://www.Transportnsw.info), 2014

## Bus



Sydney Buses and Westbus provide frequent services through and surrounding the Meadowbank Precinct.

It has been observed that bus services on Victoria Road and Church Street have capacity, in the vicinity of the Meadowbank Precinct, for a further 25 and 30 patrons during the morning one hour peak, respectively.

To promote the use of bus services Holdmark intend to provide each residence with a modestly charged \$A20 Opal Card and educate/direct residents to the Transportnsw.info website through the 'Welcome Pack' issued upon occupancy.

## Walking



Walking is considered a valid transport mode, particularly in consideration of multi modal JTW trips. The development's close proximity to public transport provisions and pedestrian corridors juxtaposed with the medium to high density residential land use. The primary impact on road based transport movements from such pedestrian activity is generally concentrated at crossing points. A number of measures are to be implemented to promote pedestrian/cyclist corridors, such as...

- A pedestrian Refuge in Bowden Street,
- Raised thresholds in the Nancarrow Avenue extension to Beimore Street,
- Raised thresholds in Underdale Lane,
- Possible traffic signals at the intersection of Constitution Road and Bowden Street, and
- Possible traffic signals at the existing marked foot crossing in Railway Road.

## Ferry






Current ferry services during the morning commuter peak, stopping at the Meadowbank wharf, exhibit a spare capacity of some 20 -30 passengers over the hour.

To promote this transport mode, residents will be directed to the [www.Transportnsw.info](http://www.Transportnsw.info) web site to plan their trip and how they can utilise the complimentary Opal Card provided in the 'Welcome Pack'.

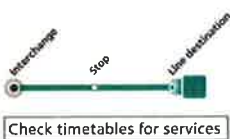
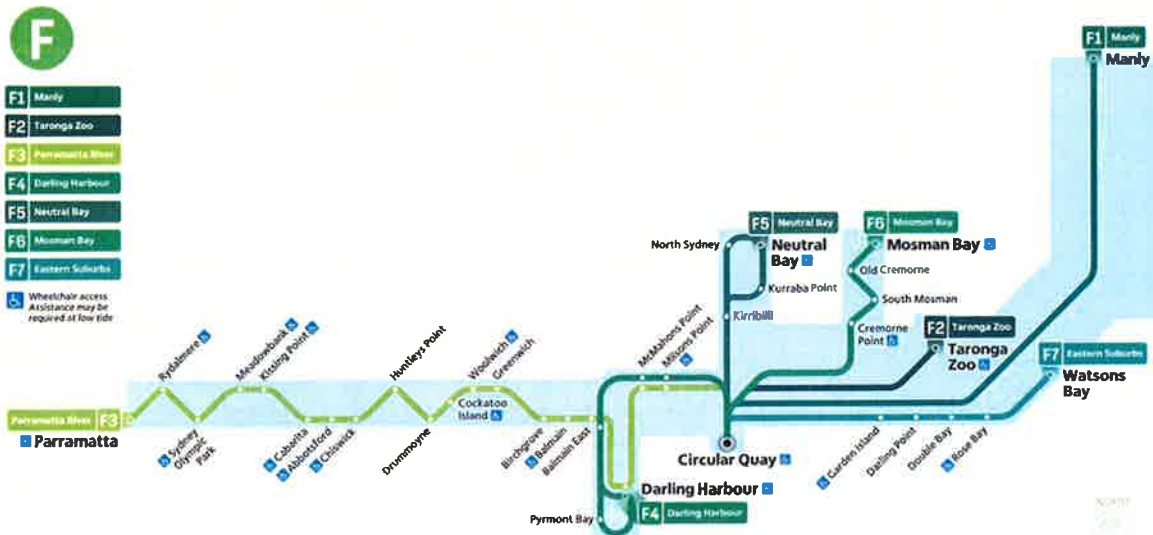


## Shepherds Bay Residential Development

It will be promoted by the Body Corporate/Corporate Executive at the AGMs that ferries provide a relaxing means of travel for both recreational and JTW trips. Given the close proximity of the Meadowbank Ferry Wharf, the transport mode is a viable and efficient means to travel.

Operator	Mode	Key	Route Name	Frequency
 <b>Transport Sydney Ferries</b>			Parramatta River Ferry	1-2 per hour Every Day
Operator	Mode	Key	Route Name	Frequency

## Sydney Ferries Network



## It's easy to plan your trip



On the web  
[transportnsw.info](http://transportnsw.info)



On your mobile device  
Download a trip planning app  
at [transportnsw.info/apps](http://transportnsw.info/apps)



Questions and feedback  
Phone 131 500  
TTY 1800 637 500

## Shepherds Bay Residential Development

## Bicycle



Results from the Sydney Cycling Survey, undertaken in November 2013, show that the cycling mode share for trips, up to ten kilometres, is currently 2%. The BTS conducts this survey annually to track performance against the NSW target which aims for a doubling of the cycling share by 2016.

Bicycle parking facilities will be provided at the rate of one (1) bicycle space per eight (8) residential apartments.





Clearly signposted, secure bicycle facilities with good access and path networks will encourage residents and visitors to cycle, improving health and reducing inherent greenhouse gas emissions from private and public transport usage.

Holdmark will suggest, to the body corporate, to conduct periodic resident bike riding functions on a weekend culminating in a picnic or barbeque at the local park and/or foreshore to encourage people who might be reluctant to ride. Such activities may encourage the use of bicycles, as a mode of transport, with familiarity of the provisions and corridors within the precinct.

## Carpooling



Carpooling is when two or more people make arrangements to travel together in a single motor vehicle. Carpooling is a practical way to reduce the burden of transport costs, reduce traffic congestion and reduce the impact of vehicle emissions.

Residents may register with an accredited carpooling business or simply ask, through the body corporate, if there is any like minded residents who wish to reduce transport costs and would like 'company' on a work or recreational trip.

## Car Sharing



A formal car-sharing scheme is recommended for implementation on the site to minimise emissions-intensive private vehicle use.

The concept of car sharing allows residents to gain the benefits of private vehicle use without the costs and responsibilities of owning a motor vehicle. Rather than owning one or more vehicles, residents have access to a fleet of shared use cars when needed.

Cars can be booked for as little as one hour or multiple days, whatever is needed. With the provision of designated car sharing parking spaces within the development, car sharing becomes a viable and convenient means of transport.

You can book from a smartphone, tablet or a desktop computer, whether you're standing beside a car waiting to get in or booking months in advance for a special occasion. One other big advantage over traditional car hire is that petrol is always included on every booking, no matter how far you drive! Members are not required to carry any insurance of their own, every



membership includes full liability and collision coverage on our policy.

Maintenance, cleaning and all car costs are paid by the respective lending group, servicing is also included. Basically, you get all the benefits of owning a car without the cost and worry.

Car sharing offers a range of individual and community benefits. It serves as a 'missing link' in the spectrum of alternative travel choices by filling the occasional service gaps left by other more environmentally friendly transportation modes such as walking, cycling, and public transport. This increases the viability of a largely car free lifestyle.

The development will allocate specific car share 'pods' within each basement at the rate of one (1) car share pod per ninety (90) passenger car spaces within the respective basements.

All designated and sign posted car share pods will be located within the basement car parking provisions for each stage and retained as common property. Each pod will be accessible 24 hours per day, seven (7) days a week.

Holdmark will provide residents with informational leaflets from a number of Car Share Organisations and direct them to the web addresses within the 'Welcome Pack'. Various car share groups such as GoGet and Charter Drive will be informed of the availability of the car share pods, on site, and further encouraged to undertake letter box drops, on a regular basis, to further promote the service to residents.

## Future Proofing



Technologically, future proofing this often thought of as committing to open and flexible technologies which may come and go. How can we be sure a commitment to one technology will not be by-passed for another? The answer is simple. We cannot. Awareness is the single most beneficial trigger in the

acceptance of future technologies.

One such example of burgeoning technology in transport is fuel source. Solar energy is our most abundant power resource, providing the potential to return zero emissions from motor vehicle activity. Total or even partial dedication to the use of solar electrical systems should be considered during the design and construction stages of the Shepherds Bay Development. Solar panels on the upper roof areas connected via cables to a battery room and outlet points within the basement car parks is one consideration.

This measure is considered pro active and specifics need not be detailed as no actual demand exists at this time. However, the use of garbage rooms along with the location of proposed conduits and cabling ducts provides a base from which a level of future proofing may be achieved.

## Actions and Monitoring by the Body Corporate or Executive

It will fall upon the Body Corporate or Corporate Executive to assist in the periodic promotion and monitoring of specific aspects relating to the travel plan for the Shepherds Bay Development.

These activities will be undertaken as needs arise and during the Annual General Meeting(s) (AGM), to persuade mode choice preference and deter perceived or identified deficiencies in driver behaviour at the site. The activities will take the form of providing...

- *Reference to the Travel Leaflet within the 'Welcome Pack' and inclusion of the leaflet within the minutes of the meeting,*
- *Details of the available public transport choices and their location,*
- *A brief outline of the benefits derived from mode choice,*
- *The potential benefits of Car Pooling for both JTW and recreational activities, such as football, netball, etc...,*
- *Car sharing, reference to know Car Share organisations and the provisions made on site for the use of Car Share, and*
- *The reporting of any deficiencies in the use of the car parking provisions and/or driver behaviour in and around the site.*

It will be set into the Corporate By laws that, bi annually for a period of 6 years, a traffic engineering consultancy be engaged to review and quantify, through surveys, the mode choices being made by residents and the effectiveness of the travel plan. A report is to be presented to the body corporate and to Council, for consideration and determination, detailing the effectiveness of the set targets and actions within the travel plan and the need for any further revision. The report is to broadly outline...

- *If the current targets are being met,*
- *If the current targets are realistic and practical,*
- *If further time is required to reach the set targets, such as derived from a shortfall in occupancy?,*
- *If the mode choice opportunity has been jeopardised by reductions in public transport service, and*
- *What changes, if any, need to be made to the travel plan.*

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#### Shepherds Bay Residential Development

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The body corporate will be encouraged to raise, at each Annual General Meeting (AGM), the significant opportunity afforded residents to reduce travel costs, improve air quality, reduce stress levels, reduce the incidence of motor vehicle accidents, lower noise levels and inherent safety advantages through the use of the abundant public transport opportunities within the precinct.

The By Laws will entrust the Body Corporate or Executive with the responsibility of monitoring the use of disabled parking, residential parking, visitor parking, the use of Car Share pods, on street parking while informing residents of any contrary use. The obligations of residents will be outlined within the minutes of regular meetings and any affirmative action(s) be taken, as deemed necessary.

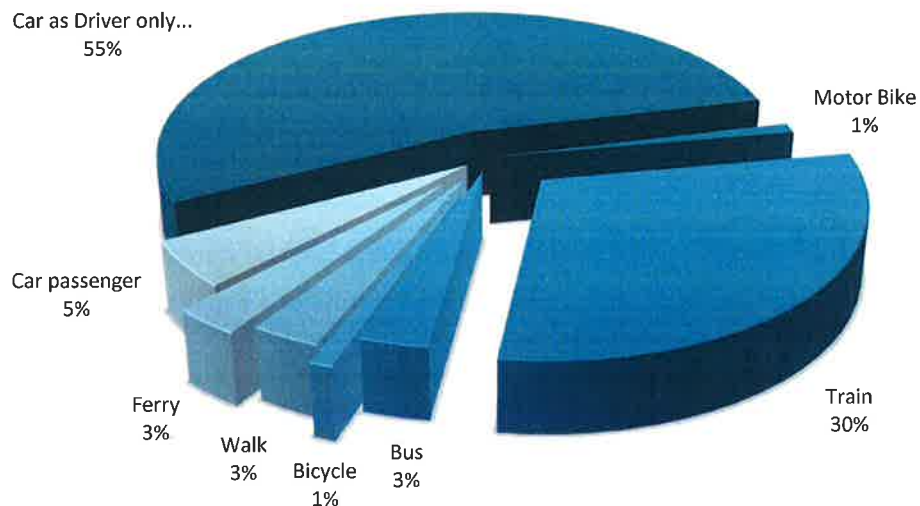
## 7 SUPPORTING INFORMATION

### Mode Choice

Through the employment of strategic initiatives, traffic demands have road authorities and planners embracing public transport and alternative modes of travel.

The current predominant available transport mode choices for JTW have been catalogued from those available within, or adjacent to, the Meadowbank precinct (MEA).

### Meadowbank Precinct JTW Mode Share



Source: 2011 ABS Census data – 'Suburban Community Profile- Meadowbank

The seven (7) dominant mode choices, available to the Meadowbank community, are...

- Private motor vehicle,
- Motor bike,
- Bus,
- Train,
- Ferry,
- Walking, and
- Cycling.

## Shepherds Bay Residential Development

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The latest Household Travel Survey (HTS) data shows that average weekday trips grew by 1.0% between 2009/10 and 2010/11, which was slower than the 1.6% rate of population growth in the Sydney Statistical Division (SSD).

In line with NSW 2021 targets, growth in public transport trips has been higher than growth in private vehicle passenger trips. Vehicle driver trips have increased by 1.5%, while train and bus trips increased by 2.6% and 2.3%, respectively. These inherent increases can be attributed to increased frequency and improved intermodal/interchange provisions.

### JTW Traffic Generation

With the advent of the Shepherds Bay Residential Development, including 10,000m<sup>2</sup> of commercial floor space, traffic flow patterns within the Meadowbank Precinct will change.

With the transformation of the former industrial/commercial activities, within the precinct, to predominantly residential land use, traffic attraction during the morning commuter peak will reduce while in the evening peak, increase.

Some 225 vehicles per hour will be attracted by the proposed commercial activities and ancillary retail operations during the morning peak while the total of 1,943 residential apartments, within the precinct, will generate some 563 vehicle trips.

In combination with the residual residential apartments, neighbouring developments and the *Achieve Australia* project, the total workforce will generate some 986 vehicle trips during the morning peak commuter period by Year 2026, under full development.

The LGA wide mode share has been applied to commercial Journey to Work (JTW) trips entering the precinct while the specific Meadowbank mode share has been applied to the residential workforce JTW leaving the zone.

The 2011 census data indicates that the overall mode split for the Meadowbank Precinct is 55% car driver only, in the context of a single mode journey.

## Shepherds Bay Residential Development

The percentage of car drivers and passengers is likely a result of one or a combination of any or all the following reasons...

- *Inability or perception that public transport fails to meet community needs,*
- *Lack of direct public transport services to employment centres,*
- *Inadequate frequency of public transport,*
- *Inadequate inter regional services,*
- *Congestion on major roads accommodating bus services,*
- *Poor modal interchange,*
- *The perception that private vehicle travel is more convenient,*
- *Access by motor vehicles to regional employment centres, is comparatively more convenient, and/or*
- *A significantly high proportion of self employed and/or tradesmen are car dependent for business.*

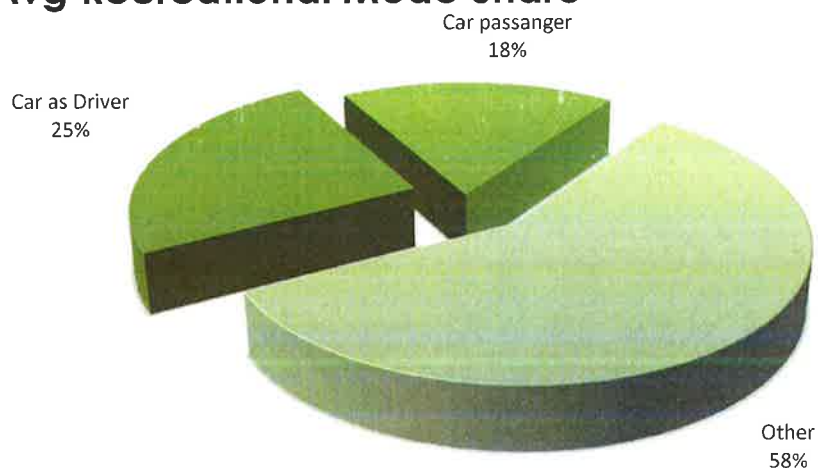
## Recreational Generation

As outlined in the *RMS Technical Direction TDT 2013/04a* three (3) specific high density residential sites were identified and adopted as models for the Shepherds Bay development. These were...

- *Chatswood,*
- *Liberty Grove, and*
- *Strathfield.*

Combined, these sites reported an average mode share of 25% by car driver, 18% as passenger and 58% by other.

### Typical Avg Recreational Mode Share



Source: *RMS Technical Direction TDT 2013/04a*, 2013

The average vehicle generation has been derived from the fore mentioned three (3) sites contained within the RMS Technical Direction. These sites project an average vehicle generation of some 29% during the Saturday peak with an occupancy rate of approximately 1.8 persons. Therefore, it can be calculated that the 1,943 apartments may generate 564 vehicle trips during the peak equating to the movement of some 1,106 persons.

Applying the outlined percentage targets, it is envisaged a reduction of some 12vph can be achieved during the Saturday peak by 2021 and a further 17vph reduction by the year 2026.

## Mode Shift

The future traffic generation rates for the precinct, and more specifically, the Shepherds Bay Development, have been factored to reflect a 10% modal shift away from private motor vehicle usage, given the close proximity to Meadowbank Railway Station, the significant bus corridors along Church Street, Victoria Road and Constitution Road, Ferry provisions on Parramatta River, improved pedestrian amenity, revitalised urban cohesion between transport modes and increased focus on the differing community priorities.

The future 10% mode shift to public transport from private vehicle usage has been based on the potential increase in train service(s) on the Northern Line through Meadowbank and modest increases in bus patronage and bicycle usage.



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## Shepherds Bay Residential Development

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The current occupancy rate on trains stopping at Meadowbank is some 48% which is considered an 'all stops' service rather than express. Currently, only one train service in 4 stops at Meadowbank Railway Station. Should one additional, 6 carriage express service stop at Meadowbank Station, potentially an additional 460 passengers could be supported from the precinct.

In addition, the current ferry service in the morning, stopping at Meadowbank wharf, has spare capacity of some 20 -30 passengers.

It has been observed that bus services on Victoria Road and Church Street have capacity, in the vicinity of the Meadowbank Precinct, for a further 25 and 30 patrons during the morning one hour peak, respectively.

This potential capacity, without significant consideration to increases in frequency and rolling stock, can see public transport modes accommodate some additional 545 JTW trips.

With a projected workforce of 2,552 persons emanating from the precinct in year 2026, excluding the current percentage of dual mode JTW, work from home, non working, etc..., the adopted mode share for the resultant 2,300 workers is shown in the following figure.

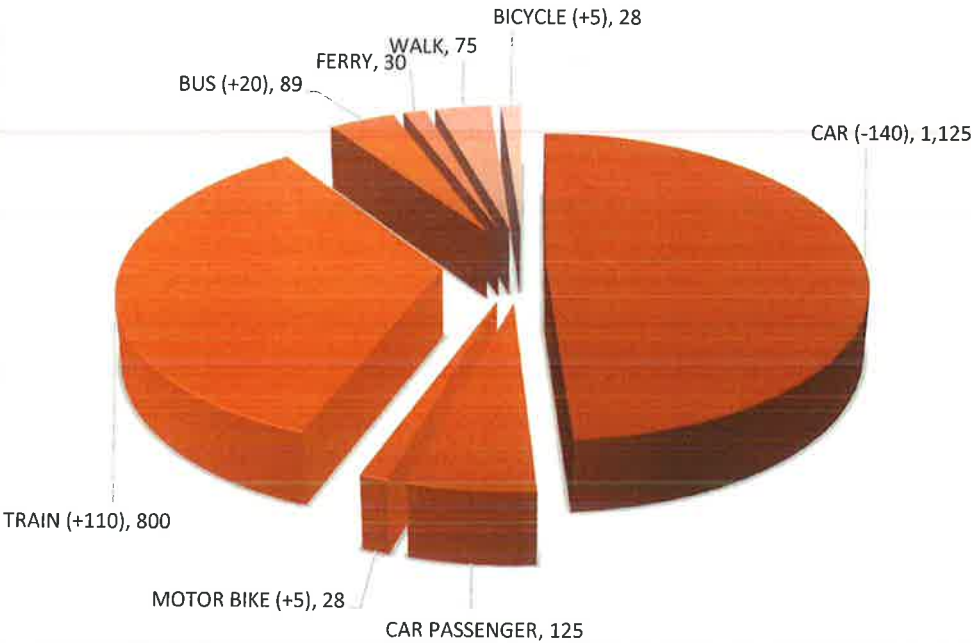
In line with NSW 2021 targets, growth in public transport trips was higher than growth in passenger vehicle trips. Vehicle driver trips increased by 1.5%, while train and bus trips increased by 2.6% and 2.3%, respectively. These inherent increases can be attributed to increased frequency and improved intermodal provisions. This trend has been employed in the future model projections.

Bus services were considered and given the transformation of the precinct within BTS zone from commercial/industrial to residential it will fall on the bus operators to ensure bus services operate within 400m of the new development.

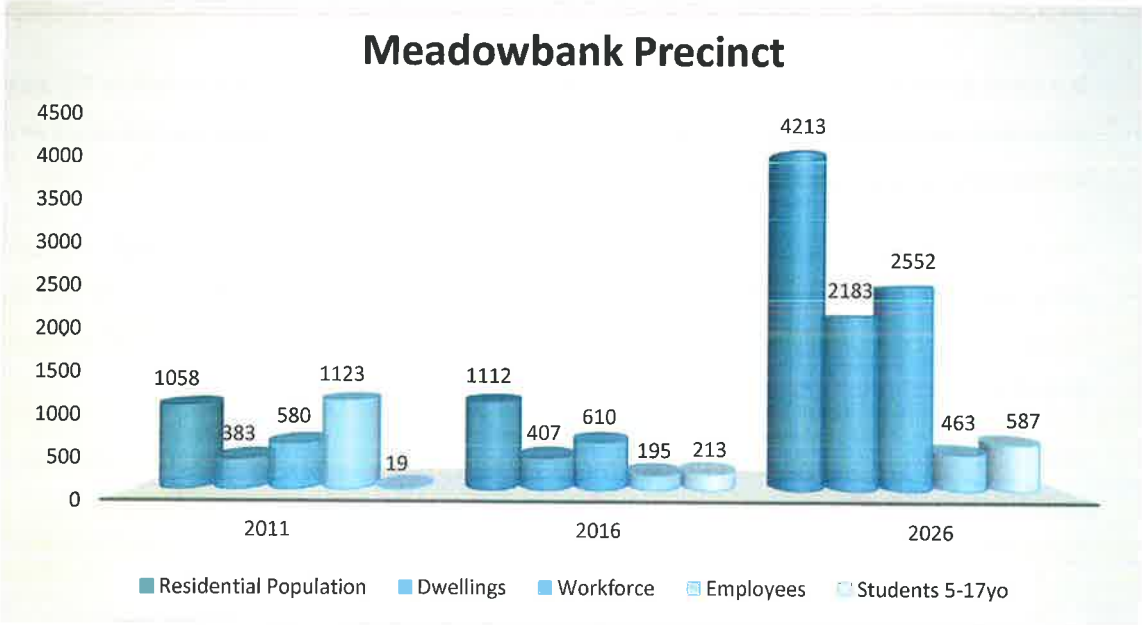
The mode shift of 10% was considered modest and conservative given the public transport provisions within the precinct. Realistically, a mode shift of some 14-15% is possible but no firm commitment can be given by State Rail or STA that an increase in rolling stock or services will eventuate as a result of the proposed development.

With the development growth along the Parramatta River, it is anticipated ferry services may increase by year 2026 and the potential mode share shown is considered achievable.

2026 Projected JTW Mode Share by Persons with 10% Mode



The mode share has been determined from the total projected workforce of 2,552 less the current number published by the Australian Bureau of Statistics (ABS) for multi mode JTW trips, work at home, those who did not work, were unemployed and/or were in between jobs at the time of the census.



Source: Bureau of Transport Statistics, 2012 adjusted to reflect the MEA Urban Renewal Projects to Year 2026

# public art plan

Shepherds Bay - Urban Renewal  
Stages 2-3

6-18 Nancarrow Ave, 9-11 Rothesay Ave & 41 Belmore St, Ryde

LDA2015/0018  
May 29 ,2015

- 1 Introduction
- 2 Project Description
- 3 Thematic Framework
- 4 Concepts
- 5 Project Parameters

# contents



Black Beetle pty ltd have been commissioned to prepare this Public Art plan by Holdmark Property Group. This plan explores the opportunities, processes and integration of artworks as part of the Shepherds Bay - Urban Renewal Project. This document outlines the following:

- Aims and objectives of Public artwork in relation to this development
- Thematic Framework for developing artworks
- Locations and Concepts for site specific works within the development

This document builds upon the existing Public Art Strategy developed by Place Design Group which identifies preliminary opportunities across the site for integration of Public Art into the development.

#### What is Public Art?

Public art is defined as artworks and performance located in the public realm. The term also refers to contemporary art practice that occurs outside the traditional gallery or museum setting and can include a diverse range of activities including performance art, electronic or computer generated and projected artworks.

Public art can be of any art form – from traditional mediums such as sculpture, to contemporary works or functional objects, to multimedia installations.

Public art has a broad scope with many possibilities for the form, function, materials and degree of permanency of the artwork. It can include:

Stand alone freestanding artworks, artwork that is applied to a surface, artwork that is integrated into the design and function of a place, commemorative artwork that recognises the history or culture of and place, person or event, interactive artwork that responds to the public or interacts with the environment, multimedia artworks that are displayed through imagery, projection, video or light.

Public art is built from a conceptual framework and interacts with the audience/ participant/ public in a shared space and contributes to the cultural voices in placemaking.

This Art plan initiates a documentation process which will take the identified artworks through design briefs, design development, fabrication and installation.





The aim for Public Artwork for the Shepherds Bay - Urban Renewal project is to integrate artwork into the development that contributes positively to the site and surrounds, and that responds to the natural and built environment.

The artwork should reinforce local identity, character and sense of place, strengthening and connecting with the neighbourhood and creating a point of interest for the community.

The public artwork should be creative and innovative in its design and use of form, technique and materials and sustainable practice.

The artwork should encourage the increased use and enjoyment of public spaces and encourage different interpretations and understandings of places, providing increased public exposure to and understanding of art and contemporary art practices.

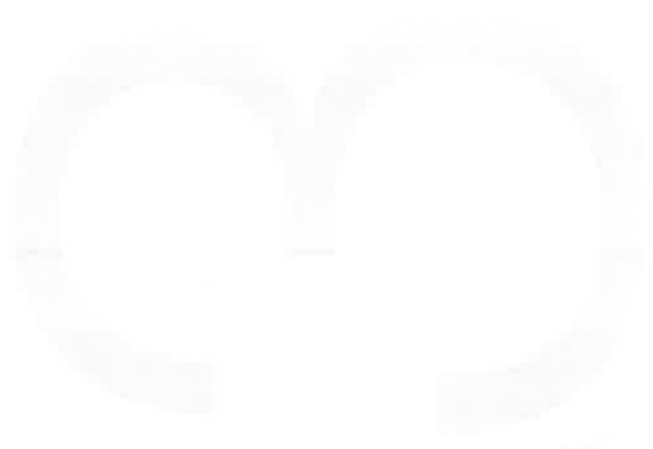
The artwork for Shepherds Bay will be developed from the thematic framework and is approached as a cohesive vision for the whole of the site. The artwork will assist in developing an identity for the development and reflect the history and future of the site.





There are many stories that may be told in relation to Shepherds Bay. The site has a rich and diverse history from its' associations with first inhabitants and traditional owners the Wallumedegal people, early land grants in the late 18th Century, agricultural uses such as the growing of crops, citrus and grapes, fishing, oysters and dairy products throughout the 19th Century, the effect of the railway on urban development in the late 19th and early 20th Centuries, use of Parramatta river for transport, development of new technologies and industry in the mid-20th Century and its associations with a number of prominent people during each of those periods.

This plan develops a framework around three key themes -Agriculture, the River and Industry - which the development of public art concepts for Shepherds Bay Urban renewal will build upon.



thematic framework

## agriculture

Some of the earliest land grants registered around the Meadowbank / Shepherds Bay were to Ann Thorn and James Shepherd (who were later married) in 1794 & 1795, and to William Kent.

Although never lived on the grant however his overseers are said to have grazed stock and planted orchards. The Shepherds on the other hand settled on part of Thorns land and it became known as Thorns Farm. They cultivated the land and grazed a small number of livestock. By 1822 the Shepherds had expanded their property to around 1500 acres and were cultivating wheat, maize, potatoes and also had an extensive kitchen garden and orchard along with livestock. Fruit thrived in the area and Shepherd reportedly shipped 12,000 oranges to the Sydney markets on one season.

Other agriculture also flourished with hop growing for beer brewing, fishing and oyster gathering, dairy and beef cattle were raised and grazed on larger properties in the area.

By the 1870's the larger landowners were beginning to subdivide their estates. Michael Nancarrow purchased part of the Shepherds estate. The land included a small stone cottage with a wide veranda set amongst and citrus grove. In 1889 extensive renovations were made to the house and the house became known as 'Riverview'. Nancarrow successfully grew grapes on the property for which he received many prizes and sold to exclusive retail shops and clubs in Sydney. Nancarrow also bred Collie dogs and prize winning poultry.

Agricultural themes could be explored through interpretation of farming activities, food production, livestock or animal forms. Agricultural materials could also be explored or agricultural machinery might be used as the basis of sculptural elements.

## the river

The sites location adjacent to the Parramatta river has been highly valued by past and present communities and will undoubtedly be much loved by the new community developing in the proposed site. The river has always been valued by indigenous people and has also played an important role in the early development of the area as the main source of transport and communication.

Shepherds Bay Row Boat ferry services were established as early as 1794 from Schooner Wharf (Belmore Road, near Helene Park) taking passengers to the Concord shore. However, a public punt was not established until the mid 1820's. By the mid 1840's the disrepair of the punt and the wharf at the Bedlam point crossing. Boat building was also carried out on the shores of the river and Charity creek.

The river was also a means of entertainment and rowing was a popular pastime with regular regatta's held on the river from the 1850's. With the title for Champion Sculler of the World being held in 1877 with reportedly 100,000 spectators watching from steamboats and the shoreline.

Today the river foreshore is highly valued for recreation use and for its beauty and environmental value. Artworks may respond the theme of the river and explore the rivers natural beauty, ecology flora and fauna or its use as a form of transport / boat or by linkages across the river bridges/ train link.

The natural overland flow path forms a feature in the landscape design of the site. This feature can be explored further from an environmental perspective and a direct connection to the river. The riparian zone - elements to interpret subterranean/ stormwater movement/function.

## industry

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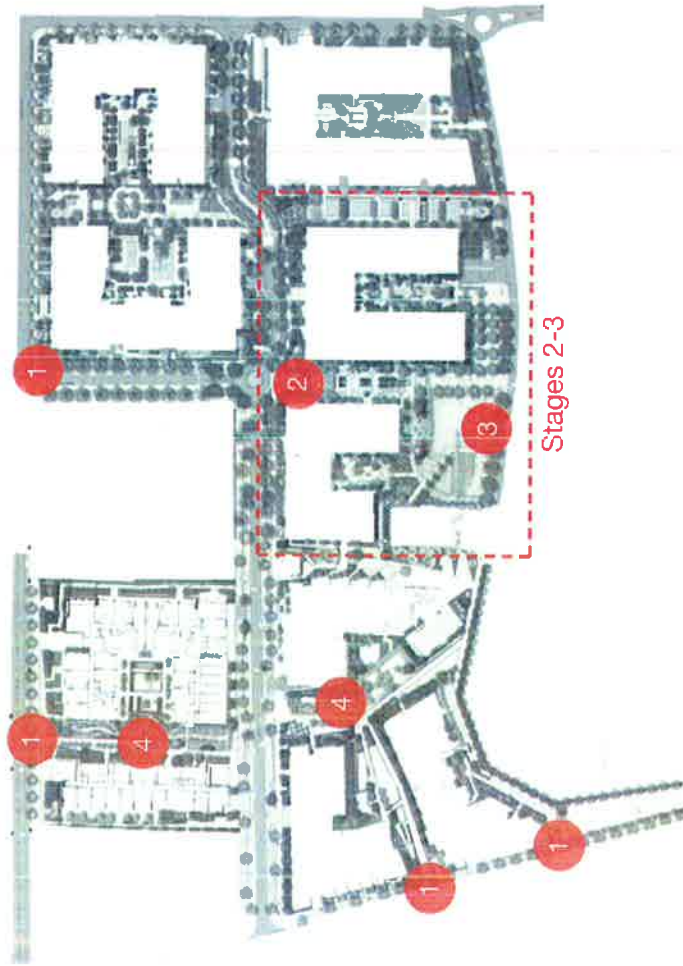
To the east of the railway the Shepherds heirs sold most of their estate to the Mellow Brothers who set established the Meadowbank Manufacturing Company in 1890. Meadowbank Manufacturing Company Works was the first industry in Meadowbank, established on 95 acres of land in 1890, with frontage to the Parramatta River and easy access to the railway producing agricultural equipment for the local area and throughout the country. The firm later produced tramcars and railway rolling stock. An other part of the estate was purchased by Rhodes and Company, producing flour milling machinery.

In 1946-47 the automatic totalisators Limited factory was built on the site of an old orchard on Nancarrow Ave. The company whose factory still stands today (although it is scheduled for demolition as part of the development) are probably most famous for the invention of the automatic totalisator that was introduced to racetracks around the world to calculate gambling odds and payments. The factory building represents mid 20th Century Modern design. Horizontal lines, and clean finishes along with curved steel and glass paneled windows are features of this building.

The industrial history of the site could be interpreted through the introduction of elements that represent the architecture or through use of materials. The opportunity exists to salvage some items from existing site buildings that could be re-used or reinvented to form part of the public art for the new development. Other opportunities exist to use the products of former site industries as inspiration to develop artwork.







Locations identified in the Public Art Strategy include the following:

- 1 Site Entry points - Artworks located at intersection of Constitution Road and Hamilton Crescent and at main pedestrian entry points.
- 2 Central Spine Plaza - Art located within plaza
- 3 Central Reserve - Artwork integrated into public plaza
- 4 Riparian Corridor - Artworks located along riparian corridor

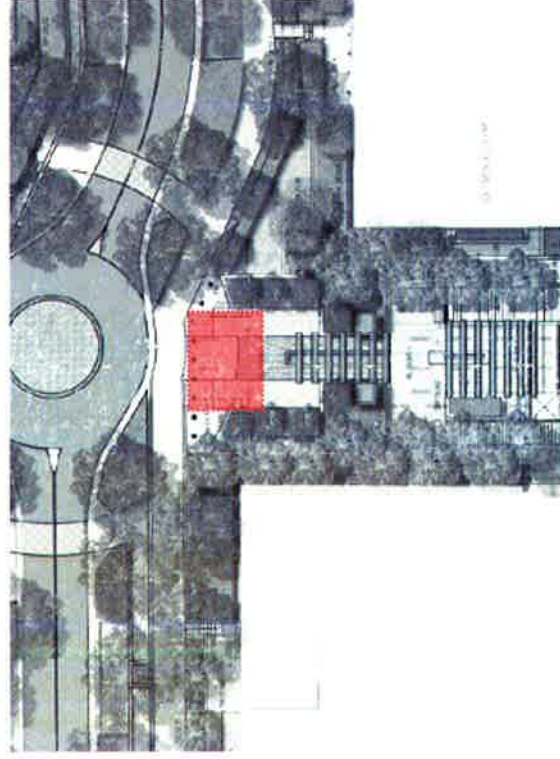
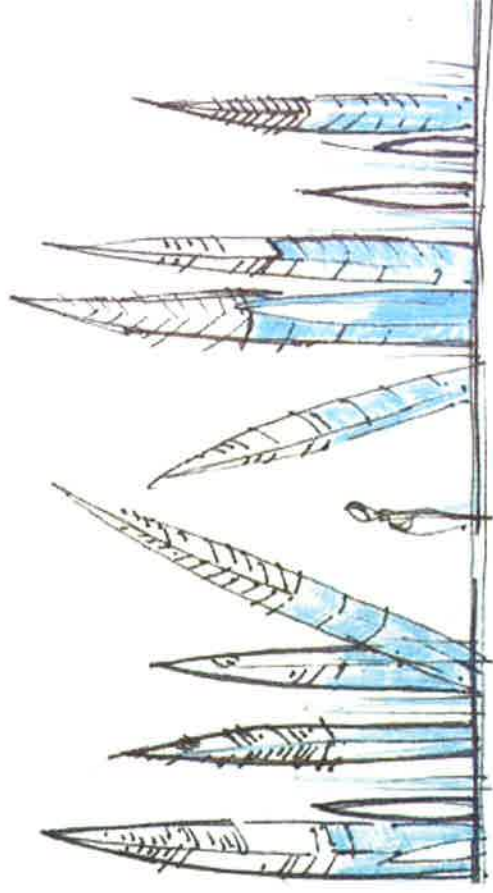
Stages 2-3

2

## central spine plaza

Along the central spine of the development a pedestrian link is being introduced. The top of this spine an urban plaza has been identified. It is the heart of the development, the plaza is elevated and overlooks the river. It is a place where the view can be framed.

Vertical markers are proposed in this location that arch over access to the lower levels that are shaped like skulls (row boats). Solid at the bottom, they shed their skins to display a skeletal frame at the top. The solid base provides an opportunity to include interpretive text about some of the prominent people linked to the site. These pillars will be washed in blue light in the evening.

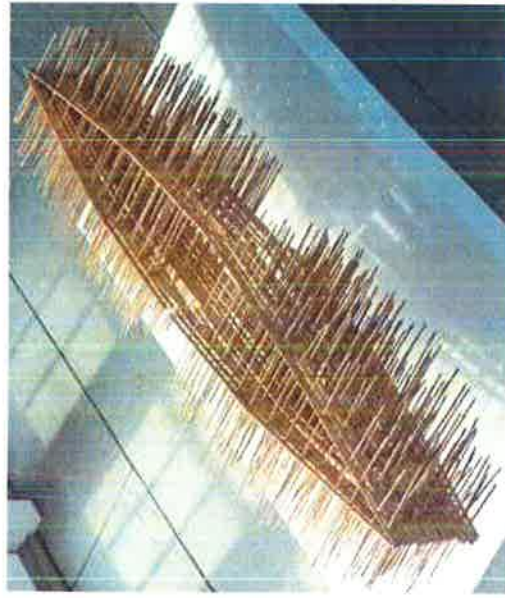
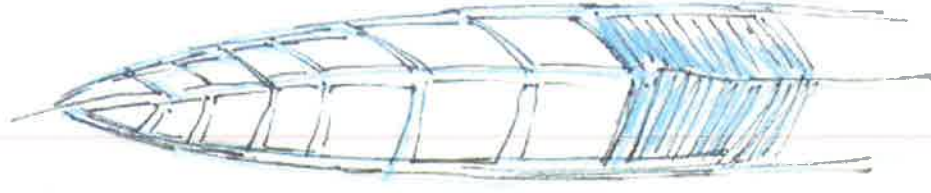


central spine



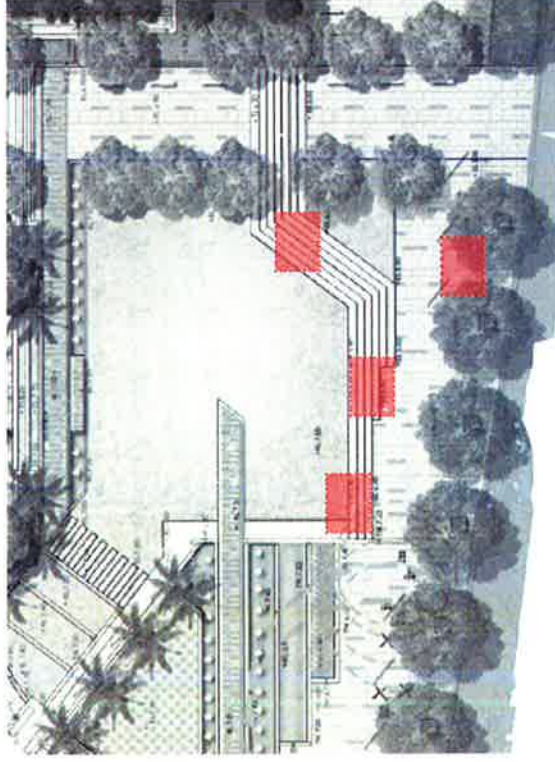
2

## central spine plaza



# 3 central reserve

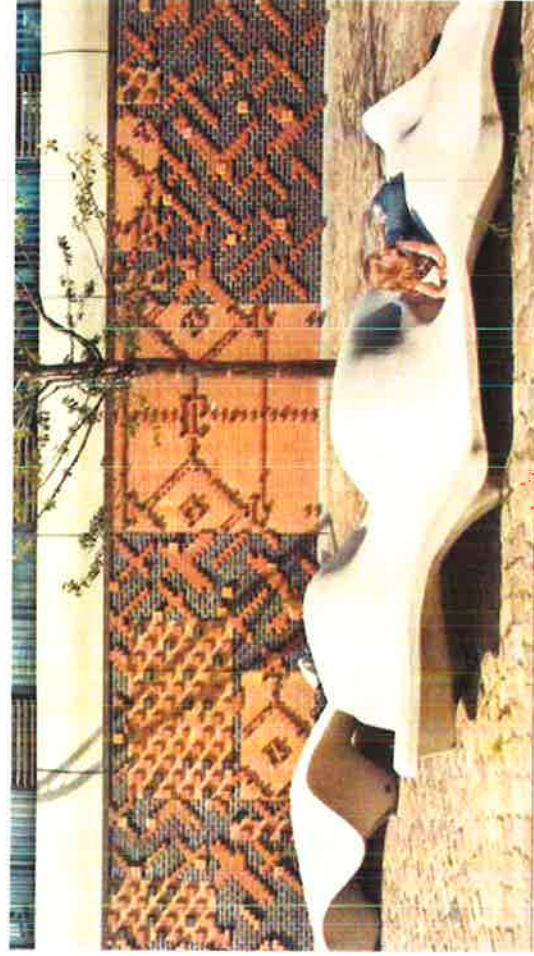
Drawing inspiration from the former agricultural uses of the site. Agriculture, fishing and oyster gathering were carried out along the foreshore. The proposal for this area is for sculptures that are integrated into the landscape setting. Gently undulating up from the stairs, lawn and water feature. Their shape is reminiscent of and oyster. Made from concrete that is infused with mother of pearl aggregate so that they sparkle gently in the sunlight, like the river on a sunny day. It is also proposed that the underside of the sculptures be uplit so at night they appear to gently float over the landscape.



concepts



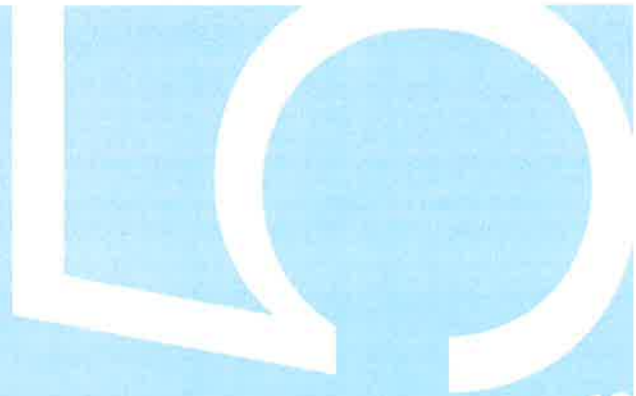
# 3 central reserve



concepts



project parameters



The following section of the Art Plan details the Project Parameters as for the Central Spine and Central Reserve artworks. Until the designs for each artwork are fully explored many of these parameters cannot be reasonably determined. This plan does however, provide the framework for further development of each parameter and where possible estimates and preliminary information available has been included.



## scope of work

### Design Development (CC) /Tender

- Develop approved Artwork Concepts in conjunction with Client, Consultant Team and in accordance with approval conditions, the reconciled cost plan and all relevant codes
- Provide detail design input for all proposed design elements and items that require coordination with other consultants including engineering requirements and architectural /landscape finishes which includes the co-ordination for the production of samples/models.
- Develop documentation package to detailed design with integration of consultants advice / documentation
- Attend consultant team coordination meetings
- Prepare and submit documentation for Tender and CC submission
- Sourcing of suppliers and contractors
- Assist in Tender assessment

### Fabrication

- Finalise budget
- Prepare program of works
- Review approved Artwork Documentation in conjunction with Client, Consultant Team and in accordance with approval conditions, the reconciled cost plan and all relevant codes
- Engage artwork fabricators/suppliers
- Reissue any amended documentation to sub-consultants for coordination and brief them on individual documentation requirements. Co-ordinate regularly and review material produced
- Issue approved documentation for fabrication
- Liaise and co-ordinate with fabricator/s to ensure all components of the installation are fabricated to specification and provide assistance to fabrication team to resolve any issues and answer questions as they occur.
- Provide on-going liaison to ensure all elements of the installation are implemented according to documentation
- Inspect samples on an as required basis and provide approval. Provide regular updates and images on artwork progress.
- Finalise maintenance plan

### Installation

- Conduct on-site briefing to ensure all members of the team are fully aware of the artwork layout.
- Provide on-going liaison to ensure all elements of the installation are implemented according to documentation and provide assistance to installation team to resolve any issues and answer questions as they occur.
- Attend site to review hold points to enable quality testing and inspections including material samples.
- Prepare supplementary documents including site inspection reports, project reports, site instructions and response to any RFI (Requests For Information) during construction
- Attend site to review and approve installed artworks and prepare defects reports of artworks and issue to Project Manager
- Perform inspection at Practical Completion and Final Completion
- Prepare and issue of completion



public art budget / budget breakdown

A public art budget cannot be reasonably determined until a full evaluation of artwork possibilities and construction requirements are considered. However, as per the council requirements, a commitment to a sufficient budget to achieve the proposed artworks and creating a visual impact in keeping with the scale and significance of the project is proposed.

At this stage a budget of up to \$400k across the development will be considered. As the artwork will be integrated into the built form and landscape it is possible that an artist may not have a direct hand in the fabrication of the entire work, rather, the artwork may form part of specific cost centres within the construction and engineering budgets. In this case, an artists fee for design development and prototyping may be identified as being no less than 10% of the overall budget for public art.

Black Beetle has been appointed to develop and curate the proposed concepts with the project team to meet the City of Ryde's expectations and commitment to design excellence.

The following is an estimate of the budget for stages 2-3 of the development:

Stage 2-3 Works  
Central Spine Plaza

Consultants Fees	\$16,000.00
Fabrication	\$59,000.00
Installation	\$40,000.00
SUB TOTAL	\$115,000.00
CONTINGENCY 10%	\$11,500.00
TOTAL	\$126,500.00

Central Reserve

Consultants Fees	\$10,500.00
Fabrication	\$21,500.00
Installation	\$20,000.00
SUB TOTAL	\$52,000.00
CONTINGENCY 10%	\$5,200.00
TOTAL	\$57,200.00

## engineering works

It is anticipated that the scope of engineering works required for the Central Spine Plaza and Central reserve artworks will include the following:

Structural design, advice, inspection and certification of artworks.



## maintenance requirements

The objective of the maintenance plan is to outline the maintenance requirements of the artworks and enable a defined scope of maintenance activities to be regularly undertaken.

The Maintenance Plan is a description of the major components and requirements of the maintenance contract to ensure that the artworks are efficiently maintained and preserved in the best possible condition to ensure their longevity.

There are three main components within the scope of maintenance:

- Regular routine inspection and care of artwork, such as cleaning and applying protective surface coatings.
- Repair is done when needed to return artwork to its original condition and integrity, which may be the result of flaws, neglect, aging, damage or vandalism.
- Condition assessments that include information on the current condition and the treatment or maintenance needed.

The maintenance documentation provided for each artwork will contain the following:

- Specification on materials used and their specific maintenance requirements
- Monthly maintenance requirements i.e. cleaning
- Annual routine maintenance i.e. surface coatings such as anti-graffiti coatings.
- Long Term Conservation i.e.. annual or biennial condition assessment
- Repair details and contacts i.e. artist, fabricator, manufacturer or part details.

## decommissioning

Decommissioning refers to the process undertaken the removal of an artwork including (but not limited to): relocation, storage, sale, donation or disposal/destruction.

A review of the condition of each public artwork should be undertaken on a annual or biennial basis (this can coincide with ongoing maintenance). This Review will assess the value of the asset life.

Public art works will be retained for as long as they;

- continue to be relevant and useful to the purposes and activities of the individual sites;
- do not create a public safety problem;
- have no adverse environmental effects;
- are authentic and original;
- can withstand climatic conditions; and
- can be cost effectively maintained.

The decision to decommission a public artwork will be informed by the asset management and maintenance framework relevant to each public artwork. The following checklist has been developed to assist with determining the need to decommission public art works.

### The Condition of the Work

A work may be considered for removal from public display when its condition has deteriorated or damage to the extent that:

- it can no longer be considered to be the original work of art;
- it is beyond restoration or the cost of restoration is excessive in relation to the value of the public artwork; or
- the cost of ongoing maintenance is excessive.

### Legal/risk and moral right considerations

- the work has deteriorated and represents an unacceptable level of risk or danger to the public;
- the artist raises concerns regarding the work;
- changes to the environment impact on the integrity of the work, affecting the artist's original intent or moral rights;
- the work of art has design faults, either on a material or workmanship basis.

### Artistic Considerations

- the artistic merit of the work falls below the general level of the collection of public artworks.
- the public art work is no longer considered to be a significant example of the artist's work;
- the public art work lowers the level of quality or representation of its specific area;
- the work is to be replaced with a more significant work by the same artist.

In establishing whether a work is to be removed, individuals with the relevant qualifications and/or expertise should be consulted prior to making a decision to decommission public art works. (e.g. legal advice, a conservator, curator; technical and structural experts).

The following process for decommissioning public art work will be implemented:

- establishment of a review panel;
- development of criteria against which the public artwork will be evaluated;
- review of the terms and conditions set out in the original commission agreement;
- consideration will be given to the artist's rights in relation to the future of the work, including options for repairs to the work if this is the issue;
- consultation with the artist and determination of copyright issues;
- determine options for relocation or disposal of the public art work, including an appraisal of the value of the piece.





# public art plan

Shepherds Bay - Urban Renewal  
Stages 4-5  
2-18 Constitution Rd & 7-9 Hamilton Cres, Ryde

LDA2015/0019  
May 29 ,2015

- 1 Introduction
- 2 Project Description
- 3 Thematic Framework
- 4 Concepts
- 5 Project Parameters

# contents





Black Beetle Pty Ltd have been commissioned to prepare this Public Art plan by Holdmark Property Group. This plan explores the opportunities, processes and integration of artworks as part of the Shepherds Bay - Urban Renewal Project. This document outlines the following:

- Aims and objectives of Public artwork in relation to this development
- Thematic Framework for developing artworks
- Locations and Concepts for site specific works within the development

This document builds upon the existing Public Art Strategy developed by Place Design Group which identifies preliminary opportunities across the site for integration of Public Art into the development.

#### What is Public Art?

Public art is defined as artworks and performance located in the public realm. The term also refers to contemporary art practice that occurs outside the traditional gallery or museum setting and can include a diverse range of activities including performance art, electronic or computer generated and projected artworks.

Public art can be of any art form – from traditional mediums such as sculpture, to contemporary works or functional objects, to multimedia installations.

Public art has a broad scope with many possibilities for the form, function, materials and degree of permanency of the artwork. It can include:

Stand alone freestanding artworks, artwork that is applied to a surface, artwork that is integrated into the design and function of a place, commemorative artwork that recognises the history or culture of a place, person or event, interactive artwork that responds to the public or interacts with the environment, multimedia artworks that are displayed through imagery, projection, video or light.

Public art is built from a conceptual framework and interacts with the audience/ participant/ public in a shared space and contributes to the cultural voices in placemaking.

This Art plan initiates a documentation process which will take the identified artworks through design briefs, design development, fabrication and installation.



The aim for Public Artwork for the Shepherds Bay - Urban Renewal project is to integrate artwork into the development that contributes positively to the site and surrounds, and that responds to the natural and built environment.

The artwork should reinforce local identity, character and sense of place, strengthening and connecting with the neighbourhood and creating a point of interest for the community.

The public artwork should be creative and innovative in its design and use of form, technique and materials and sustainable practice.

The artwork should encourage the increased use and enjoyment of public spaces and encourage different interpretations and understandings of places, providing increased public exposure to and understanding of art and contemporary art practices.

The artwork for Shepherds Bay will be developed from the thematic framework and is approached as a cohesive vision for the whole of the site. The artwork will assist in developing an identity for the development and reflect the history and future of the site.



There are many stories that may be told in relation to Shepherds Bay. The site has a rich and diverse history from its' associations with first inhabitants and traditional owners the Wallumedegal people, early land grants in the late 18th Century, agricultural uses such as the growing of crops, citrus and grapes, fishing, oysters and dairy products throughout the 19th Century, the effect of the railway on urban development in the late 19th and early 20th Centuries, use of Parramatta river for transport, development of new technologies and industry in the mid-20th Century and its associations with a number of prominent people during each of those periods.

This plan develops a framework around three key themes -Agriculture, the River and Industry - which the development of public art concepts for Shepherds Bay Urban renewal will build upon.

## agriculture

Some of the earliest land grants registered around the Meadowbank / Shepherds Bay were to Ann Thorn and James Shepherd (who were later married) in 1794 & 1795, and to William Kent.

Although never lived on the grant however his overseers are said to have grazed stock and planted orchards. The Shepherds on the other hand settled on part of Thorns land and it became known as Thorns Farm. They cultivated the land and grazed a small number of livestock. By 1822 the Shepherds had expanded their property to around 1500 acres and were cultivating wheat, maize, potatoes and also had an extensive kitchen garden and orchard along with livestock. Fruit thrived in the area and Shepherd reportedly shipped 12,000 oranges to the Sydney markets on one season.

Other agriculture also flourished with hop growing for beer brewing, fishing and oyster gathering, dairy and beef cattle were raised and grazed on larger properties in the area.

By the 1870's the larger landowners were beginning to subdivide their estates. Michael Nancarrow purchased part of the Shepherd's estate. The land included a small stone cottage with a wide veranda set amongst and citrus grove. In 1889 extensive renovations were made to the house and the house became known as 'Riverview'. Nancarrow successfully grew grapes on the property for which he received many prizes and sold to exclusive retail shops and clubs in Sydney. Nancarrow also bred Collie dogs and prize winning poultry.

Agricultural themes could be explored through interpretation of farming activities, food production, livestock or animal forms. Agricultural materials could also be explored or agricultural machinery might be used as the basis of sculptural elements.

## the river

The sites location adjacent to the Parramatta river has been highly valued by past and present communities and will undoubtedly be much loved by the new community developing in the proposed site. The river has always been valued by indigenous people and has also played an important role in the early development of the area as the main source of transport and communication.

Shepherds Bay Row Boat ferry services were established as early as 1794 from Schooner Wharf (Belmore Road, near Helene Park) taking passengers to the Concord shore. However, a public punt was not established until the mid 1820's. By the mid 1840's the disrepair of the punt and the wharf at the Bedlam point crossing. Boat building was also carried out on the shores of the river and Charity creek.

The river was also a means of entertainment and rowing was a popular pastime with regular regatta's held on the river from the 1850's. With the title for Champion Sculler of the World being held in 1877 with reportedly 100,000 spectators watching from steamboats and the shoreline.

Today the river foreshore is highly valued for recreation use and for its beauty and environmental value. Artworks may respond the theme of the river and explore the rivers natural beauty, ecology flora and fauna or its use as a form of transport / boat or by linkages across the river bridges/ train link.

The natural overland flow path forms a feature in the landscape design of the site. This feature can be explored further from an environmental perspective and a direct connection to the river. The riparian zone - elements to interpret subterranean/ stormwater movement/function.



## industry

Industry developed in Shepherds Bay with the introduction of Rail and Road access to the area. The first Gladesville bridge was opened in 1881 providing access to vehicles, passengers and mail and the Strathfield-Hornsby railway line in 1886. Land around the new railway line was subdivided and the resulting development brought a new class of residents to the area who commuted to the city each day.

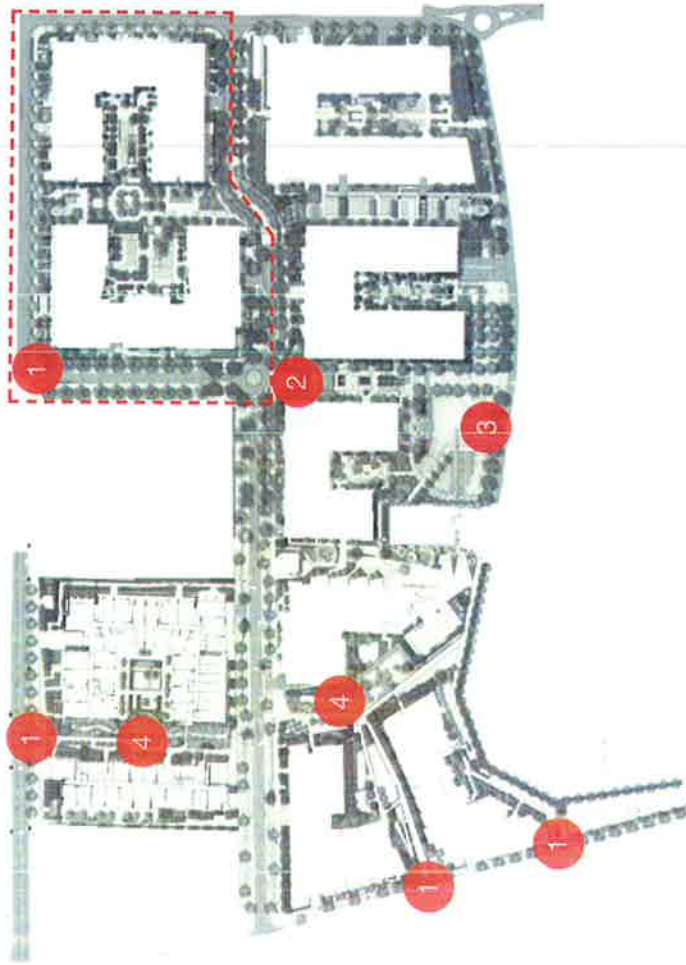
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### Stages 4-5

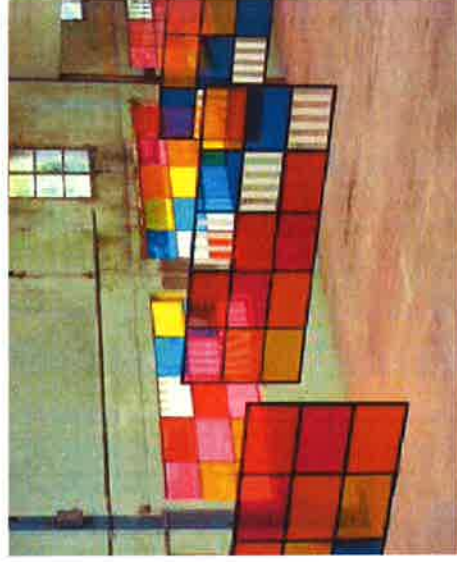
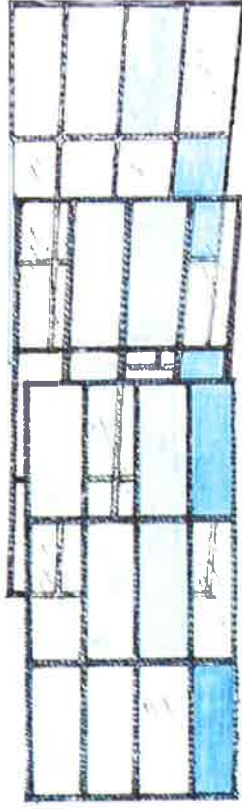
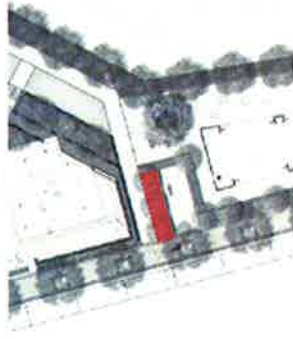
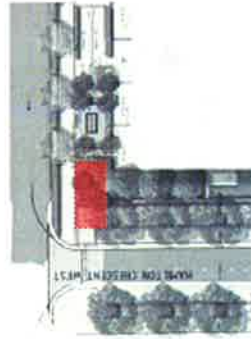
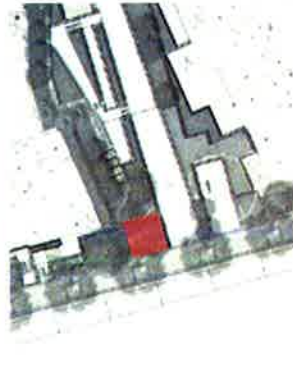
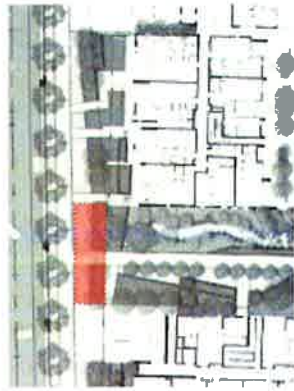


Locations identified in the Public Art Strategy include the following:

- 1 Site Entry points - Artworks located at intersection of Constitution Road and Hamilton Crescent and at main pedestrian entry points.
- 2 Central Spine Plaza - Art located within plaza
- 3 Central Reserve - Artwork integrated into public plaza
- 4 Riparian Corridor - Artworks located along riparian corridor

# 1 site entry

It is proposed that the window frames from the Automatic Totalisator factory be salvaged to form a series of entry markers around the site. Existing glass will be replaced with a mix of steel, mother of pearl, aluminium, copper, the materials of industry and the colours of the river. The window forms also provide an opportunity for wayfinding information to be integrated.



# 1 site entry







The following section of the Art Plan details the Project Parameters as for the Site Entry artwork. Until the designs for the artwork are fully explored many of these parameters cannot be reasonably determined. This plan does however, provide the framework for further development of each parameter and where possible estimates and preliminary information available has been included.



## scope of work

### Design Development (CC) /Tender

- Develop approved Artwork Concepts in conjunction with Client, Consultant Team and in accordance with approval conditions, the reconciled cost plan and all relevant codes
- Provide detail design input for all proposed design elements and items that require coordination with other consultants including engineering requirements and architectural /landscape finishes which includes the co-ordination for the production of samples/models.
- Develop documentation package to detailed design with integration of consultants advice / documentation
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- Prepare and submit documentation for Tender and CC submission
- Sourcing of suppliers and contractors
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### Fabrication

- Finalise budget
- Prepare program of works
- Review approved Artwork Documentation in conjunction with Client, Consultant Team and in accordance with approval conditions, the reconciled cost plan and all relevant codes
- Engage artwork fabricators/suppliers
- Reissue any amended documentation to sub-consultants for coordination and brief them on individual documentation requirements. Co-ordinate regularly and review material produced
- Issue approved documentation for fabrication
- Liaise and co-ordinate with fabricator/s to ensure all components of the installation are fabricated to specification and provide assistance to fabrication team to resolve any issues and answer questions as they occur.
- Provide on-going liaison to ensure all elements of the installation are implemented according to documentation
- Inspect samples on an as required basis and provide approval. Provide regular updates and images on artwork progress.
- Finalise maintenance plan

### Installation

- Conduct on-site briefing to ensure all members of the team are fully aware of the artwork layout.
- Provide on-going liaison to ensure all elements of the installation are implemented according to documentation and provide assistance to installation team to resolve any issues and answer questions as they occur.
- Attend site to review hold points to enable quality testing and inspections including material samples.
- Prepare supplementary documents including site inspection reports, project reports, site instructions and response to any RFI (Requests For Information) during construction
- Attend site to review and approve installed artworks and prepare defects reports of artworks and issue to Project Manager
- Perform inspection at Practical Completion and Final Completion
- Prepare and issue of completion



## public art budget / budget breakdown

A public art budget cannot be reasonably determined until a full evaluation of artwork possibilities and construction requirements are considered. However, as per the council requirements, a commitment to a sufficient budget to achieve the proposed artworks and creating a visual impact in keeping with the scale and significance of the project is proposed.

At this stage a budget of up to \$400k across the development will be considered. As the artwork will be integrated into the built form and landscape it is possible that an artist may not have a direct hand in the fabrication of the entire work, rather, the artwork may form part of specific cost centres within the construction and engineering budgets. In this case, an artists fee for design development and prototyping may be identified as being no less than 10% of the overall budget for public art.

Black Beetle has been appointed to develop and curate the proposed concepts with the project team to meet the City of Ryde's expectations and commitment to design excellence.

The following is an estimate of the budget for stages 4-5 of the development:

### Stage 4-5 Works

Site Entry Point	
Consultants Fees	\$4,000.00
Fabrication	\$15,000.00
Installation	\$13,000.00
SUB TOTAL	
\$32,000.00	
CONTINGENCY 10%	\$3,200.00
TOTAL	\$35,200.00

Project Name: 2024-25

## engineering works

It is anticipated that the scope of engineering works required for the Site Entry artwork will include the following:

Structural design, advice, inspection and certification of artworks.

## maintenance requirements

The objective of the maintenance plan is to outline the maintenance requirements of the artworks and enable a defined scope of maintenance activities to be regularly undertaken.

The Maintenance Plan is a description of the major components and requirements of the maintenance contract to ensure that the artworks are efficiently maintained and preserved in the best possible condition to ensure their longevity.

There are three main components within the scope of maintenance:

- Regular routine inspection and care of artwork, such as cleaning and applying protective surface coatings.
- Repair is done when needed to return artwork to its original condition and integrity, which may be the result of flaws, neglect, aging, damage or vandalism.
- Condition assessments that include information on the current condition and the treatment or maintenance needed.

The maintenance documentation provided for each artwork will contain the following:

- Specification on materials used and their specific maintenance requirements
- Monthly maintenance requirements i.e. cleaning
- Annual routine maintenance i.e. surface coatings such as anti-graffiti coatings.
- Long Term Conservation i.e.. annual or biennial condition assessment
- Repair details and contacts i.e. artist, fabricator, manufacturer or part details.

## decommissioning

Decommissioning refers to the process undertaken the removal of an artwork including (but not limited to): relocation, storage, sale, donation or disposal/destruction.

A review of the condition of each public artwork should be undertaken on a annual or biennial basis (this can coincide with ongoing maintenance). This Review will assess the value of the asset life.

Public art works will be retained for as long as they;

- continue to be relevant and useful to the purposes and activities of the individual sites;
- do not create a public safety problem;
- have no adverse environmental effects;
- are authentic and original;
- can withstand climatic conditions; and
- can be cost effectively maintained.

The decision to decommission a public artwork will be informed by the asset management and maintenance framework relevant to each public artwork. The following checklist has been developed to assist with determining the need to decommission public art works.

### The Condition of the Work

A work may be considered for removal from public display when its condition has deteriorated or damage to the extent that:

- it can no longer be considered to be the original work of art;
- it is beyond restoration or the cost of restoration is excessive in relation to the value of the public artwork; or
- the cost of ongoing maintenance is excessive.

### Legal/risk and moral right considerations

- the work has deteriorated and represents an unacceptable level of risk or danger to the public;
- the artist raises concerns regarding the work;
- changes to the environment impact on the integrity of the work, affecting the artist's original intent or moral rights;
- the work of art has design faults, either on a material or workmanship basis.

### Artistic Considerations

- the artistic merit of the work falls below the general level of the collection of public artworks.
- the public art work is no longer considered to be a significant example of the artist's work;
- the public art work lowers the level of quality or representation of its specific area;
- the work is to be replaced with a more significant work by the same artist.

In establishing whether a work is to be removed, individuals with the relevant qualifications and/or expertise should be consulted prior to making a decision to decommission public art works. (e.g. legal advice, a conservator, curator; technical and structural experts).

The following process for decommissioning public art work will be implemented:

- establishment of a review panel;
- development of criteria against which the public artwork will be evaluated;
- review of the terms and conditions set out in the original commission agreement;
- consideration will be given to the artist's rights in relation to the future of the work, including options for repairs to the work if this is the issue;
- consultation with the artist and determination of copyright issues;
- determine options for relocation or disposal of the public art work, including an appraisal of the value of the piece.





