

HERITAGE IMPACT STATEMENT

RAILWAY AND CONSTITUTION ROADS, MEADOWBANK

12 DECEMBER 2017
SH1234
FINAL FOR LODGEMENT
PREPARED FOR SASCO DEVELOPMENTS PTY LTD

URBIS

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EXECUTIVE SUMMARY

The following Heritage Impact Statement has been prepared on behalf of Sasco Developments Pty Ltd and accompanies a Planning Proposal submission seeking to initiate the preparation of a Local Environmental Plan amendment for the land at 1-27 Railway Road and 50 Constitution Road, Meadowbank.

The subject site does not include any listed heritage items; however, it is in proximity to heritage items as identified below and in section 5.1, being 'Meadowbank shops' (Item No. 37) at 58–64 Constitution Road and 'attached dwellings' at the Corner 1A Angas and 34 See Streets (Item No. 116). The significance of these items is set out in section 4.2.

The purpose of this heritage impact statement is therefore to assess the planning proposal and any potential impacts on the proximate heritage items. The proposal has been assessed against the relevant provisions of the Ryde Local Environmental Plan 2014 as set out in section 5.2. On the basis of that assessment, the proposal has been recommended to the Council for approval of heritage grounds.

1. INTRODUCTION

1.1. BACKGROUND

The following Heritage Impact Statement has been prepared on behalf of Sasco Developments Pty Ltd and accompanies a Planning Proposal submission seeking to initiate the preparation of a Local Environmental Plan amendment for the land at:

- 1 – 5A Railway Road, Meadowbank
- 9 – 11 Railway Road, Meadowbank
- 12 Railway Road, Meadowbank
- 13 -17 Railway Road, Meadowbank
- 18 – 20 Railway Road, Meadowbank;
- 27 Railway Road, Meadowbank; and
- 50 Constitution Road, Meadowbank.

This report has been prepared to assist Council in preparing a Planning Proposal for the rezoning of the land in accordance with Section 55 of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

The subject site does not include any listed heritage items; however, it is in proximity to heritage items as identified below and in section 5.1, being 'Meadowbank shops' (Item No. 37) at 58–64 Constitution Road and 'attached dwellings' at the Corner 1A Angas and 34 See Streets (Item No. 116). The significance of these items is set out in section 4.2.

The purpose of this heritage impact statement is therefore to assess the planning proposal and any potential impacts on the proximate heritage items.

1.2. SITE LOCATION

The subject site landholdings are identified in the table below and illustrated in the figure below.

Table 1 – Schedule of land

Street Address	Lot/s	DP / SP
1 – 5A Railway Road, Meadowbank	1, 2, 3, 4, 5, 6, 7, 8	13637
9 – 11 Railway Road, Meadowbank		Strata Plan 35053
12 Railway Road, Meadowbank	1	384872
13 -17 Railway Road, Meadowbank	2	384872
27 Railway Road, Meadowbank	A	27200
18 – 20 Railway Road, Meadowbank	9, 10 and 11	7533
50 Constitution Road, Meadowbank	4 and 5	7533

Figure 1 – The site



Source: Urbis

The area of the subject site comprises two separate sites is, as follows:

- Site 1 – Consolidated landholding on the eastern side of Railway Road: 7773m²; and
- Site 2 – Triangular shaped landholding on the western side of Railway Road: 346m².

Site 1 bound by Constitution Road to the north; Railway Road to the west; Underdale Lane to the south and Faraday Lane to the east. Key site considerations are:

- The site currently contains a range of retail and industrial uses;
- The site coverage is mostly occupied by building forms and paved, such that there is minimal vegetation on the site. Camphor Laurel trees, an invasive species is located around the perimeter of the car park of No. 50 Constitution Road.
- The north-eastern portion of the site is elevated above Constitution Road by approximately 3m and represents the highest part of the site. The land falls approximately 2m from the north at Constitution Road to the south at Underdale Lane. The land also has a fall of some 4m from Faraday Lane to the east and to Railway Road to the west.
- Vehicular access to industrial buildings are located off Faraday Lane. A vehicular access point along Railway Road provides vehicular access to the rear of the retail buildings.

Site 2 provides an opportunity to engage in discussion with Council regarding a range of possible community or commercial uses.

1.3. METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Branch guideline 'Assessing Heritage Significance' (2001). The philosophy and process adopted is that guided by the *Australia ICOMOS Burra Charter* 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to relevant controls and provisions contained within the Ryde Local Environmental Plan 2014 and the Development Control Plan.

1.4. AUTHOR IDENTIFICATION

The following report has been prepared by Fiona Binns (Associate Director). Stephen Davies (Director) has reviewed and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

1.5. THE PROPOSAL

The following accompanies a Planning Proposal for the site.

The current principal planning instrument for the site is the Ryde Local Environmental Plan 2014 (RLEP 2014) which provides:

- A land use zone of B4 Mixed use;
- A maximum height limit of 21.5m at its southern end and 18.5m at its northern end of the site; and
- A maximum floor space ratio (FSR) of 2.7:1.

The intended outcome of this Planning Proposal is to amend RLEP 2104 by:

- Amendment to the maximum height limit to 82m or RL103.4 (equivalent to 25 storeys); and
- An FSR of 5.2:1.

These amendments will facilitate the redevelopment of the site for a conceptual mixed use development as illustrated in the separate document prepared by Fender Katsalidis that will incorporate the following:

- Full ground floor level of retail floor space including supermarket and specialty retail;
- Part first floor level of commercial floor space with potential to include a child care facility and gymnasium;
- A total of 358 residential apartments spread across 3 separate buildings; and
- Associated basement car parking for all uses.

The site provides the opportunity to create a vibrant precinct and accommodate a mixed-use development which will significantly revitalise Meadowbank village, particularly immediately adjacent to the Meadowbank train station. The conceptual development scheme includes a pedestrian orientated plaza and upgraded pedestrian linkages through the site.

2. SITE DESCRIPTION

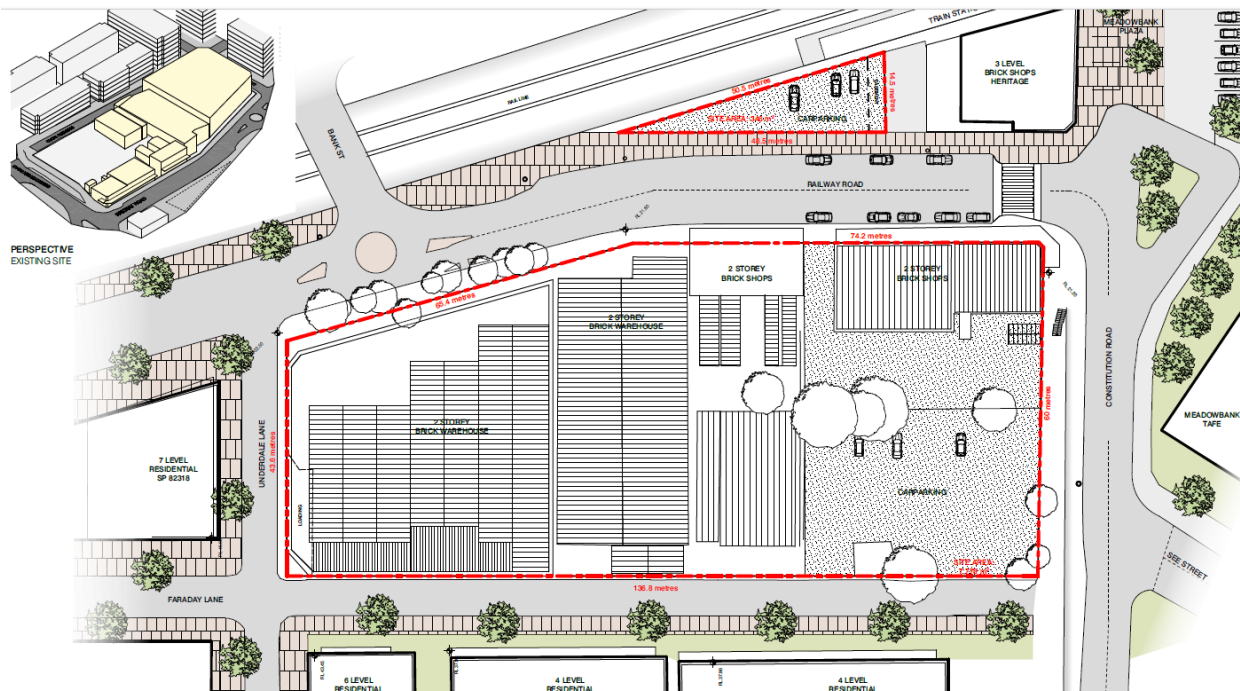
2.1. THE SUBJECT SITE

The subject site generally comprises mid-20th century industrial and commercial development as detailed below (refer to Table 2 and 3):

Table 2 – Schedule of land

Street Address	Lot/s	DP / SP
1 – 5A Railway Road, Meadowbank	1, 2, 3, 4, 5, 6, 7, 8	13637
9 – 11 Railway Road, Meadowbank		Strata Plan 35053
12 Railway Road, Meadowbank	1	384872
13 -17 Railway Road, Meadowbank	2	384872
27 Railway Road, Meadowbank	A	27200
18 – 20 Railway Road, Meadowbank	9, 10 and 11	7533
50 Constitution Road, Meadowbank	4 and 5	7533




Figure 2 – Existing site plan








Source: Design Report, Fender Katsilidis

Table 3 – The subject site

Site Description	Image
<p>1 – 5A Railway Road, Meadowbank.</p> <p>The building is a two-storey retail/ commercial building, likely constructed in the 1950s. There are 7 shopfronts on the ground floor, while the upper floor features paired awning windows. An awning runs along the length of the Railway Road façade and returns along the northern façade to Constitution Road. The splayed corner features porthole windows. The building is constructed of facebrick, with a parapeted form.</p> <p>A bitumen carpark is located to the rear of the site fronting the lane. The site has a large sandstone berm along its northern street boundary. There is a stair and path that navigates the level difference over the site connecting Railway Road to the top of Faraday Lane. Vehicle access is provided on the south of the site, off Railway Road.</p>	
<p>9 – 11 Railway Road, Meadowbank</p> <p>The site comprises of a row of 4 inter-war shop-top buildings (c.1920s) with 3 shopfronts at the ground level (all variously modified), and a suspended awning spanning the length of the façades. The upper floor facades each feature a single window, with only one original steel framed window retained, the others having been replaced with aluminium sliding windows. The buildings are of masonry construction, with the primary Railway Street facades painted and comprising a simple parapet form.</p>	

Site Description	Image
<p>9-11 Faraday Lane</p> <p>The site is located to the rear of the shop-top buildings known as 9-11 Railway Road (refer above) and comprises an ancillary industrial/warehouse building. The building appears to be of later 20th century construction, and is a simple flat roof, red brick utility building.</p>	
<p>12 Railway Road, Meadowbank</p> <p>The red brick building is located to the rear of 9-11 Railway Road (fronting Faraday Lane) and may be contemporary to the shop-top buildings, however it is utilitarian in design and function, with a flat roofed form, a vehicle entry to the laneway façade and two small window penetrations above.</p>	
<p>13 -17 Railway Road, Meadowbank</p> <p>This site comprises a two storey mid-20th century warehouse/ industrial building of red brick construction. The building is setback from the street frontage with a projecting bay to the north. The building has parapet with a gabled roof obscured behind the parapet.</p>	

Site Description	Image
<p>To the rear, fronting Faraday Lane, the site comprises a large gabled warehouse/ shed building, constructed of corrugated fibre cement and iron sheeting. The Faraday Lane façade features a smaller projecting gable element. The building is of mid/late 20th century construction.</p>	
<p>27 Railway Road, Meadowbank.</p> <p>This site comprises vacant land adjoining the railway corridor. The site is presently used for car parking.</p>	 <p>Source: Google Maps 2017</p>
<p>18 – 20 Railway Road, Meadowbank</p> <p>The building is a two to three storey industrial building, with street frontages to Railway Road (principal frontage), Faraday and Underdale Lanes, with a splayed corner entry at the corner of Railway Road and Underdale Lane. The building was constructed in the early 1950s and is of simple masonry construction, with a flat roof form. The façade is characterised by rows of multi-pane steel frame windows.</p>	

Site Description	Image
<p>The rear Faraday laneway façade incorporates an additional third storey. The second-floor projects on the Underdale Lane façade, with an open vehicle loading bay provided at the ground level.</p>	
<p>50 Constitution Road, Meadowbank</p> <p>The site comprises a bitumen carpark used in conjunction with the factory at 18-20 Railway Road Meadowbank (refer above). The site is enclosed by a chain link fence and is accessed via Faraday Lane.</p>	

2.2. HERITAGE ITEMS IN THE VICINITY

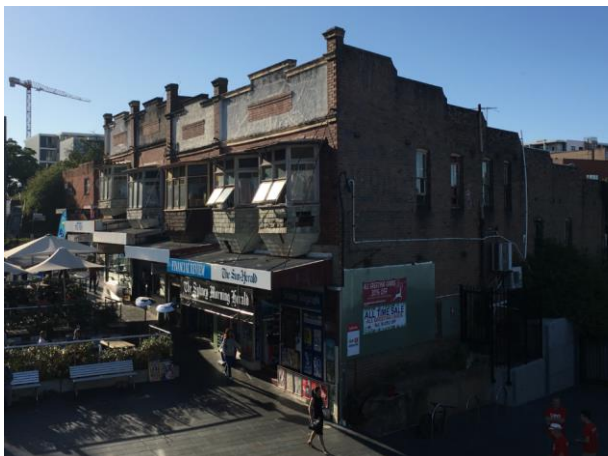
The site is also in proximity to heritage items, being the 'Meadowbank shops' (Item No. 37) at 58–64 Constitution Road and 'attached dwellings' at the Corner 1A Angas and 34 See Streets (Item No. 116). These items are pictured below at Figure 3 and Figure 4 respectively.

As described in the State Heritage Inventory listing for the site, the Meadowbank shops are known as Sundin's Building and comprise of a group of four attached 2 storey shops, located on the eastern side of Meadowbank Railway Station, close to the eastern station entrance, and include a corner shop on the corner of Constitution Road and Railway Road, Meadowbank.

The late Federation style shops define the south-west corner of the intersection of Railway and Constitution Roads. The shops are built to the street alignment and the corner is chamfered to address the intersection. A panel to the corner parapet is inscribed with "W.E.S. 1920". The building is divided by brick pilasters into bays of shops and the suspended awnings and parapets step between bays in response to the topography of the site. Above the awning, the construction is red face brickwork with stucco to parapet and rendered string coursing and coping. Finely crafted bow windows with flat roofs, timber-framed casement windows with coloured panes and fanlights, and timber shingled skirts are substantially intact. Below the awnings, original glazed tiling to shopfronts is green and burgundy with an art nouveau influenced detail tile: the tiling has survived, despite alterations to original shop fronts.¹

¹ Office of Environment and Heritage Inventory listing: Sundin's Building - Four Federation period shops <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2340059>

Figure 3 – Heritage items in the vicinity – the Meadowbank Shops



The shops as viewed from the Railway Station



The shops as viewed from Constitution Road

The attached dwellings' at the Corner 1A Angas and 34 See Streets (Item No. 116) are a pair of single storey Victorian sandstone dwellings. The dwellings are oriented to the north and have secondary frontages to See Street (west) and Angas Street (east). The rear of the triangular allotment has been subdivided and two contemporary dwellings have been constructed (refer Figure 4 below).

Figure 4 – Heritage items in the vicinity – the attached dwellings and contemporary subdivisions to the rear



View of the detached stone dwellings



View of the eastern elevation (side) fronting Angas St.



Contemporary dwelling to the south of the heritage listed detached dwellings, subdivided from the main allotment (fronting Angas Street).



Contemporary dwelling to the south of the heritage listed detached dwellings, subdivided from the main allotment (fronting See Street)

3. HISTORICAL OVERVIEW

3.1. AREA HISTORY

The earliest European occupants in Ryde were marines, soldiers, emancipated convicts and free settlers in a region known as the Field of Mars (land to the west of the current railway line) and the Eastern Farms (land to the east of the railway line). The military men and free settlers were offered up to 120 acres whereas the emancipated felons were given 30 acres, a further 20 acres if they were married and another 10 acres for every offspring.² Out of the 90 land grants which fell within today's City of Ryde, 14 were given to the military and free settlers from the First Fleet and another 37 from the Second Fleet.³

The area around West Ryde, known as the Meadowbank Estate, was granted to naval surgeon and colonial administrator, William Balmain (b.1762 – d.1803), who arrived on the First Fleet in 1794.⁴ After he passed away on 17 November 1803, the estate was first tended by medical practitioner and public servant, D'Arcy Wentworth (b.1762 – d.1827)⁵, and later sold to an ex-convict, John Bennett, and commander of the 9th cavalry, Major Edward Darvall (b.1776 – d.1869).⁶

Adjacent to the Darvall property, which stretched from Shaftsbury Road to Ryedale Road and from Rowe Street to Victoria Road, was a large estate owned by naval officer, Lieutenant William Kent (b.1760 – d.1812), between 1796 and 1799.⁷ William Kent (1760-1812), was born on 20 November 1760 at Newcastle upon Tyne, England, the son of Henry Kent and his wife Mary, a sister of Governor John Hunter. He joined the navy aged 10 and became a lieutenant in 1781. In 1795 he was given command of the *Supply* which sailed with the *Reliance*, carrying Hunter as governor-elect to New South Wales, and reached Port Jackson on 7 September.⁸

The subject site was part of lands granted to Lieutenant Kent, who was required to “reside within the same and proceed to improvement and cultivation thereof such timber as may be growing or may grow...which may be deemed fit for naval purposes.”⁹ However, these conditions were not complied with, as Lieutenant Kent constructed a house near Tank Stream instead. Hence, the land acreage was managed and developed by overseers for cattle grazing and orchards. There is also no evidence on whether timber was grown or harvested at the site.

Ryde was designated as a municipality in 1870 and ferries were the main mode of transportation across the Parramatta River from Ryde to Rhodes before the original Gladesville Bridge and Iron Cove Bridge were opened to traffic in 1881 and 1882 respectively.¹⁰ The inauguration of the Strathfield-Hornsby railway line in 1886 improved Ryde's connection with the city as three stations were situated within the municipality at Meadowbank, West Ryde and Eastwood¹¹.

The Meadowbank Estate was first subdivided in 1883, in anticipation of the railway line. The Strathfield to Hornsby line was opened in 1886, and further Meadowbank Estate subdivisions were offered in 1888. Some lots, around Station Street, were sold to professional gentlemen who commuted to offices in the city. The

² Julie Dawson and George Elliott, “The Original Land Grants,” *The Ryde District Historical Society*, accessed 10 May 2017, http://www.rydehistory.org/html/the_original_land_grants.HTM.

³ Ibid.

⁴ B.H. Fletcher, “Balmain, William (1762-1803)”, Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/balmain-william-1736>, published first in hardcopy 1966, accessed 10 May 2017.

⁵ J.J. Auchmuty, “Wentworth, D'Arcy (1762-1827)”, Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/wentworth-darcy-1545>, published first in hardcopy 1967, accessed 10 May 2017.

⁶ Angela Pippen, “West Ryde,” *Dictionary of Sydney*, accessed 10 May 2017, http://dictionaryofsydney.org/entry/west_ryde.

⁷ “Kent, William (1760-1812)”, Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/kent-william-2300>, published first in hardcopy 1967, accessed 10 May 2017.

⁸ Australian Dictionary of Biography: William Kent: <http://adb.anu.edu.au/biography/kent-william-2300>

⁹ Sydney Water Corporation, *Op. Cit.*, 6.

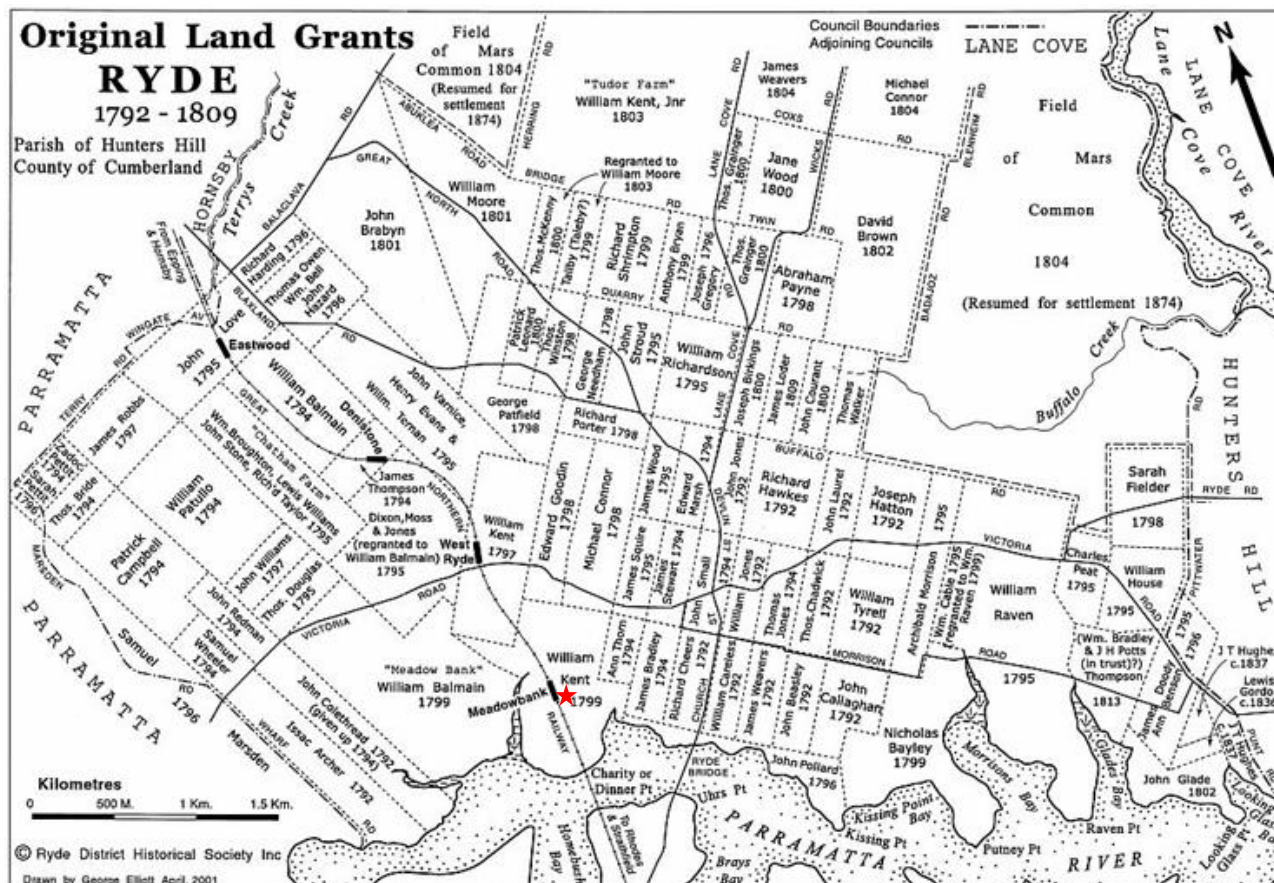
¹⁰ “Opening of the Iron Cove Bridge,” *The Sydney Morning Herald*, 30 November 1882, accessed 10 May 2017, <http://trove.nla.gov.au/newspaper/article/13523274>.

¹¹ Kevin Shaw, *Historic Ryde: A Guide to Some Significant Heritage Sites in the City of Ryde* (Sydney: Ryde District Historical Society, 2002), 13.

largest land sale, however, was the Helenie Estate to the Mellor brothers. They established the Meadowbank Manufacturing Company in 1890.¹²

Existing land acreages near railway stations were progressively subdivided into suburban blocks as heavy industries were established at Meadowbank and the area of farming land diminished¹³. A new suburb west of the main civic centre in Ryde was gradually developed in the early 1900s and designated an official postal code in 1926. The local public school was renamed as West Ryde Public School in 1930 and the railway station was changed to West Ryde in October 1945.¹⁴

Figure 5: The original land grants in Ryde (1792 to 1809) with the subject site marked in red.



Source: The Ryde District Historical Society¹⁵

¹² Office of Environment and Heritage Inventory listing: Sundin's Building - Four Federation period shops <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2340059>

¹³ "Tramway for Ryde," *Australian Town and Country Journal*, 6 November 1880, accessed 10 May 2017, <http://trove.nla.gov.au/newspaper/article/70949508>.

¹⁴ Angela Pippen, "West Ryde," *Dictionary of Sydney*, accessed 10 May 2017, http://dictionaryofsydney.org/entry/west_ryde.

¹⁵ Julie Dawson and George Elliott, "The Original Land Grants," *The Ryde District Historical Society*, accessed 10 May 2017, http://www.rydehistory.org/html/the_original_land_grants.HTM.

Figure 6: William Kent's grants including the subject site (marked red) on a 100-acre grant



Source: Barcorde 140639, Image ID 14063901, PMap MN03, Parish of Hunters Hill, County of Cumberland, Land and Property Information Division, Department of Lands

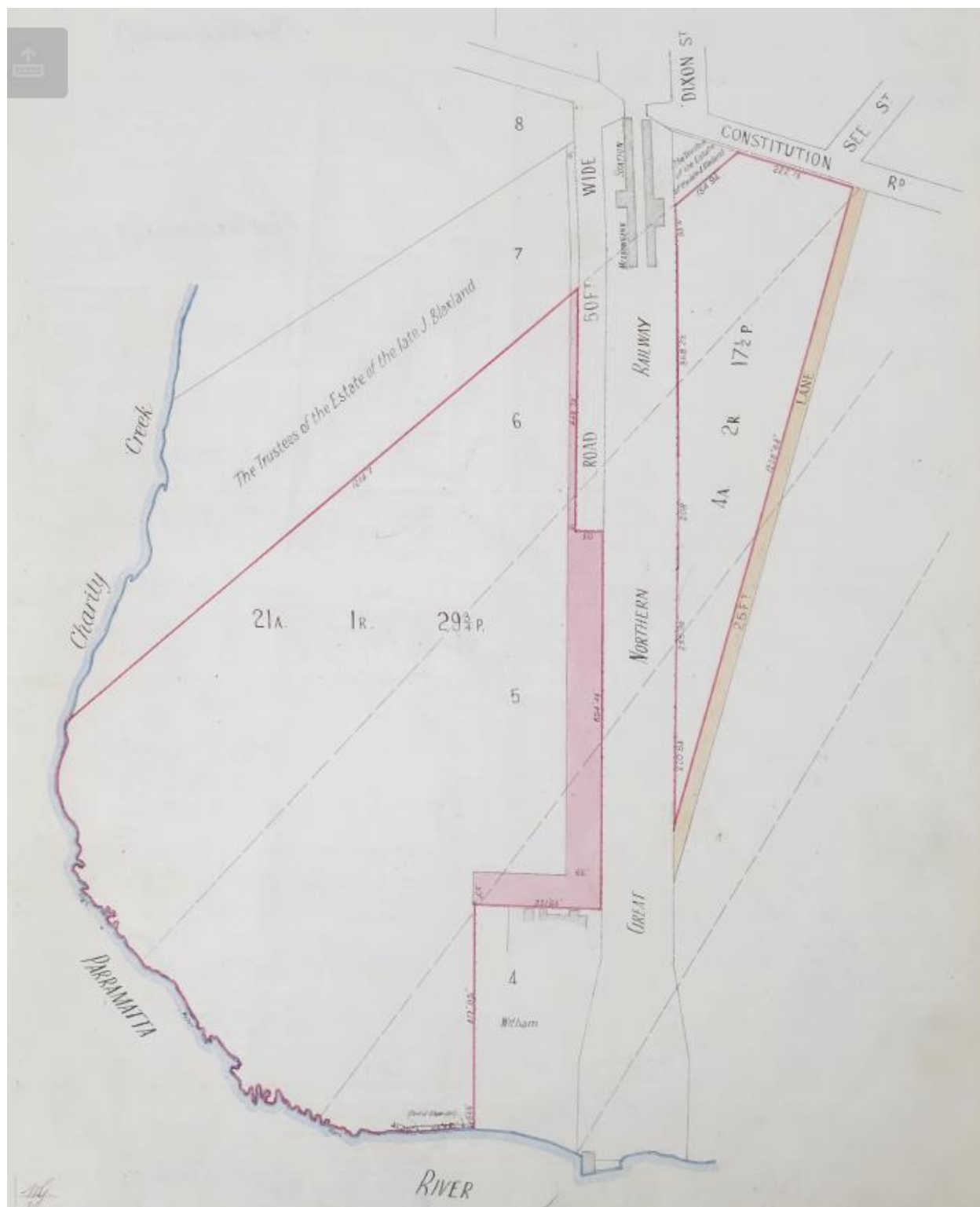
Figure 7 – Early subdivision of Kent's 100-acre land grant.



Kent's land grant is subdivided

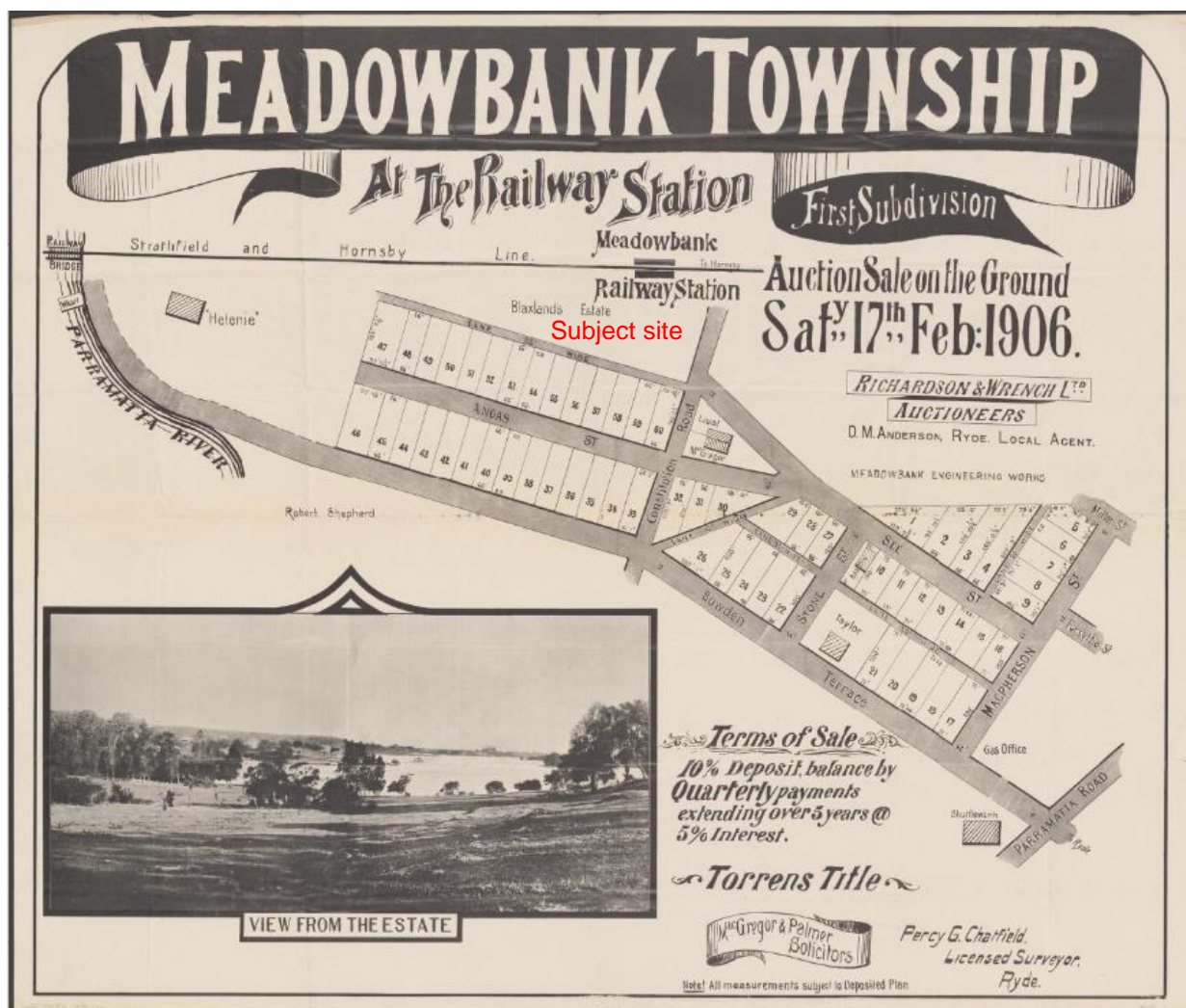
Source: Mitchell Library, M4 811.142 1893, Sheet 3 of 4, Higginbotham & Robinson, Map of the Municipality of Ryde, Sydney

Figure 8 – 1905 plan showing the site as part of the estate of Frederick Blaxland, Francis Henry Blaxland and Sydney Bernard Levick



Source: LPI Volume 1628 Folio 237

Figure 9 – 1906 subdivision of the Meadowbank Township



Picture 1 - Meadowbank Township, at the railway station, First Subdivision: auction sale on the ground, Saturday, 17th Feb: 1906 / Richardson & Wrench Ltd., Auctioneers; D.M. Anderson, Ryde, Local Agent

Source: national Library of Australia Bib ID 4316313h

3.2. SITE HISTORY

The subject site comprises generally later 20th century warehouse and industrial development. The shop-top buildings at 9-11 railway Road are of inter-war construction (albeit altered). Two dwellings are recorded on the southern portion of the site. This is consistent with the 1943 aerial (refer Figure 10) which shows the shops and former residential development.

Figure 10 – 1943 aerial view of the subject site showing development



Aerial view of the subject site showing what appears to be residential development on the southern section of the site and the (still extant) inter-war shop-top buildings at 9-11 Railway Road. To the south of the shops, is an air raid trench.

Source: *Six Maps 2017*

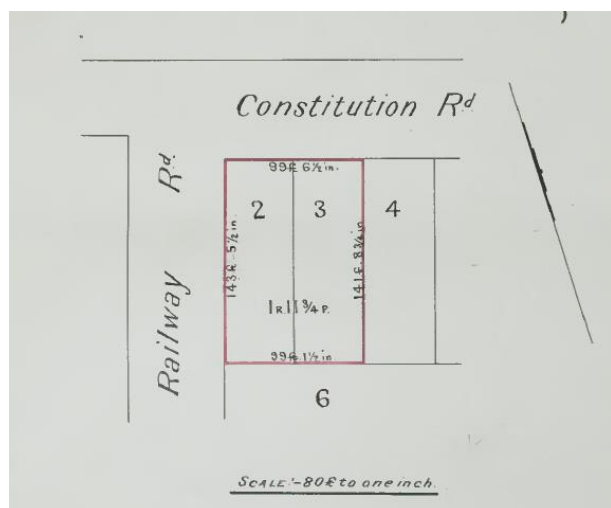
3.2.1. 50 Constitution Road Meadowbank

The 1943 aerial illustrates that the site was formerly occupied by a dwelling. It is not known when the dwelling was demolished, and the site is presently used as a carpark in conjunction with 18-20 Railway Road Meadowbank.

3.2.2. 1-5A Railway Road Meadowbank

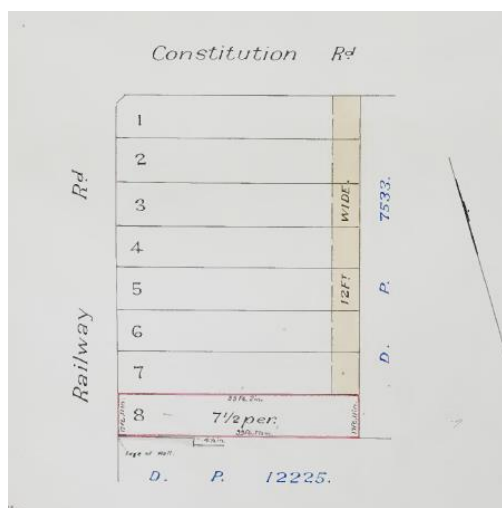
The property was owned by Wilhelm Emanuel Sundin (Island Trader) in 1924. It originally comprised two lots fronting Constitution Road; but was subdivided in the mid-1920s to form 9 lots fronting Railway Road (8 shop sites which were intended for private sale in 1925). Whilst some sales of individual lots are recorded, the 1943 aerial illustrates that the site remained undeveloped at that time. The extant retail/ commercial building appears to have been constructed in the mid-20th century, in the late 1950s.

Figure 11 – Subdivision plans



1924 subdivision plan

Source: LPI Volume 3071 Folio 64



1927 subdivision plan showing the amended lot arrangement

Source: LPI Volume 3555 Folio 108

3.2.3. 9-11 Railway Road Meadowbank

Analysis of the Sands Directory suggests that the buildings were constructed in the mid-1920s and were variously occupied; with the Directory in the late 1920s and early 1930s recording a butcher, grocer, baker and chemist in the 4 shops.

3.2.4. 13-17 Railway Road Meadowbank

The property was transferred in 1919 from Frederick Blaxland and Sydney Bernard Levick, to Kathleen Gertrude Burnet (wife of Charles Alfred Burnet, a Sydney Merchant). She retained ownership of the property until 1953 when it was sold to the Norton Manufacturing Company Pty Ltd. The 1943 aerial illustrates that the site was undeveloped at that time, and it is speculated that the extant industrial building was constructed for the manufacturing company c.1954. It was later purchased by Brymac Plastics Pty Ltd.

3.2.5. 18-20 Railway Road Meadowbank

The 1943 aerial shows the site was formerly occupied by two dwellings. The extant industrial building appears to have been redeveloped in the early 1950s and was occupied by Wernard Electrics.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise a place's heritage values – why it is important, why a statutory listing was made to protect these values.

The subject site comprises mid-late 20th century built stock and does not include any heritage items. The significance of proximate heritage items is detailed below.

4.2. STATEMENT OF SIGNIFICANCE – HERITAGE ITEMS IN THE VICINITY

The following statements of significance have been sourced from their respective state heritage inventory listings.

4.2.1. 58-64 Constitution Road, Meadowbank

The shops, built 1916- 1920, on land which was part of Blaxland Estate No.2 Meadowbank subdivision of 1914, are of historical significance as evidence of early twentieth century commercial development at Meadowbank close to the railway station. The early uses of the shops: general store (No. 58); boot maker/shoe repairs (No. 60), and long-term use of No. 64 as a newsagent, illustrate both changing and static retail uses over time. The shops have historical association with their first owner, Wilhelm Emanuel Sundin, a Swedish immigrant, whose initials "WES" are on the parapet. Sundin, a merchant, entrepreneur and local property developer, was responsible for building the shops, which were initially known as "Sundin's Store" or "Sundin's Building". Sundin appears to have initially operated a store in one of the shops (probably the corner one, No. 58), and leased the others. Sundin retained ownership of the shops till 1924. The shops are of aesthetic significance as a group of Federation period shops in a prominent location near the eastern entry to Meadowbank Railway Station and at the corner of Constitution and Railway Roads. The shops are a now rare group of Federation period shops in the Meadowbank and Ryde area, representative of their period of construction.

4.2.2. 1A Angas and 34 See Street (Item No.116)

There is no SHI listing available for this property, however Urbis has provided a preliminary assessment of the subject property:

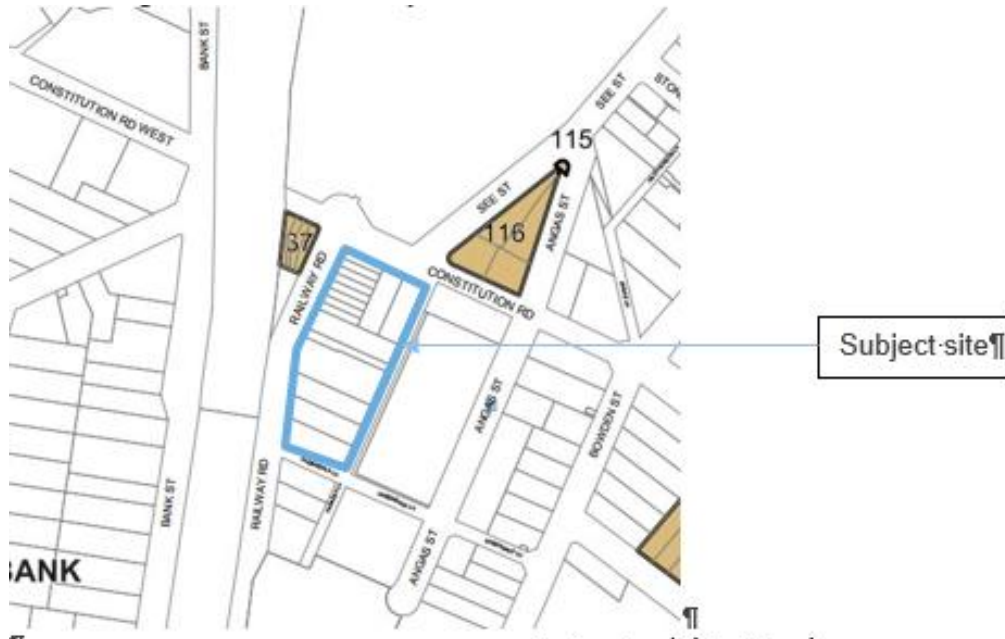
The detached dwelling pair is of local heritage significance for its historic, aesthetic and representative values as a pair of Victorian sandstone dwellings, demonstrating the 19th century subdivision and expansion of Ryde.

5. IMPACT ASSESSMENT

5.1. HERITAGE LISTING

The subject site does not include any listed heritage items; however, it is in proximity to heritage items as identified below and in section 5.1, being 'Meadowbank shops' (Item No. 37) at 58–64 Constitution Road and 'attached dwellings' at the Corner 1A Angas and 34 See Streets (Item No. 116).

Figure 12 – Ryde Local Environmental Plan 2014 (HER_003) showing the subject site (outlined blue) and heritage items in the vicinity.



Source: Ryde LEP 2014



5.2. STATUTORY CONTROLS: RYDE LOCAL ENVIRONMENTAL PLAN 2014

The proposed works are addressed in the table below in relation to the relevant clauses in the LEP.

Table 4 – Local Environmental Plan

CLAUSE	DISCUSSION
5.10) Heritage Conservation Objectives (1) Objectives The objectives of this clause are as follows: (a) to conserve the environmental heritage of Ryde, (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views.	1) The subject site does not include any heritage items, however is in proximity to heritage items as detailed in section 5.1 above. There are no physical works to the heritage items which do not form part of the scheme, however the proposal has been assessed below in relation to the impacts on the setting of proximate items and any significant views and vistas. The significance of the identified items as set out in section 4.2 above, is retained and conserved.

CLAUSE	DISCUSSION
<p>(4) Effect of proposed development on heritage significance</p> <p>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</p>	<p>4) As identified above, the site is in proximity to the following heritage items:</p> <ul style="list-style-type: none"> • ‘Meadowbank shops’ (Item No. 37) at 58–64 Constitution Road and\ • ‘Attached dwellings’ at the Corner 1A Angas and 34 See Streets (Item No. 116). <p>The significance of the items is set out in section 4.2 above. The Meadowbank shops are of significance as a group of late Federation style shops in a prominent location near the eastern entry to Meadowbank Railway Station and at the corner of Constitution and Railway Roads. The shops are a now rare group of Federation period shops in the Meadowbank and Ryde area. The subject site comprises generally mid-late 20th century commercial and industrial built stock of generic character and does not contribute to this identified significance.</p> <p>The pair of dwellings at 1A Angas Street and 34 See Street have no visual or contextual relationship to the subject site, and the setting is provided by the lower density single residential housing of Angas and See Streets. The significance of the residential dwellings (as a pair of high quality sandstone Victorian dwellings) is not diminished by the subject proposal.</p> <p>Refer also section 5) Heritage Assessment below</p>
<p>(5) Heritage assessment</p> <p>The consent authority may, before granting consent to any development:</p> <p>(a) on land on which a heritage item is located, or</p> <p>(b) on land that is within a heritage conservation area, or</p> <p>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</p> <p>require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</p>	<p>5) In accordance with provision 5)c) a heritage document is to be prepared which assesses the potential impacts of the scheme on proximate heritage items. This Heritage Impact Statement satisfies this clause.</p> <p>Although there is a disparity of scale, the proposed redevelopment has been specifically designed to respond to and complement the heritage listed Meadowbank shops. This is achieved via sympathetic podium design, specifically:</p> <ul style="list-style-type: none"> • Provision of a lower 9.5m H.O.B (3 storey) on the lot behind the heritage listed shops, to ensure that the shops retain the prominence in streetscape views from Constitution Road and the Railway Road intersection. • Provision of a 536m² plaza to Constitution Road at the northwest corner of the site opposite the heritage listed shops. The tower form extrudes above the plaza, however at the pedestrian level, the negative/ void space created for the plaza

CLAUSE	DISCUSSION
	<p>allows for prominent views to the heritage listed shops along Constitution Road in front of the development. More importantly, the articulated volume also reduces the bulk and scale of the massing adjacent to the heritage items and also gives the shops more visual prominence, providing a formal more formal setting, opposite the generous Civic square (refer to images below). This is further complemented by the proposed widening of the western side of Railway Road, in front of the heritage item.</p> <ul style="list-style-type: none"> • The proposal aligns the proposed mass, the built form and open void space to match the parapet height of the heritage listed shops. The built form is 2 storeys to align with the heritage item and also incorporates a void space above to enhance the visual setting of the item. • Along the Railway Road frontage, the proposed development also responds to the streetscape in the articulation, modulation and scale of the podium development, to better relate to the heritage item opposite.  

CLAUSE

DISCUSSION

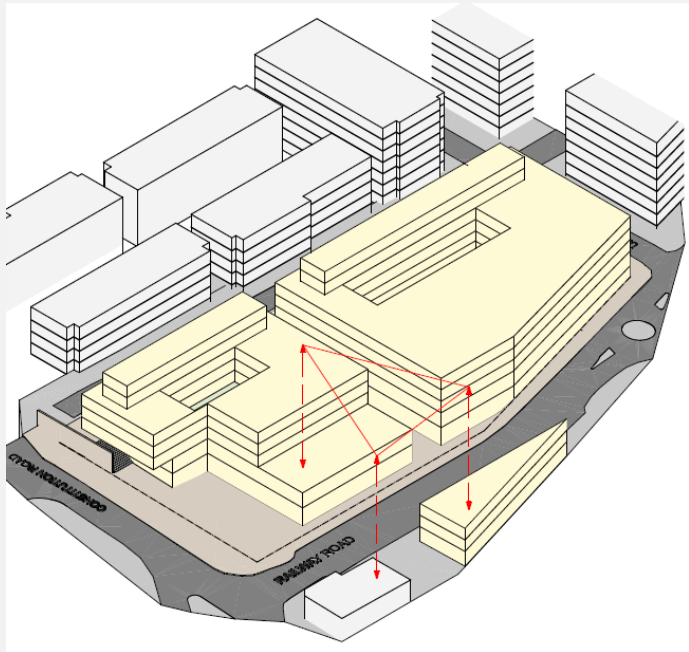



Image Sources: Fender Katsalidis Design Report.

The significance of the Meadowbank shops as a group of comparatively rare and intact Federation shops, is retained, interpreted and celebrated by the proposal.

CLAUSE	DISCUSSION
	<p>In relation to the attached dwellings known as 1A Angas Street and 34 See Street, located to the northeast of the site; these are physically and visually separated from the subject development via the topography. The north side of Constitution Road is elevated, with that section of Constitution Road cut through a sandstone shelf (pictured below).</p>  <p>View west along Constitution Road with the bridge at Angas Road overhead. <i>Source: Google Maps 2017</i></p> <p>In addition to the separation provided by the road and topography, the heritage items are located to the north of the triangular allotment, and the rear of the site has been subdivided with two contemporary dwellings which provide a further buffer to the subject site. The proposed development will form part of a backdrop of development behind the heritage item in views to the south, however its setting, within the context of the lower scale single residential development in See and Angas Streets is retained.</p>

6. CONCLUSION AND RECOMMENDATIONS

The subject site does not include any listed heritage items; however, it is in proximity to heritage items as identified in section 5.1, being 'Meadowbank shops' (Item No. 37) at 58–64 Constitution Road and 'attached dwellings' at the Corner 1A Angas and 34 See Streets (Item No. 116). The significance of these items is set out in section 4.2. This HIS has been prepared to assess the potential heritage impacts on the proximate heritage items. The proposal has been assessed against the relevant provisions of the Ryde Local Environmental Plan 2014 (section 5.10).

The nearby heritage listed Meadowbank shops are a very important local heritage item, making an important contribution to the urban environment. The proposed scheme is highly considered and the design was required to specifically respond to these buildings as a fundamental aspect of the design brief. The proposal has been designed to specifically respond to and complement the heritage listed Meadowbank Shops and achieves an enhanced setting for the item, through the provision of a new and generously proportioned civic plaza.

The tower form extrudes above the plaza, however at a pedestrian scale, the negative/ void space created for the plaza allows for prominent views to the heritage listed shops along Constitution Road in front of the development, providing a more formal setting, opposite the generous Civic square and also responding to the square provided in front of Meadowbank train station. The articulated volume also reduces the bulk and scale of the massing adjacent to the heritage item, aligning the proposed mass, the built form and open void space to match the parapet height of the heritage listed shops. Along the Railway Road frontage, the proposed development also responds to the streetscape in the articulation, modulation and scale of the podium development, to better relate to the heritage item opposite. Proposed development behind the shops (27 Railway Road) will not be visible in principal views.

The significance of the Meadowbank shops as a group of comparatively rare and intact Federation shops, is retained, interpreted and celebrated by the proposal.

In relation to the pair of attached dwelling at the corner of Angas and See Streets, the proposed development will have no impact on the significance of the dwellings, which are separated from the subject site by Constitution Road, the site topography and contemporary development to the rear of the heritage listed dwellings. The proposed redevelopment will form part of a backdrop of development while the dwellings continue to be read in the lower scale setting of single residential development of See and Angas Streets.

With consideration for the above assessment, the proposal is recommended to the Council for approval of heritage grounds.

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