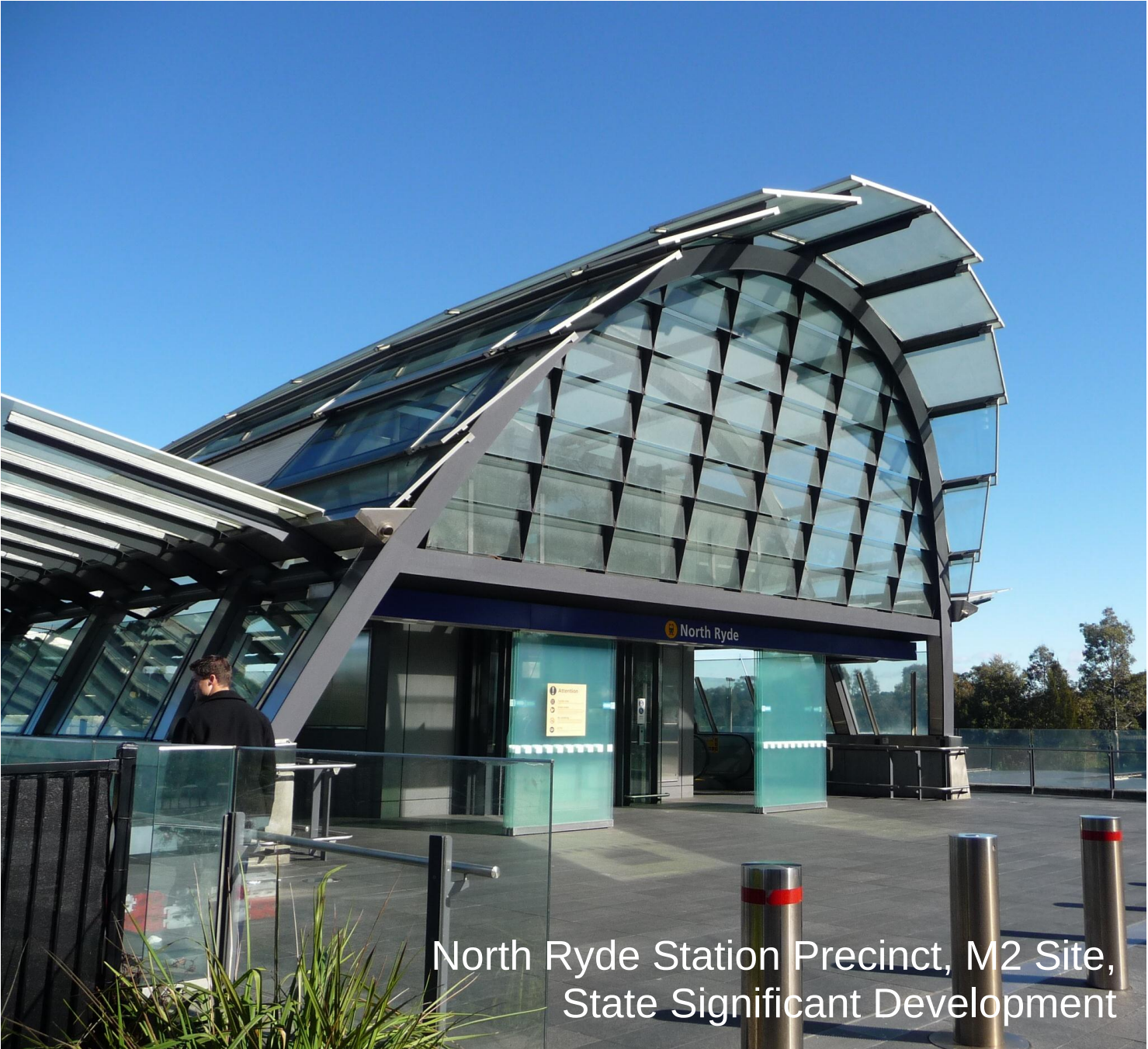


A photograph of the North Ryde Station Precinct, featuring a large, modern glass and steel structure with a curved, vaulted roof. The building is surrounded by a paved plaza with glass railings and several silver bollards. A person is visible in the foreground on the left, looking towards the building. The sky is clear and blue.

North Ryde Station Precinct, M2 Site, State Significant Development

Heritage Impact Statement

May 2014

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Stephen Davies, B Arts Dip. Ed., Dip. T&CP, Dip. Cons. Studies
Senior Consultant	Kate Seaman, B Arts (Architecture), B Architecture
Consultant	Joseph Heng, B Arts, M Urban and Regional Planning, M Urban Development and Design
Job Code	SH468
Report Number	02

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Executive Summary

This report has been prepared in support of State Significant Development SSD-5093 for Stage 1 Preliminary Works including superlot subdivision, civil infrastructure and public domain works and other associated works on the M2 site.

The North Ryde Station Precinct was rezoned in July 2013 to facilitate high density residential development and mixed uses following the North Ryde Station Urban Activation Precinct. Based on the indicative layout plan for the area, a State Significant Development Application (SSDA) was prepared on behalf of the Transport for NSW for superlot subdivision and early enabling works on the North Ryde Station Precinct area, including but not limited to the M2 site.

This proposal is for subdivision for the M2 Site and the Pedestrian and Cycle Bridge linking the site over Delhi Road to the North Ryde Station. This proposal has been assessed with reference to the Heritage Office's 'Statement of Heritage Impact' guidelines and the gazetted Ryde Planning Instruments.

The SSDA seeks consent for subdivision, public domain and infrastructure works in accordance with Schedule 2 of *State Environmental Planning Policy (State & Regional Development) 2011*.

There are no statutory heritage items located within the M2 site. There are two local heritage items in the vicinity of the M2 site: Northern Suburban Cemetery and Lane Cove National Park. The works have been assessed to not adversely impact on the significance of heritage items in the vicinity of the site.

The works on the M2 Site are opposite the Cemetery. The western boundary of the Cemetery is lined with trees that provide a buffer zone to the highway and aesthetic setting for the Cemetery. The two sites are separated by the M2 Motorway, which varies in height from north to south as it passes under the Delhi Road bridge.

There are significant vistas within the Cemetery and to the surrounding area. Formal plantings within the Cemetery provide an internal aesthetic setting and landscape buffer to surrounding development including the M2 and the subject site. The historical context of the Cemetery has altered within its urban environment with the construction of the M2 Motorway and construction of the North Ryde Railway Station.

A new pedestrian and cycle bridge is proposed to connect the M2 Site and North Ryde Station over Delhi Road. The proposed design for the bridge will be contemporary, lightweight and low scale. The design scheme is of minimal form and will mitigate potential visual impacts to the surrounding heritage items. Proposed advertising signage on the bridge should be subject to further heritage assessment in relation to the Cemetery.

The cistern or well on the M2 Site is being considered in the archaeological report under separate cover. The natural vegetation on the M2 Site contributes to the aesthetic setting of the largely cleared M2 Site, and its potential ecological significance has been assessed and dismissed under separate cover.

1 Introduction

1.1 BACKGROUND

This report has been prepared in support of State Significant Development SSD-5093 for Stage 1 Preliminary Works including superlot subdivision, civil infrastructure and public domain works and other associated works on the M2 site.

The North Ryde Station Precinct was rezoned in July 2013 to facilitate high density residential development and mixed uses following in the North Ryde Station Urban Activation Precinct. Based on the indicative layout plan for the area, a State Significant Development Application (SSDA) was prepared on behalf of the Transport for NSW for superlot subdivision and early enabling works on the North Ryde Station Precinct area, including but not limited to the M2 site.

The North Ryde Station Precinct Development Control Plan was adopted in 2013.

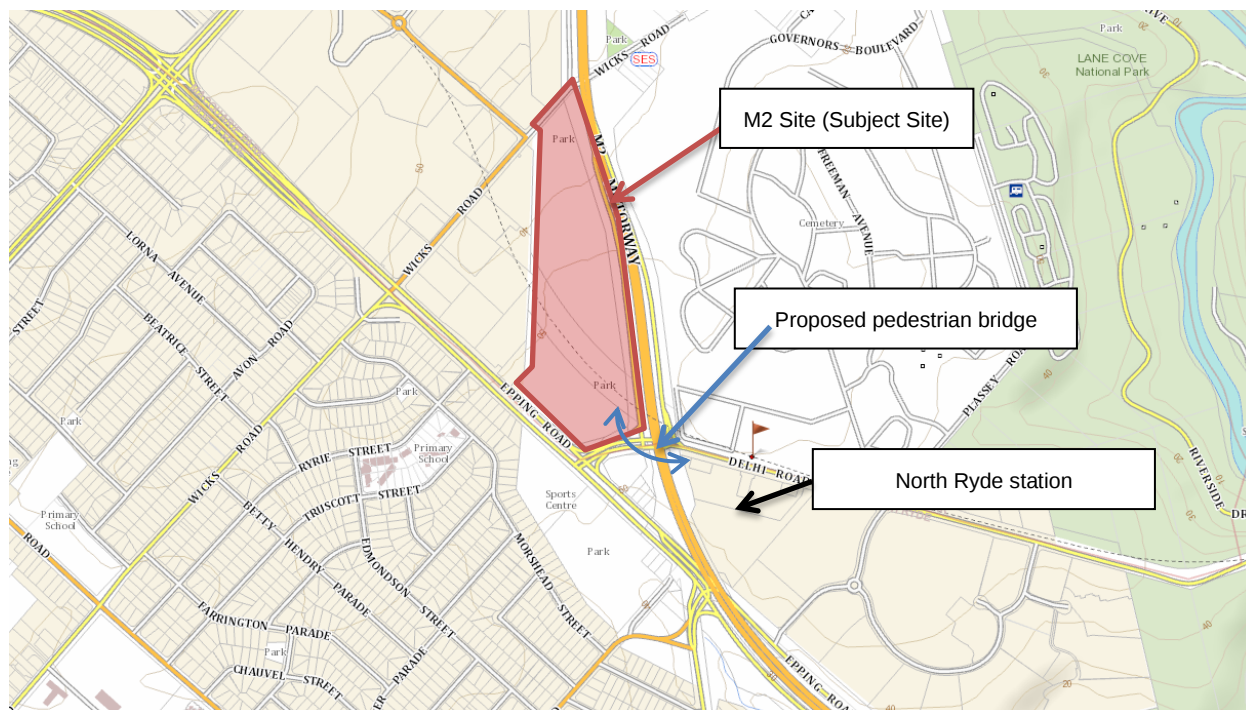
The majority of the North Ryde Station Precinct is now under the ownership of the Urban Growth NSW (UGNSW), which now intends to lodge an SSDA for the M2 Site only. The SSDA will focus primarily on the M2 site only rather than the greater North Ryde Station Precinct.

A Heritage Impact Statement is now required for the Environmental Impact Statement (EIS) to be submitted with the SSDA for the M2 site.

1.2 SITE LOCATION

The Precinct is located on Epping Road and Delhi Road, North Ryde within the City of Ryde Local Government Area (LGA). The M2 site is bordered by Wicks Road to the north, Epping Road to the south west, Delhi Road to the south, M2 Motorway to the east and industrial and commercial estates to the west. The M2 site is as indicated below (Figure 1).

FIGURE 1 – LOCATION OF THE M2 SITE



[Source: Spatial Information eXchange, 2014]

1.3 METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Manual 'Statements of Heritage Impact' (2002) and 'Assessing Heritage Significance' (2001) guidelines. The philosophy and process adopted is that guided by the *Australia ICOMOS Burra Charter* 1999.

The subject proposal has been assessed in relation to the relevant controls and provisions contained within the Ryde Local Environmental Plan 2010 and the North Ryde Station Precinct Development Control Plan 2013.

1.4 AUTHOR IDENTIFICATION

The following report has been prepared by Joseph Heng (Consultant), Kate Paterson (Senior Consultant). Stephen Davies (Director) has reviewed and endorsed its content.

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

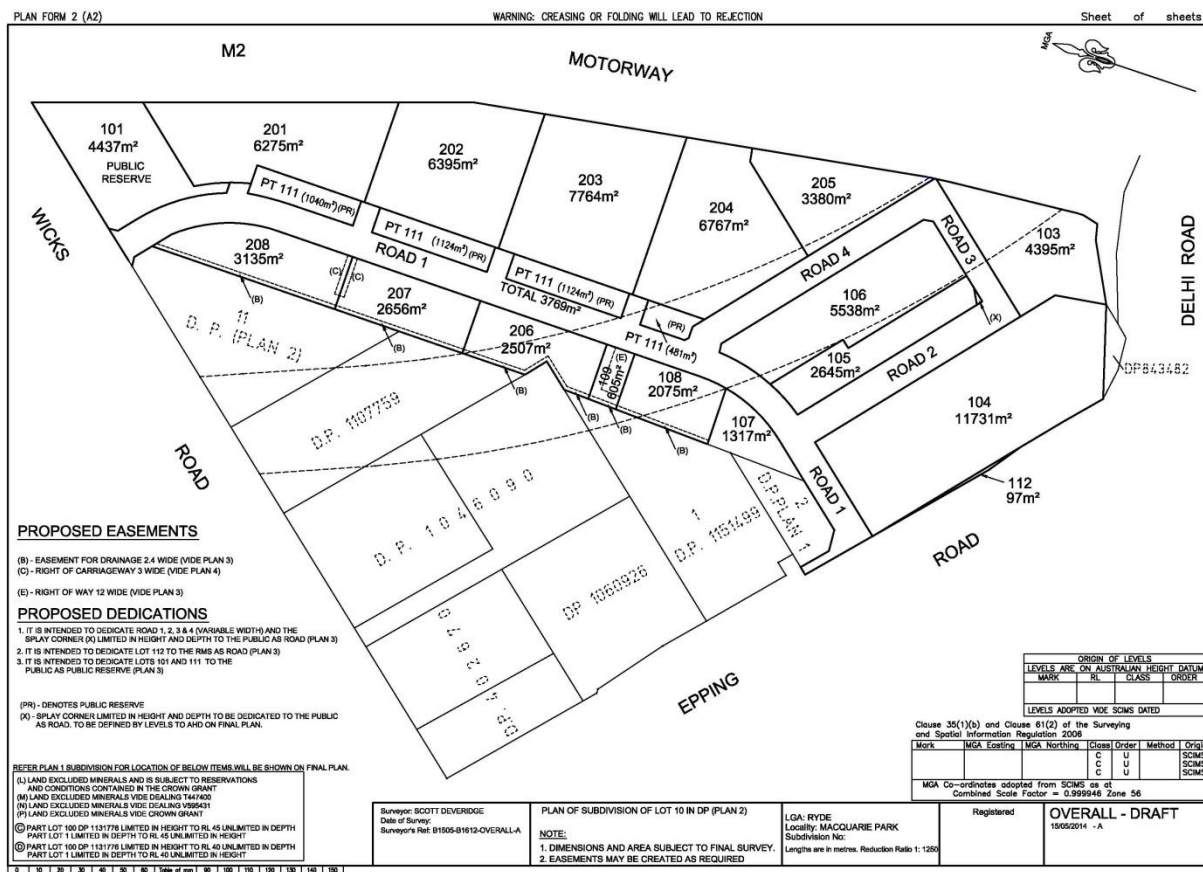
1.5 THE PROPOSAL

The proposal is to be to subdivide the M2 Site within the North Ryde Station precinct to accommodate new zones including: 10 Residential Allotments, 5 Mixed-Use Allotments, 2 Community Allotments, a Native Bushland Reserve and Public Open Spaces along the spine road with a Central Park.

A new main Spinal Road is to be proposed on the intersection of Waterloo Road and Wicks Road, connecting onto Epping Road. New roads will be formed to include Park, Plaza and Retail Streets (refer to Figure 2).

The proposal also includes a new pedestrian and Cycle Bridge is proposed to connect the M2 Site, RMS Site and Station Site North. The proposed design for the bridge is contemporary, lightweight and low scale.

FIGURE 2 – PROPOSED SUBDIVISION OF M2 SITE



2 Site Description

The M2 Site forming part of the greater North Ryde Station Precinct is bound by the M2 Motorway (east), Delhi Road (south), Epping Road and commercial development (west) and Wicks Road (north). The site has a large hardstand area, a sealed private access road from Wicks Road to the south end of the site and a storm-water retention basin.

A well or cistern on the M2 Site is being investigated by Artefact Heritage as part of the archaeological study submitted with the SSDA under separate cover. There are no other features of any heritage significance on the M2 Site.

There are no statutory heritage items located within the M2 Site. The Northern Suburbs Cemetery ¹ is located east of the M2 Site on the opposite side of the M2 Motorway. A description of the Cemetery is provided in Section 2.5.1 below.

Figure 3 is a view south east from the southern boundary of the M2 Site on Delhi Road.

Figure 4 is a view north-east from the south-eastern corner of the M2 Site on the entry ramp to the M2 Motorway from Delhi Road. The trees lining the western boundary of the Cemetery can be seen on the opposite side of the motorway.

Items in the vicinity:

A pedestrian bridge (with cycle access via lift) is located slightly to the north west of the subject site along Epping Road. This pedestrian / cycle bridge links the site / locality across Epping Road to the west to a residential area and the cycleway along Epping Road.

North Ryde Station is located to the south east of the subject site. The North Ryde Station is located underground with the main entry fronting Delhi Road. There are no features of heritage significance on the station site.

¹ The Macquarie Park Cemetery & Crematorium is the name of the property today. The Northern Suburbs Cemetery is the name of its statutory heritage listing, which is referred to as such throughout this report.

FIGURE 3 – VIEW EAST FROM DELHI ROAD ADJACENT TO THE M2 SITE TOWARDS THE CEMETERY



FIGURE 4 – VIEW NORTH-EAST FROM DELHI ROAD RAMP TO MOTORWAY ADJACENT TO THE M2 SITE TOWARDS THE CEMETERY



FIGURE 5 – VIEW SOUTH-WEST OF NATURAL VEGETATION ALONG THE M2 MOTORWAY EDGE OF BUNDARA RESERVE



FIGURE 6 – VIEW NORTH-EAST FROM DELHI ROAD ADJACENT THE RMS SITE TOWARDS THE CEMETERY



FIGURE 7 – NORTH RYDE RAILWAY STATION ENTRANCE ON DELHI ROAD (LOCATED IN THE VICINITY)

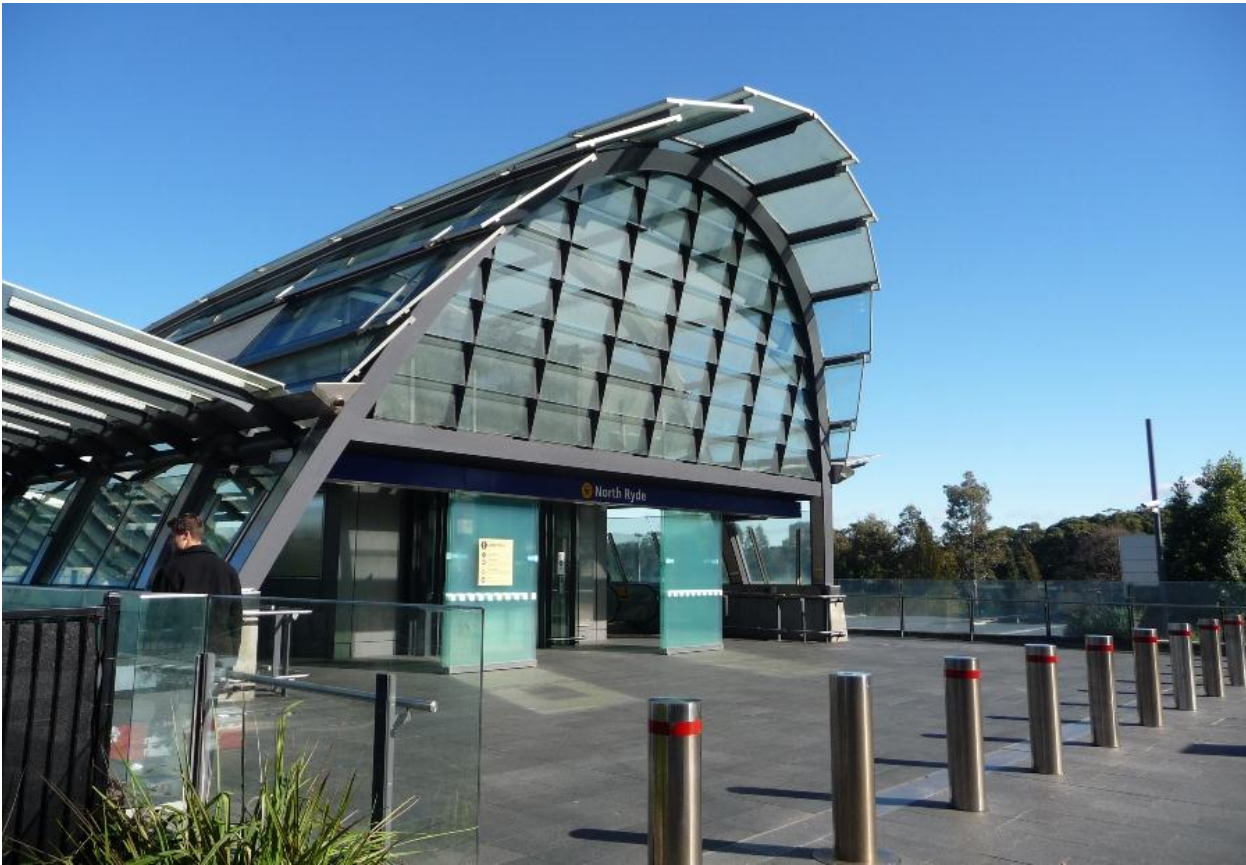


FIGURE 8 – VIEW NORTH FROM NORTH RYDE RAILWAY STATION TOWARDS THE CEMETERY



FIGURE 9 – VIEW NORTH ALONG EPPING ROAD TO PEDESTRIAN BRIDGE (SUBJECT SITE TO THE RIGHT)



Source: google streetview 2014

2.1 HERITAGE ITEMS IN VICINITY

2.1.1 NORTHERN SUBURBS CEMETERY

The Macquarie Park Cemetery and Crematorium is located on the corner of Delhi Road and the M2 Motorway, which is adjacent to the M2 Site, RMS Site and Station Site North. The Cemetery is heritage listed as the “Northern Suburbs Cemetery” under the Ryde LEP 2010 and reference is made to its listed name throughout the report.

The curtilage (heritage listed site boundary) and statement of significance (for the Cemetery’s heritage listing) is provided in Section 4. A brief history of the Cemetery is provided in Section 3.3.

Figure 10 shows an aerial view of the Cemetery with the M2 Motorway to the left, Delhi Road and the North Ryde Station in the bottom foreground, and Lane Cove National Park to the right.

FIGURE 10 – AERIAL VIEW OF NORTHERN SUBURBS CEMETERY



[Source: Macquarie Park Cemetery & Crematorium 2012]

The Cemetery is accessed off Plassey Road. The Crematorium is located on the eastern side of the site. The southern boundary of the Cemetery is lined by mature trees, some of which are within the fence line and others along the footpath (Figure 11).

Figure 12 is a view north along the western boundary of Cemetery and adjacent to the M2 Motorway. Trees line the fence boundary and the internal access road. The site slopes uphill to the north in this area. Within the Cemetery, the internal roads are mostly lined by various different tree species.

FIGURE 11 – VIEW WEST ALONG SOUTHERN BOUNDARY OF CEMETERY, ADJACENT STATION



FIGURE 12 – VIEW NORTH ALONG WESTERN BOUNDARY OF CEMETERY, ADJACENT M2 MOTORWAY



Figure 13 is a view east from within the Cemetery on the corner of Governor's Boulevard and Caroline Chisholm Road looking towards distant vistas of the Chatswood CBD.

Figure 14 is a view along the Cemetery's eastern boundary with the tree-line of the National Park to the left.

FIGURE 13 – VIEW EAST ALONG GOVERNOR'S BOULEVARD WITHIN CEMETERY TOWARDS CHATSWOOD CBD



FIGURE 14 – VIEW ALONG CEMETERY'S EASTERN BOUNDARY TOWARDS NATIONAL PARK



3 Historical Overview

This Section provides a brief history of the Ryde area, the Precinct's land parcels and heritage items in the vicinity of the Station.

3.1 RYDE AREA

The first land in the Ryde area was granted to eight marines, along the northern bank of the river between Sydney and Parramatta in January 1792. The area was named by Governor Phillip the 'Field of Mars', Mars being the ancient God of war, named to reflect the military association with these new settlers. Today's Field of Mars Reserve is the remnant of a district which once extended from Dundas to the Lane Cove River. These grants were followed soon after by grants to ten emancipated convicts in February 1792, the land being further to the east of the marines grants, thus the area was called Eastern Farms or the Eastern Boundary.²

By 1794 the name Eastern Farms had given way to Kissing Point, a name believed to have originated from the way in which heavily laden boats passing up the Parramatta River bumped or 'kissed' the rocky outcrop which extends into the river at today's Kissing Point. Further grants were issued in 1794 and 1795, gradually occupying most of the foreshores between Meadowbank and Gladesville.

Some of the grants were at the North Brush, north of the Field of Mars settlement, in the area of Brush Farm and Eastwood. Most of the Grants were small, from thirty to 100 acres.

By 1803 most of the accessible land had been granted. Settlement was based along the Parramatta River and overlooking ridges. In 1804 it was decided that a 'traditional English common' - a large area of public land for use by local inhabitants - would be set aside. Six commons were gazetted.

The Lane Cove Valley was a rich source of logs for building the new colony in Port Jackson. Timber getting first commenced in the area in 1805 and was well-established in the valley by 1809.

The Field of Mars Common, an area of approximately 5,050 acres located north of the Field of Mars and the Eastern Farms, covered most of the Ryde municipality. The village itself comprised only a modest scattering of houses in a few streets around the church, surrounded by farms, orchards and some large estates. Nevertheless the name was well-established by 12 November 1870 when the Municipal district of Ryde was officially proclaimed.

North Ryde was part of the Field of Mars Common until well into the nineteenth century. A portion of the Commons was surveyed in 1874 and a plan was established with roads, reserves and allotments. The subdivision and sale of the Commons began in 1885 and continued until 1900. Many of the lots sold in 1889 at public auction.³

3.2 STUDY AREA

Although the various allotments changed hands several times from 1898, the study area was mainly used for orchards or poultry farming into the early 20th century. The alignment of roads running through the study area has changed relatively little since 1898, although the names of roads have changed. The M2 Motorway follows the route of Pittwater Road. Cabul Road was later renamed Wicks Road. Lucknow Road was renamed Epping Road. Delhi Road has always been known as such.⁴

Three portions of land originally formed the area for the Rus-in-Urbe cottage. Lot 383 of the 1898 subdivision of Common was purchased by James Joseph Glynn for a public school. Lot 382 to the west

² City of Ryde 2012

³ LTO Old System Records Vol. 1342 Fol. 202 in Artefact 2012:9

⁴ Artefact 2012:10

was purchased by Mary Elizabeth Glynn, James' wife in 1899. Their son Michael Clare Glynn owned allotment 373. James Glynn was the third head master of North Ryde Public School commencing there in 1889 and remaining for 20 years. The land at Ryde was bought with James Glynn's retirement in mind and at first the family farmed the land only visiting the site for picnics and at weekends. The land was developed as an orchard and market garden with beds of strawberries on the river flats, fruit trees on the slopes and beds of violets higher up. A landing stage was built on the river bank. Produce from the farm was generally sold from the river bank with the children earning pocket money from selling violets by the bunch.⁵

In 1902, 65 hectares of Crown land was allocated by the NSW Government for the Northern Suburban Cemetery. The first burial did not take place at the Cemetery until 1922 and it has since been in continuous use. The Cemetery was accessed via dressed stone entry gates on Delhi Road. The gatehouse is of the inter-war style with hipped tiled roof and face-brick and roughcast walls with a dark brick contrast. The building features a central loggia and arched head windows. The site is divided by a series of avenues, the primary one lined with brush-box. Extensive lawns with large plantings of Canary Island palms, melaleucas, eucalypts and angophoras give the site an open parkland character.⁶

The Lane Cove National Park was officially opened on 29 October 1938, and the 125 hectare parkland handed over to Trustees to manage. Work continued until 1940, with stone to construct the weir, boatshed, ambulance room, Porters Bridge, Delhi Road and De Burghs Bridge entrance gates, retaining walls and other facilities being quarried on the park. It was known as the 'Lane Cove National Park' from 1938 until 1967 and was managed by trustees. Following the enactment of the *National Parks and Wildlife Act* in 1967 which established a National Parks and Wildlife Service to manage National Parks in NSW, it was reserved as Lane Cove River Park. In 1992 it was again named the Lane Cove National Park.⁷

During World War Two, the area of land bound by Wicks, Epping, Bleinheim and Coxs Roads was used as a heavy vehicle park and transport workshop by the army. Following the war, the defence site was subdivided for war service and NSW Housing Commission housing.⁸

Figure 15 shows the Precinct in 1943. The northern area of the M2 Site was heavily vegetated at this time. The remainder of the M2 Site was cleared and used for farming. Four houses and several outbuildings are located in the southern area of the M2 Site.

⁵ Heritage Branch 2012b

⁶ Macquarie Park Cemetery & Crematorium 2012; HBO + EMTB 2010; Heritage Branch 2012c

⁷ NSW National Parks and Wildlife Service 1998:2, 25-27

⁸ Farlow 2008 in Artefact 2012:17

FIGURE 15 – AERIAL VIEW OF SUBJECT PRECINCT IN 1943



[Source: Spatial Information eXchange, 2014]

The Cemetery was originally accessed off Delhi Road, however a new entry was established in 1993 off Plassey Street. The Cemetery was renamed in 2000 to the Macquarie Park Cemetery and Crematorium and a modern crematorium and three chapels were added. There was a major extension to Governors Boulevard within the Cemetery in 2002.

The Cemetery changed name again in 2004 to the Macquarie Park Cemetery and Crematorium. The Canary Island Palms that were established on Delhi Road in 1932 were relocated within the site in 2008. The local heritage listing of the Cemetery is known as the “Northern Suburbs Cemetery”.⁹

The North Ryde Railway Station opened in 2009 as part of the Epping to Chatswood Rail Link (ECRL), of which construction began in 2002 to extend the Northern Line. The current upgrade of the M2 Motorway in 2011-2013 does not include the area in the vicinity of the Precinct.¹⁰

⁹ Macquarie Park Cemetery & Crematorium 2012

¹⁰ Hills M2 Upgrade Project 2012

4 Significance

4.1 WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, it is important to understand its values. 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.

4.2 SIGNIFICANCE ASSESSMENT

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local.

The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' (2001) guides.

CRITERIA	SIGNIFICANCE ASSESSMENT
A – Historical Significance <i>An item is important in the course or pattern of the local area's cultural or natural history.</i>	The M2 Site has undergone development in the late 19 th and early 20 th century and is not of historical significance.
Guidelines for Inclusion - shows evidence of a significant human activity ☐ - is associated with a significant activity or historical phase ☐ - maintains or shows the continuity of a historical process or activity ☐	Guidelines for Exclusion - has incidental or unsubstantiated connections with historically important activities or processes ☐ - provides evidence of activities or processes that are of dubious historical importance ☒ - has been so altered that it can no longer provide evidence of a particular association ☒
B – Associative Significance <i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i>	The Precinct does not have any strong associative significance with any groups or persons.
Guidelines for Inclusion - shows evidence of a significant human occupation ☐ - is associated with a significant event, person, or group of persons ☐	Guidelines for Exclusion - has incidental or unsubstantiated connections with historically important people or events ☒ - provides evidence of people or events that are of dubious historical importance ☐ - has been so altered that it can no longer provide evidence of a particular association ☐
C – Aesthetic Significance <i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i>	The natural vegetation on the M2 Site contributes to the aesthetic setting of the largely cleared M2 Site.
Guidelines for Inclusion - shows or is associated with, creative or technical innovation or achievement ☐ - is the inspiration for a creative or technical innovation or achievement ☐ - is aesthetically distinctive ☐ - has landmark qualities ☐	Guidelines for Exclusion - is not a major work by an important designer or artist ☐ - has lost its design or technical integrity ☐ - its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded ☒ - has only a loose association with a creative or ☐

CRITERIA	SIGNIFICANCE ASSESSMENT
exemplifies a particular taste, style or technology ☐	technical achievement ☐
D – Social Significance <i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i>	The M2 Site is not considered to have a strong or special association with any community or cultural groups in the local area.
Guidelines for Inclusion - is important for its associations with an identifiable group ☐ - is important to a community's sense of place ☐	Guidelines for Exclusion - is only important to the community for amenity reasons ☒ - is retained only in preference to a proposed alternative ☐
E – Research Potential <i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i>	The potential archaeological significance of the site is being assessed by Artefact Heritage, which includes the cistern on the M2 site.
Guidelines for Inclusion - has the potential to yield new or further substantial scientific and/or archaeological information ☒ - is an important benchmark or reference site or type ☐ - provides evidence of past human cultures that is unavailable elsewhere ☐	Guidelines for Exclusion - the knowledge gained would be irrelevant to research on science, human history or culture ☐ - has little archaeological or research potential ☐ - only contains information that is readily available from other resources or archaeological sites ☐
F – Rarity <i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i>	There are no items of rarity within the Precinct.
Guidelines for Inclusion - provides evidence of a defunct custom, way of life or process ☐ - demonstrates a process, custom or other human activity that is in danger of being lost ☐ - shows unusually accurate evidence of a significant human activity ☐ - is the only example of its type ☐ - demonstrates designs or techniques of exceptional interest ☐ - shows rare evidence of a significant human activity important to a community ☐	Guidelines for Exclusion - is not rare ☒ - is numerous but under threat ☐
G – Representative <i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i> - cultural or natural places; or - cultural or natural environments.	There are no items of representative significance within the Precinct.
Guidelines for Inclusion - is a fine example of its type ☐ - has the principal characteristics of an important class or group of items ☐	Guidelines for Exclusion - is a poor example of its type ☐ - does not include or has lost the range of characteristics of a type ☐

CRITERIA	SIGNIFICANCE ASSESSMENT
- has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity ☐ - is a significant variation to a class of items ☐ - is part of a group which collectively illustrates a representative type ☐ - is outstanding because of its setting, condition or size ☐ - is outstanding because of its integrity or the esteem in which it is held ☐	does not represent well the characteristics that make up a significant variation of a type ☒

4.3 STATEMENT OF SIGNIFICANCE M2 SITE

The cistern or well on the M2 Site may be of archaeological significance and is being further investigated. The natural vegetation on the M2 Site contributes to the aesthetic setting of the largely cleared M2 Site, and its potential ecological significance has been assessed and dismissed under separate cover.

4.4 STATEMENT OF SIGNIFICANCE: VICINITY HERITAGE ITEMS

There is no statement of significance under the existing LEP listing for the **Northern Suburbs Cemetery**. The Cemetery is likely to have historical associations with its early establishment, social significance for its use and the grounds clearly have aesthetic significance.

There is no statement of significance under the existing LEP listing for the **Lane Cove National Park**. The following statement of significance for the National Park is taken from the Plan of Management: ¹¹

Lane Cove National Park is one of a number of reserves in the Sydney area protecting samples of the natural and cultural environment. Lane Cove National Park is important because it:

- *protects important communities of urban bushland within the Sydney metropolitan area and forms part of a larger bushland corridor;*
- *protects rare and threatened native plants and animals, and provides habitat for a variety of native animal species;*
- *contains one of the largest undisturbed Aboriginal shelters in the region & unusual engraving sites;*
- *contains a number of historic structures and locations connected with early use and settlement along the Lane Cove River, as well as with early recreational use of the river;*
- *provides opportunities for a variety of recreational activities in a natural bushland setting within the Sydney urban area;*
- *is an important recreational resource which attracts around one million visitors a year to its picnic areas;*
- *is a focus of community involvement in nature conservation activities; and*
- *has the potential to provide a valuable environmental educational resource within the Sydney region.*

¹¹ NSW National Parks and Wildlife Service 1998:7

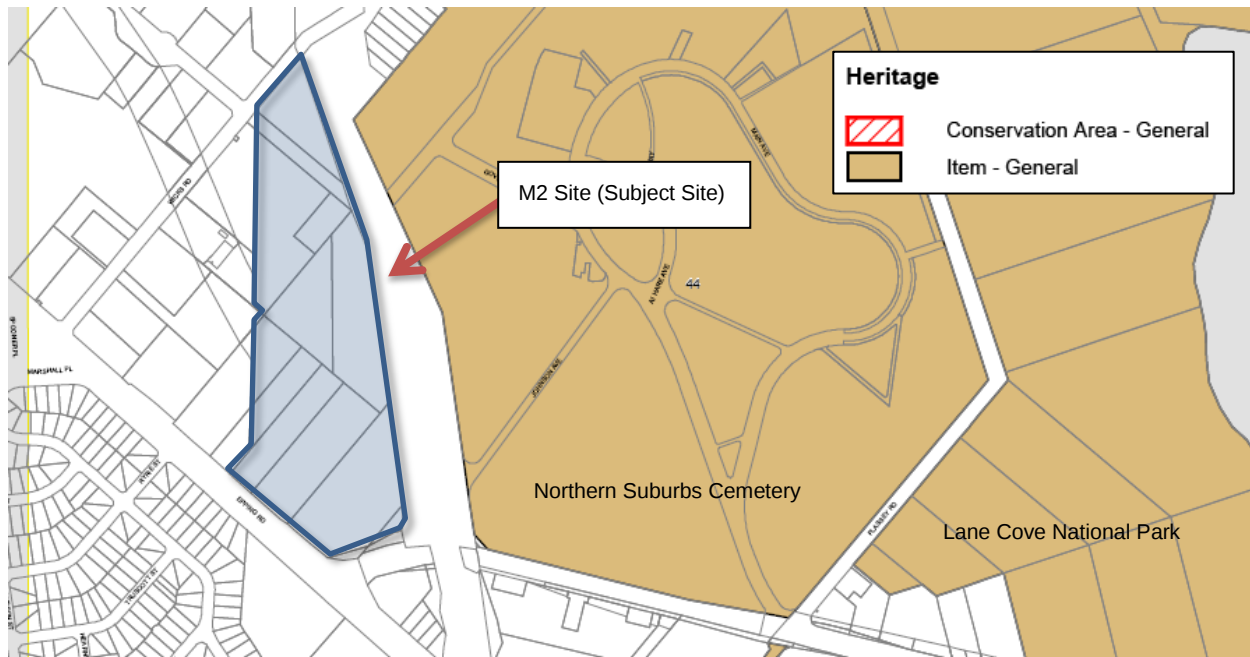
5 Impact Assessment

5.1 HERITAGE LISTING

There are no heritage items located within the Precinct under the *Ryde LEP 2010*. The following heritage items listed under the LEP are in the vicinity of the Precinct (Figure 20):

- No. 44 – ‘Northern Suburbs Cemetery’, 12 Delhi Road, Macquarie Park, Local significance
- No. 59 – ‘Lane Cove National Park’, Marsfield, State significance

FIGURE 16 – HERITAGE MAP



[Source: Ryde Local Environmental Plan 2010]

5.2 STATUTORY CONTROLS

5.2.1 RYDE LOCAL ENVIRONMENTAL PLAN 2010

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

TABLE 1 – RELEVANT LEP CLAUSES

CLAUSE	DISCUSSION
5.10 Heritage conservation Note. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5. (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, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	1) Complies, the subject site has been rezoned for residential and mixed use residential development previously. The proposed work is to subdivide the M2 Site to accommodate new zones as highlighted in section 1.5 of this report. It is considered that the proposal will have no impact on the environmental heritage of the area, and will continue to be intact. The proposal also includes a new pedestrian and cycle bridge is proposed to connect the M2 Site and North Ryde Station. The proposed design for the bridge is contemporary, lightweight and low scale. The design scheme is of minimal form and will mitigate potential visual impacts to the surrounding heritage items. Proposed advertising signage on the bridge should be subject to further heritage assessment in relation to the Cemetery.
(2) Requirement for consent Development consent is required for any of the following: (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance): (i) a heritage item, (ii) an Aboriginal object, (iii) a building, work, relic or tree within a heritage conservation area, (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item, (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect,	2) Not applicable. This report is in conjunction with the Development Application for subdivision of land within the M2 site curtilage.

that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed, (d) disturbing or excavating an Aboriginal place of heritage significance, (e) erecting a building on land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance, (f) subdividing land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.	
(3) When consent not required However, development consent under this clause is not required if: (a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development: (i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and (ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or (b) the development is in a cemetery or burial ground and the proposed development: (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or (c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a	3) Complies – refer above.

risk to human life or property, or (d) the development is exempt development.	
(4) Effect of proposed development on heritage significance 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).	4) The proposal will not impact the heritage significance of the surrounding heritage items as identified in section 5.1 of this report. The proposal will comprise of subdivision of lands within the M2 site curtilage. No identified heritage fabric is located within this curtilage. The proposal also includes a new pedestrian and cycle bridge is proposed to connect the M2 Site, and North Ryde Station. The proposed design for the bridge is contemporary, lightweight and low scale. The design scheme is of minimal form and will mitigate potential visual impacts to the surrounding heritage items. Proposed advertising signage on the bridge should be subject to further heritage assessment in relation to the Cemetery.
(5) Heritage assessment The consent authority may, before granting consent to any development: (a) on land on which a heritage item is located, or (b) on land that is within a heritage conservation area, or (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), 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.	5) Complies, this report has been prepared to assist the consent authority on their assessment of this proposal.

5.2.2 NORTH RYDE STATION PRECINCT DEVELOPMENT CONTROL PLAN 2013

The proposed works are addressed in the table below in relation to the relevant provisions in the DCP.

TABLE 2 – DEVELOPMENT CONTROL PLAN

PROVISION	DISCUSSION
8.9 Heritage and Archaeology Objective a. Ensure appropriate protection and management of European and Aboriginal heritage within the Precinct.	No European and/or Aboriginal heritage has been identified on the subject site. However should any heritage artefacts are discovered on the site, works will cease immediately and a Heritage Consultant be contacted for investigation. The proposal will also include a new pedestrian and cycle bridge is proposed to connect the M2 Site, and North Ryde Station. The proposed design for the bridge is contemporary, lightweight and low scale. The design scheme is of minimal form and will mitigate potential visual impacts to the surrounding heritage items. Proposed advertising signage on the bridge should be subject to further heritage assessment in relation to the Cemetery.
Controls 1. Development applications for buildings in the high density residential precinct to the east of the Spine Road adjacent to the M2 Corridor are to be accompanied by a visual impact assessment which considers the visual impact of the development on the heritage significance of the Macquarie Park Cemetery and Crematorium. Council may waive this requirement for a visual impact assessment if it considers that the proposed development is low scale and will not result in significant adverse visual impacts.	1) Complies.
2. Where works are proposed in the vicinity of the bricked domed well or cistern located within the mixed use precinct (as identified in Figure 16 of the North Ryde Station Precinct Rezoning Study - Aboriginal Heritage Assessment and Non-Indigenous Archaeological Assessment (Artefact Heritage, November 2012)), a report is to be provided detailing the arrangements for the archaeological monitoring of the cistern. These should include that: a. When the well/cistern is located during construction excavation works, all works within 15m of the well/cistern are to cease immediately and a heritage/archaeological consultant is to be engaged; b. The archaeological consultant is to prepare a report on the condition of the item and its significance. This heritage assessment is to be submitted to Council and	2) Not applicable, the proposed works is for subdivision, no physical works has been proposed in this Development Application.

a site visit undertaken by Council; and	
c. Once Council is satisfied the appropriate research works and methodology have been prepared, written approval is to be issued by Council prior to any works commencing within this 15m restricted zone.	
3. Protective fencing is to be installed at the 15 m perimeter setback from the well/cistern whilst the investigation works are being undertaken.	3) Not applicable

5.3 HERITAGE OFFICE GUIDELINES

The proposed works are addressed in relation to relevant questions posed in the Heritage Office's 'Statement of Heritage Impact' guidelines

TABLE 3 – RELEVANT QUESTIONS

QUESTION	DISCUSSION
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	The proposal is for subdivision of the M2 site and for mixed use and residential development. The proposal will also include a new pedestrian and cycle bridge to connect the M2 Site and North Ryde Station. The proposed design for the bridge is contemporary, lightweight and low scale. The design scheme is of minimal form and will mitigate potential visual impacts to the surrounding heritage items. Proposed advertising signage on the bridge should be subject to further heritage assessment in relation to the Cemetery It has been assessed that the proposal will have little impact to the nearby heritage items (identified in section 1.5 of this report) and the surrounding context. The site has been previously assessed for heritage impacts and approved as a station precinct with residential and commercial uses. This application is to further subdivide and formalise the previously approved uses of the site. The previous assessment of these uses also concluded that there were no negative heritage impacts.
The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:	The proposal has been assessed to have no negative heritage impact to the M2 site and its surrounding context.
The following sympathetic solutions have been considered and discounted for the following reasons:	None required as the proposal has been assessed to have no negative heritage impact.
Subdivision How is the proposed curtilage allowed around the heritage item appropriate? Could future development that results from this subdivision compromise the significance of the heritage item? How has this been minimised? Could future development that results from this subdivision affect views to, and from, the heritage item? How are negative impacts to be minimised?	The proposal is to subdivide the M2 site. The current site does not contain any identified heritage fabric; however the subject site is located in the vicinity of a number of heritage items. The proposed subdivision has been assessed under the required statutory controls and is considered that it will have no impact to the nearby heritage items and surrounding context. The proposal will continue to maintain the surrounding heritage integrity and historic characteristics of the nearby heritage items and extant streetscape as no changes to the built form on the site is proposed. The site has been previously assessed for heritage impacts and approved as a station precinct with residential and commercial uses. This application is to further

QUESTION	DISCUSSION
	subdivide and formalise the previously approved uses of the site. The previous assessment of these uses also concluded that there were no negative heritage impacts. The proposal will have no negative affect to the heritage items and streetscape character.

6 Conclusion and Recommendations

The proposed subdivision for the M2 site has been assessed with reference to the Heritage Office's 'Statement of Heritage Impact' guidelines and the gazetted Ryde Planning Instruments.

The proposal is to further define the uses of the previously approved North Ryde Station precinct M2 site.

There are no statutory heritage items located within the M2 site or larger North Ryde Station Precinct site precinct boundary. There are two local heritage items in the vicinity of the Precinct: Northern Suburban Cemetery and Lane Cove National Park. The works do not adversely impact on the significance of heritage items in the vicinity of the Precinct.

The works on the M2 Site are opposite the Cemetery. The western boundary of the Cemetery is lined with trees that provide a buffer zone to the highway and aesthetic setting for the Cemetery. The two sites are separated by the M2 Motorway, which varies in height from north to south as it passes under the Delhi Road bridge.

There are significant vistas within the Cemetery and to the surrounding area. Formal plantings within the Cemetery provide an internal aesthetic setting and landscape buffer to surrounding development. The historical context of the Cemetery has altered within its urban environment with the construction of the M2 Motorway and construction of the North Ryde Railway Station.

A new pedestrian and cycle bridge is proposed to connect the M2 Site (subject site) and North Ryde Station. The proposed design for the bridge is contemporary, lightweight and low scale. The design scheme is of minimal form and will mitigate potential visual impacts to the surrounding heritage items. Proposed advertising signage on the bridge should be subject to further heritage assessment in relation to the Cemetery.

The cistern or well on the M2 Site is being considered in the archaeological report under separate cover. The natural vegetation on the M2 Site contributes to the aesthetic setting of the largely cleared M2 Site, and its potential ecological significance has been assessed and dismissed under separate cover.

The site has been previously assessed for heritage impacts, it was assessed there were no negative heritage impact for the proposed station precinct with residential and commercial development and the application a State Significant Development with these uses was approve. This application is to further subdivide and formalise the previously approved uses of the site. The previous assessment of these uses concluded that there were no negative heritage impacts.

The proposal will have no negative affect to the surrounding heritage items and streetscape character.

It is considered that the proposed works is appropriate and it is recommended for approval.

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

Sydney

Level 23, Tower 2 201 Sussex Street
Sydney, NSW 2000
t +02 8233 9900
f +02 8233 9966

Brisbane

Level 12, 120 Edward Street
Brisbane, QLD 4000
t +07 3007 3800
f +07 3007 3811

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
t +03 8663 4888
f +03 8663 4999

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
t +08 9346 0500
f +08 9321 7790

Australia • Asia • Middle East
w urbis.com.au **e** info@urbis.com.au