



## DRAFT DEVELOPMENT CONTROL PLAN SPECIAL PRECINCTS

### Rhodes East

Draft 7 - 29 August 2017

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### List of Amendments

Amendment No.	Description	Adopted	Effective	DCP Reference

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## 1 Introduction

This Development Control Plan (DCP) establishes a framework to guide development in the Rhodes East Priority Precinct (the Precinct).

### 1.1 Name of this DCP

This DCP is called the Rhodes East Precinct Development Control Plan. The DCP has been prepared pursuant to the provisions of section 74C of the Environmental Planning and Assessment Act 1979 (the Act).

The DCP was adopted by the Secretary of the Department of Planning and Environment (the Secretary) on **XX** and came into force on **XX**.

### 1.2 Land to which this DCP applies

This DCP applies to development indicated within the boundary of the Rhodes East Precinct as shown in **Figure 1**.

### 1.3 Purpose of this DCP

The purpose of this DCP is to guide the future development of the Precinct by:

- identifying the vision, development principles, key elements and indicative structure for the Precinct;
- communicating the planning, design and environmental objectives and controls against which the consent authority will assess development applications;
- ensuring the orderly, efficient and environmentally sensitive development of the Precinct; and
- promoting a high quality urban design outcome.

### 1.4 Relationship to other plans

This DCP adopts the following provisions of the City of Canada Bay Development Control Plan 2017:

- Part B - Notification and Advertising
- Part C - General Controls with the exception of C3.1 and C3.2
- Part D - Heritage
- Part E - Residential Development E2.5, E2.6 and E4.2
- Part H - Signage and Advertising
- Part I - Child Care Centres.

A provision of this DCP will have no effect to the extent that:

- it is the same or substantially the same as a provision in the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) or another environmental planning instrument (EPI) applying to the same land; or
- it is inconsistent with a provision of the CBLEP 2013 or another EPI applying to the same land, or its application prevents compliance with a provision of the CBLEP 2013 or another EPI applying to the same land.

In either case the provision in the CBLEP 2013 or other EPI will prevail.

This DCP should be read in conjunction with:

- The Canada Bay Local Environmental Plan 2013
- The City of Canada Bay Engineering Specifications
- The City of Canada Bay Contaminated Land Policy
- The City of Canada Bay Section 94 Contributions Plans
- The City of Canada Bay Planning Agreements Policy

The onus is on any prospective applicant to confirm with Council if there are any additional or updated documents.



Figure 1 Land to which this DCP applies

## 1 Introduction

### 1.5 Apartment Design Guide compliance

The State Environmental Planning Policy No 65 - Design Quality and Residential Apartment Development applies to residential flat buildings, shop top housing and mixed use development with a residential accommodation component in the Precinct.

### 1.6 Consent authority

Unless otherwise authorised by the Act, City of Canada Bay Council is the consent authority for all development in the Precinct to which this DCP applies.

### 1.7 Application of this DCP

This Development Control Plan (DCP) is to supplement the Canada Bay Local Environmental Plan (LEP) 2013 and provide more detailed provisions to guide development.

This DCP has been made in accordance with Section 74C of the Environmental Planning & Assessment Act 1979 (the Act) and must be read in conjunction with the provisions of Canada Bay LEP 2013.

Compliance with the provisions of this DCP does not necessarily guarantee that consent to a Development Application (DA) will be granted. Each DA will be assessed having regard to the LEP, this DCP, other matters listed in Section 79C of the Act, and any other policies adopted by the consent authority.

If there are circumstances when it is not relevant to comply with the controls in this DCP, applicants must provide a written submission clearly demonstrating compliance with the objectives of this DCP, and detailing the reasons the control/s should be varied. The proposed variation must result in a better outcome and meet all objectives of this DCP. The submission must also clearly demonstrate the variation sought will not adversely impact on the local amenity.

### Role of the draft Precinct Plan

The Rhodes East draft Precinct Plan at **Figure 3** (page 17) shows how the overall Precinct may develop over time. It is intended as a guide to demonstrate how the vision, overarching objectives, development principles and key elements for the Precinct may be achieved.

It is recognised that there may be other options for a site's layout which may be as effective in achieving the above for the Precinct. As such, Council may grant consent to a proposal that differs from the draft Precinct Plan where the variation is considered to still achieve the vision, overarching objectives, principles and key elements set out in this DCP.

### Consistency with objectives and controls

Clauses in this DCP contain objectives and controls relating to various aspects of development. The objectives enable Council and applicants to consider whether a particular proposal will achieve the development outcomes established for the Precinct. The controls, if met, mean that development would be consistent with the objectives.

However, in some circumstances, strict compliance with the controls may not be essential, or may be difficult to achieve because of the particular characteristics of a development site. In these situations, Council may grant consent to a proposal that does not comply with the controls in this DCP, providing the relevant objectives are achieved. Where a variation is sought it must be justified, demonstrating how the development will meet the vision and development principles as well as the objectives of the relevant control.



*Above: Artist impressions of the desired future look and feel of Rhodes East Precinct*

## 2 Desired Future Character

### 2.1 Vision for Rhodes East



#### Rhodes East Vision Statement

*" Rhodes East will be a model for sustainable, low-rise high density development, which builds upon the existing character and heritage of the area. It will provide more high quality housing choice, close to public transport and catering to a variety of household types.*

*It will be supported by connections to the water, and local streets will be redesigned to support walking, cycling and use of public transport. Improved amenity will encourage residents and visitors to spend time and continue to take pride in the area."*

## 2.2 Overarching Objectives

### Planning

Ensure Rhodes East can meet the challenges of the future by building sustainability and longevity into planning, design and commercial capability from the start.

### Active transport

Design integrated transport services and experiences that prioritise walking, cycling and the use of public transport.

### Affordable housing

Provide affordable housing options for key workers in the area, for example people working in occupations such as teaching, child care, policing or nursing.

### Density with a human scale

Deliver a range of built forms, from terraces to apartment buildings that promotes activity on lower levels of buildings. The range of built forms will result in more open space, more sunlight into buildings, and a closer connection to the ground.

### Waterfront access

Provide enhanced public access to the Parramatta River foreshore, including the provision of housing and public open space with views to the water.

### Public spaces

Provide a range of high quality, pedestrian prioritised public spaces that are safe for gathering and socialising.



## 2 Desired Future Character

### 2.3 Design Principles

#### A place led approach

The redevelopment of Rhodes East has been framed around a place led approach that builds on the existing urban fabric and character to create a pedestrian friendly human scaled outcome.

Traditional city-building has created the world's most successful urban places which typically consist of a broad range of lots, blocks and buildings assembled to create livable, mixed use walkable communities. Development was incremental, with a diversity of lot sizes and building types, ranging from the very small to the very large, and also a strong public realm.

Throughout the consultation process, the local community has consistently affirmed a desire to celebrate the inherent character of Rhodes East. As a result, the existing urban structure has informed a fine grain human scale urban renewal that will provide a genuine point of difference and create a unified community that is greater than the sum of its parts.



#### A peninsula of choice

Rhodes East is an established urban area with an existing community. It contains a number of different places, each with its own unique identity and character, contributing to the overall experience and attraction of the Peninsula. The commitment to delivering 5% Affordable Housing combined with the definition of a housing mix within the DCP, will ensure that Rhodes East provides choice and variety to the Peninsula.

#### Urbanity through density

Successful urban renewal projects increase intersection density or the number of intersections in a given area. Intersection density corresponds closely to block size, so the greater the intersection density, the smaller the block. Small blocks make neighbourhoods more walkable and, in conjunction with smaller redevelopment sites, creates the pre-conditions to deliver authentic fine grain, human scale development in accordance with the Rhodes East Vision.



### Opportunities for a modal shift

A key focus is to create an urban structure that maximises opportunities for walking, cycling and public transport patronage. Improving connectivity through additional street and pedestrian connections is critical to achieving the modal shift required to support the new Rhodes East community.

An integrated high quality urban design outcome, not just density, is required to engage and stimulate the pedestrian, particularly along key desire lines, improving the pedestrian experience.

Active transport infrastructure, and reduced or zero parking rates within close proximity to public transport, is part of an integrated urbanity model. Modal shift is also supported by creating the environment to support active transport including 'Context Sensitive Streets', a well connected access network, creating more compact blocks, and increasing intersection densities.

### A fine-grain pedestrian friendly environment

A fine-grain pedestrian friendly environment is supported by the 'high-low' built form model, where height is distributed in a manner that allows for good solar access, orientation and view corridors in addition to active facades and ground floor controls.

Desired densities can be achieved without overshadowing community open space, parks or other buildings by strategically locating the tallest elements on the south west of blocks with the balance of development being low to mid rise.

### A feasible and sustainable outcome

A liveable, walkable and sustainable environment will encourage active transit and reduce reliance on private vehicle trips. This not only reduces local traffic volumes and eases congestion, but provides healthier lifestyles and activates the public realm.

Site specific floor space ratio bonuses will be available to incentivise developers to deliver new streets ensuring the additional population can be sustained as the development progresses.



## 2 Desired Future Character

### 2.4 Character Areas

The following Character Areas, shown in **Figure 2**, have been identified for Rhodes East based upon their function, use, street pattern and built form attributes:

- *Rhodes East Gateway* - a key transport hub located between Rhodes Station and Concord Road, with a character influenced by adjoining built form and functions.
- *Leeds Street Foreshore Precinct* - a predominately light industrial area with large building structures, which is heavily transport dominated (vehicles, trains, river traffic).
- *The High Point* - centrally located area, situated on the most elevated part of the Investigation Area, with a mix of residential and community uses.
- *Concord Road Corridor* - an area heavily dominated by the wide Concord Road corridor.

#### Character statements

##### Rhodes East Gateway

This character area will proudly announce arrival at Rhodes East from the south and guide people to the Station and Mcllwaine Park. The built form will reflect its location adjacent to the Station with increased density and encourage the use of public transport as opposed to the private vehicle.

The proposed heights will allow views over Mcllwaine Park and towards the Parramatta River. The built form will provide an active, mixed used podium and street level frontage with formal landscaping that complements the character of Mcllwaine Park.

There will be street level activation and a safe, pedestrian friendly environment will be prioritised to promote connectivity between the Station, across Concord Road, into Mcllwaine Park with a link to Parramatta River.

##### Leeds Street Foreshore Precinct

This character area will provide a multi-modal, water-based destination. The Leeds Street Foreshore Precinct will introduce meaningful visual and physical connections to the water in addition to a vibrant mix of uses. The lifestyle and activities promoted within this character area will prioritise pedestrians and facilitate human interaction.

Buildings will be flexible and multi- purpose and, whilst they may have larger floor plates, a fine grain frontage to public areas will be created. The built form will respond to the northern aspect of the character area through the sensitive location of height combined with block permeability and building separation ensuring pedestrian level views of Parramatta River from the centre of Rhodes East.

##### The High Point

The High Point will largely consist of residential and community uses through a 'density done well' approach that will deliver a diversity of heights and human scale built form focusing on a balance between increased housing, public/ private amenity and an active and safe pedestrian environment.

Future development will facilitate enhanced connectivity, between the east and west of the Peninsula and to public transport and will also create localised 'place' features along key desire lines and view axes.

##### Concord Road Corridor

The Concord Road Corridor will build on its primary role as a transit- focused corridor. Increased walking, cycling and bus patronage will be promoted through combined public domain and built form frontage strategies.

Landscaping along Concord Road will provide shade and pedestrian amenity whilst also screening residential development from the busy road. A combination of retail, residential and adaptable building frontages will activate and future-proof this character area.

- Rhodes East Gateway
- The High Point
- Leeds Street Foreshore Precinct
- Concord Road Corridor
- Land to which the DCP applies

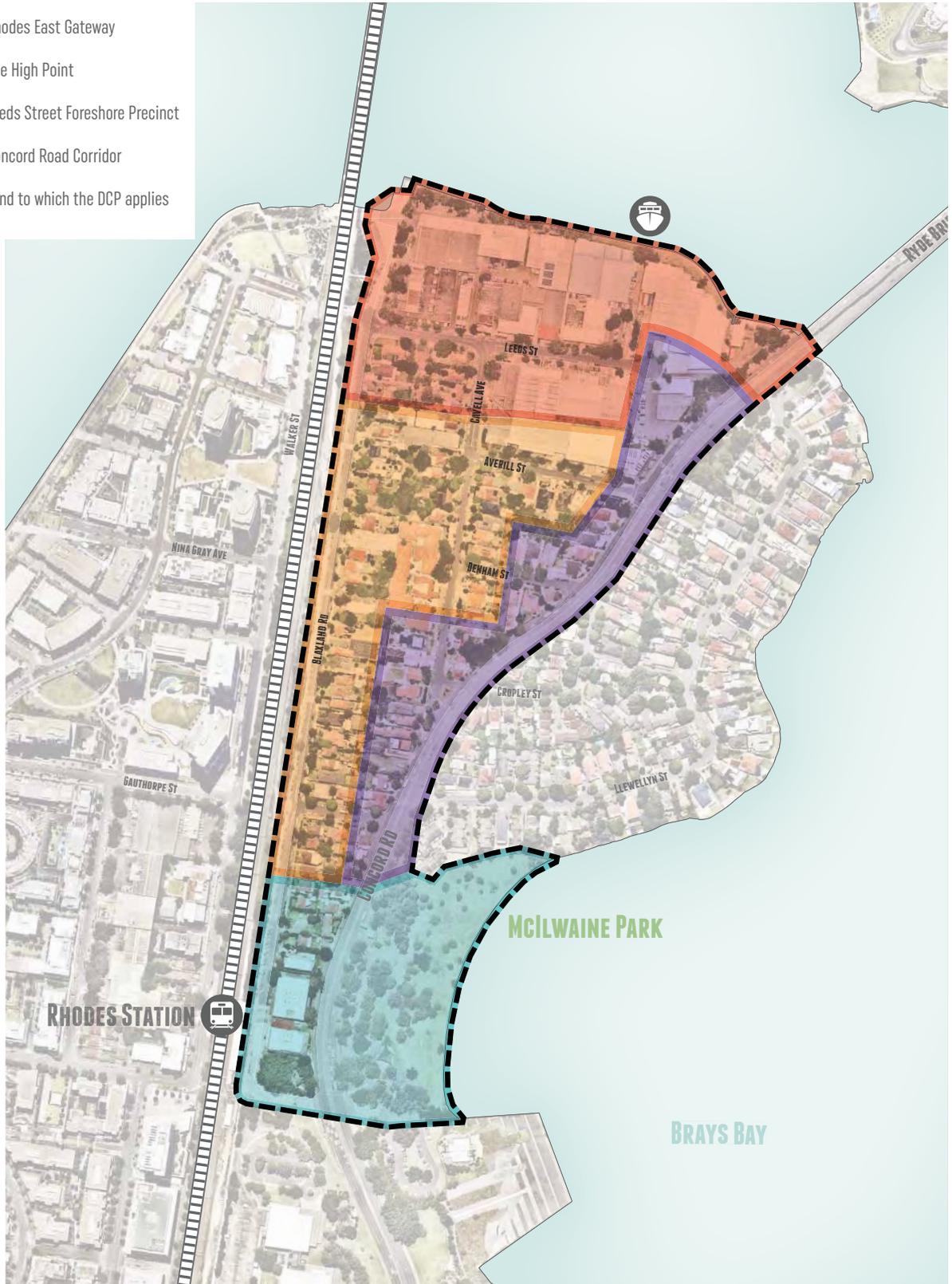


Figure 2 Character areas

## 2 Desired Future Character

### 2.5 Rhodes East Precinct Plan

Development is to be generally consistent with the key elements in **Table 1** and the Rhodes East Precinct Plan at **Figure 3**.

Where variations are proposed, development is to demonstrate how the vision, development principles, key elements for the Precinct and relevant specific objectives are to be achieved.

**Table 1 Key elements of Rhodes East Precinct**

Land use
<p><b>Residential</b></p> <ul style="list-style-type: none"> <li>• 3,589 new dwellings (8,255 population) by 2036 comprising a mix of dwelling types</li> <li>• 5% affordable housing across the Precinct</li> </ul> <p><b>Retail / commercial</b></p> <ul style="list-style-type: none"> <li>• 6,000-6,500m<sup>2</sup> GFA of convenience retail</li> <li>• 7,000m<sup>2</sup> GFA of destination retail</li> <li>• 2,900m<sup>2</sup> GFA of adaptive ground floor uses</li> </ul> <p><b>Education and community</b></p> <ul style="list-style-type: none"> <li>• A new primary school for 600 students</li> <li>• 300m<sup>2</sup> of publicly accessible plazas at key corners along pedestrian routes, each plaza co-located with non-residential uses on the ground floor of developments.</li> </ul>
Movement network
<ul style="list-style-type: none"> <li>• Pedestrian and cycle activity and public transport interchange functions are prioritised</li> <li>• New streets will create a more permeable movement network and increase connectivity</li> <li>• Three new pedestrian bridges will increase connectivity and encourage active transport</li> <li>• Interchange upgrades, bus and rail upgrades</li> </ul>
Open space and public domain
<ul style="list-style-type: none"> <li>• New areas of public open space including new plazas, improved foreshore access and river activation including potentially a river pool</li> </ul>
Built form
<ul style="list-style-type: none"> <li>• The built form will be characterised by a mix of residential development supported by commercial, educational and community uses</li> <li>• Building heights range from 1 to 38 storeys incorporating terraces to apartment buildings in addition to a number of taller landmark buildings</li> <li>• Integration of existing heritage items within the development</li> </ul>

- Residential
- Mixed Use
- Destination Retail (with residential above)
- Indicative School Location
- Pedestrian Link
- Pedestrian Bridge
- Potential Pedestrian Railway Overpass Location
- Land Bridge Site
- Adaptive Ground Floor Priority (with residential above)
- Mixed Use Corner
- Corner Plaza
- Public Art/Landscape Feature
- Public Open Space
- River Activation
- Ferry Wharf (proposed)
- Land to which the DCP applies



Figure 3 Precinct Plan



### 3 Key development parameters

The key development parameters for the Rhodes East Precinct identify metric limits to the size of (amalgamated) lots, their maximum and minimum frontage length, building heights and floor space ratios. An overview of these key controls is provided in **Table 2** on page 22.

#### 3.1 Maximum lot size

The maximum lot size control applies to The High Point and Concord Road Character Areas. This control seeks to limit development that incorporate large floorplates and to protect the values and desired future character of the area.

##### Objectives

- a) To deliver fine grain, activated and visually interesting developments and streetscapes on a variety of lot sizes.
- b) To avoid large scale development that dominates the character of an area.
- c) To facilitate a range of development sizes resulting in built form diversity.

##### Controls

C1.	All new development is to comply with maximum lot size as per <b>Figure 4</b> and <b>Table 2</b> . Also refer to relevant Local Environmental Plan 2013 clauses and maps.
-----	---

#### 3.2 Maximum lot frontage length

Maximum lot frontage lengths apply to the Character Areas of The High Point, Concord Road and Leeds Street Foreshore (south of Leeds Street only).

Similar to the maximum lot size control, the intention is to limit large scale amalgamation and development, particularly in areas that have an existing fine grain lot pattern and narrow frontage widths.

##### Objectives

- a) To integrate new development into existing fine grain streetscapes and avoid long lengths of continuous, homogeneous development.
- b) To facilitate a fine-grain built form outcome which creates architectural variety and visual interest along streetscapes.

##### Controls

C1.	All new development is to comply with maximum and minimum frontage length as per <b>Figure 4</b> and <b>Table 2</b> . Also refer to relevant Local Environmental Plan 2013 clauses and maps.
-----	--

- High Point-Maximum Lot Area and Frontage
- Concord Road- Maximum Lot Area and Frontage
- 25m Minimum Lot Frontage
- Public Open Space
- River Activation
- ⚓ Ferry Wharf (proposed)
- Land to which the DCP applies



Figure 4 Maximum lot size and frontage length plan



### 3 Key development parameters

#### 3.3 Maximum building height

Building form and scale contribute to the physical definition of the street network and the hierarchy of public spaces. A range of building heights across Rhodes East is encouraged to deliver variety, diversity and different architectural styles whilst ensuring the creation of low-rise, high density development.

Taller buildings are to be located close to key community services and facilities, near the train station before stepping down towards Concord Road. Please refer to *Section 6.1 Built form strategy* for further information.

##### Objectives

- a) To facilitate appropriate growth and housing delivery across the Precinct.
- b) To locate higher scale residential uses close to Rhodes Station to optimise access to the station facilities and around the mixed use area at Leeds Street.
- c) To step down heights and density towards the Parramatta River within a human scale, fine grain development pattern.

Controls	
C1.	All new development is to comply with maximum building height as per <b>Figure 6</b> and <b>Table 2</b> .
C2.	In selected locations, an increase in permissible height may be possible, linked to the provision and delivery of new streets. Refer to <i>Section 3.5 Bonus Height and FSR</i> of this DCP. Also refer to relevant Local Environmental Plan 2013 clauses and maps.

#### 3.4 Maximum floor space ratio

The floor space ratio standards, in tandem with the maximum building heights, allow for taller built form elements to be located within each block, while the remainder of the development would be at lower scale. This minimises overshadowing impacts to adjoining development whilst achieving a high quality, pedestrian friendly public realm and encouraging the provision of a range of building typologies and housing choice.

##### Objectives

- a) To minimise the visual and overshadowing impact of new development on lower scale neighbouring properties and the public domain, by limiting the bulk and scale of new development.

Controls	
C1.	All new development is to comply with maximum floor space ratio as per <b>Table 2</b> .
C2.	In selected locations, an increase in permissible FSR may be possible linked to the provision and delivery of new streets. Refer to <i>Section 3.5 Bonus Height and FSR</i> of this DCP. Also refer to relevant Local Environmental Plan 2013 clauses and maps.

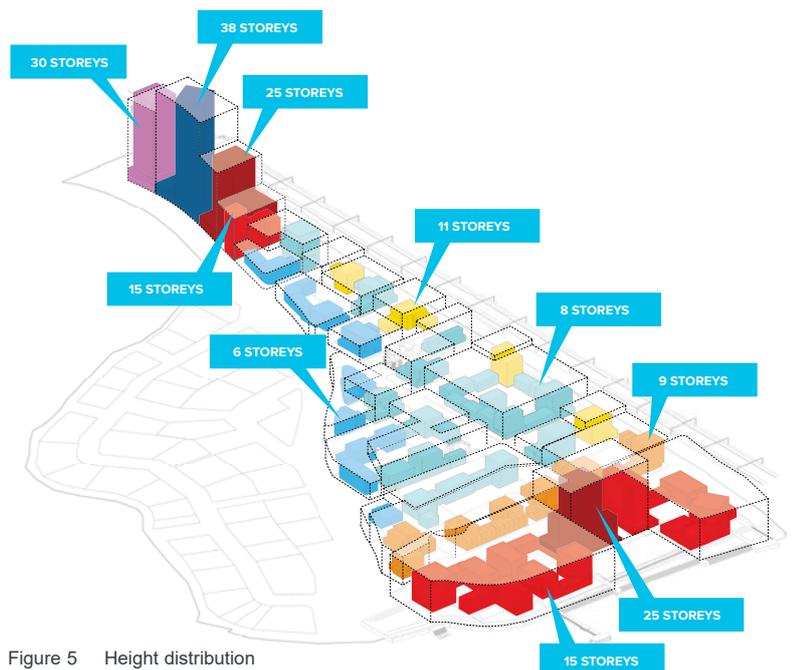
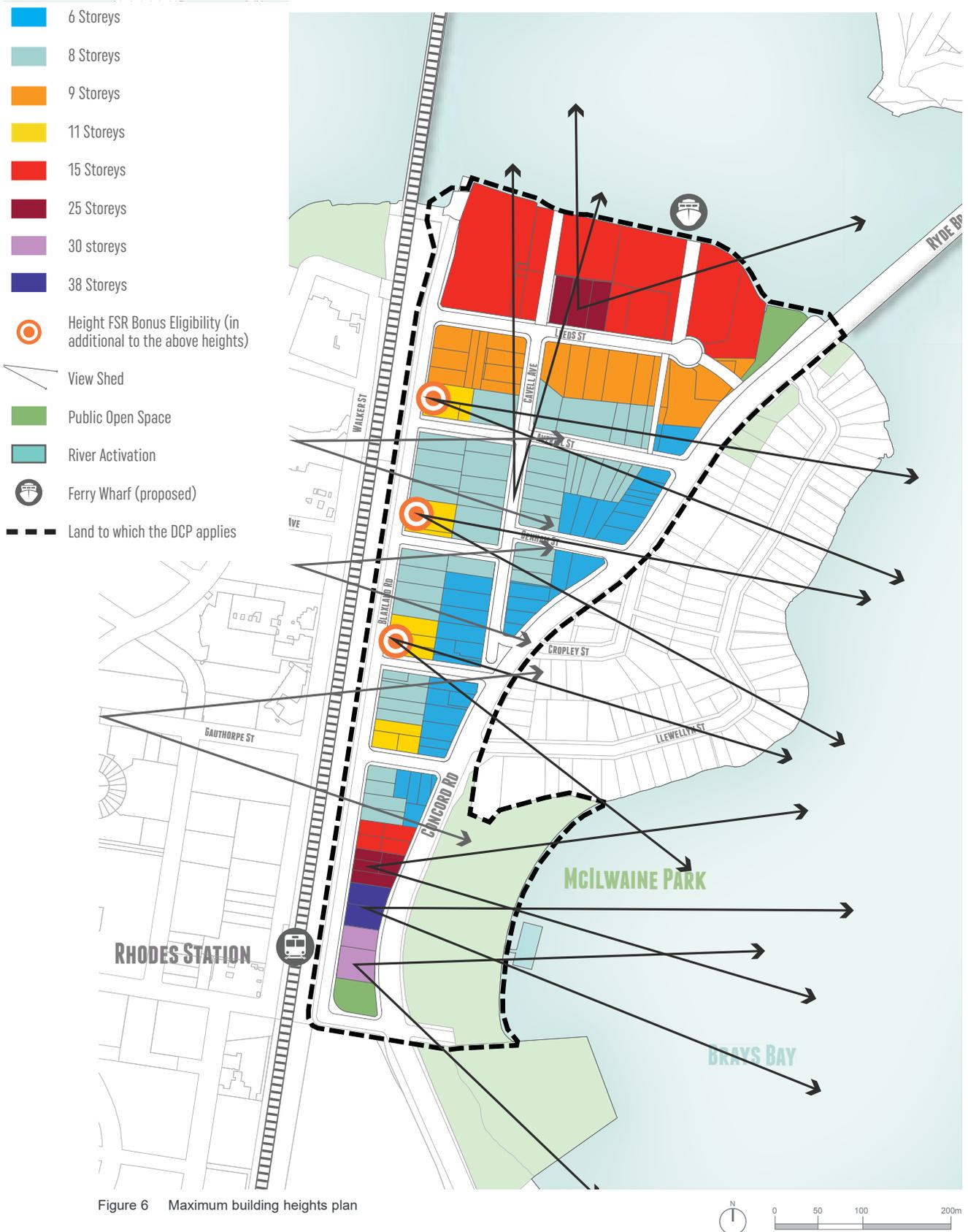


Figure 5 Height distribution



### 3 Key development parameters

**Table 2 Overview of key development parameters**

Rhodes East Gateway	
Max. lot size	No maximum
Max. lot frontage length	No maximum
Min. lot frontage length	25m
Max. building height	Up to 119m (38 storeys)
Max. floor space ratio	12.8:1

Leeds Street Foreshore	
North of Leeds Street	
Max. lot size	No maximum
Max. lot frontage length	No maximum
Min. lot frontage length	25m
Max. building height	Up to 79m (25 storeys)
Max. floor space ratio	2.7:1
South of Leeds Street	
Max. lot size	No maximum
Max. lot frontage length	60m
Min. lot frontage length	25m
Max. building height	Up to 31m (9 storeys)
Max. floor space ratio	1.5:1

The High Point	
Max. lot size	4,000m <sup>2</sup>
Max. lot frontage length	60m
Min. lot frontage length	25m
Max. building height	Up to 35m (10 storeys) excluding bonus
Max. floor space ratio	1.5:1 excluding bonus

Concord Road Corridor	
Max. lot size	4,000m <sup>2</sup>
Max. lot frontage length	50m
Min. lot frontage length	25m
Max. building height	Up to 20m (6 storeys)
Max. floor space ratio	1.18:1

### 3.5 Bonus height and FSR

The location of three new streets are identified within the Precinct Plan at Rhodes East. These new streets are fundamental to the delivery of the intersection and frontage densities necessary to support the public life envisaged and encourage a modal shift.

An increase to building height and FSR is possible for selected locations identified on **Figure 8** to facilitate the provision of the new streets.

#### Objectives

- a) To support/ deliver new streets to improve connectivity within the Precinct.

#### Controls

- C1. Bonus heights and FSR apply to selected locations as per **Figure 8** and are linked to the delivery of new streets as outlined above.

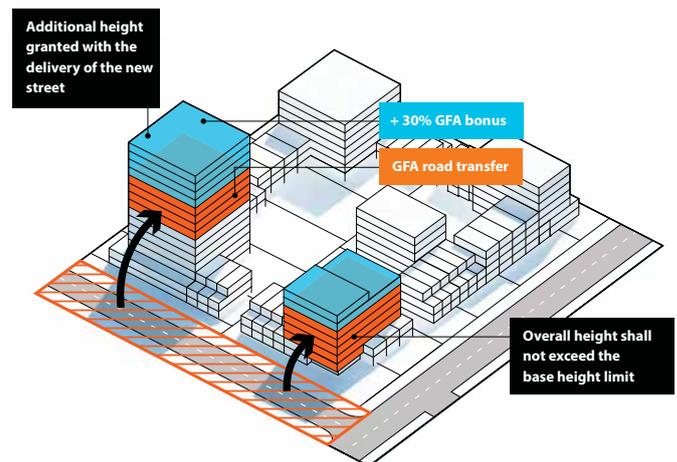


Figure 7 Explanatory diagram of bonus height and FSR

	FSR*	Max. Storey
<b>A1</b>	3.13:1	16
<b>A2</b>	3.13:1	8
<b>B1</b>	2.96:1	15
<b>B2</b>	2.96:1	8
<b>C1</b>	2.52:1	14
<b>C2</b>	2.52:1	6

-  Street to be delivered
-  Public Open Space
-  River Activation
-  Ferry Wharf (proposed)
-  Land to which the DCP applies



Figure 8 Bonus height and FSR plan



## 4 Public Domain

### 4.1 Street network and access

#### Context sensitive streets

Context Sensitive Street design aims to balance the often competing objectives of traffic capacity with place amenity, or place-led character, considering both character and capacity. Streets that connect key destinations will support and prioritize pedestrians and cyclist through cycleways, wider pedestrian paths and shade trees.

The proposed street types shown in **Figures 9-14** reflect this intent, and support the land use, density and street function of the different Character Areas.

A number of new connections are proposed to improve connectivity and promote pedestrian activity across the Precinct. Their addition encourages a finer grain of development as smaller, more compact blocks are created to provide a human scaled environment that has the ability to accommodate a range of housing types and sizes.

The three new streets shown in **Figure 10** provide east-west connections between Cavell Avenue and Blaxland Road. It is proposed that these streets will be delivered via a bonus incentive as outlined in *Section 3.5 Bonus Height and FSR* of this DCP.

#### Objectives

- To create a public domain that supports and encourages pedestrian movement through activated streets and human-scale development fronting onto a defined hierarchy of streets.
- To support the concept of a fine grain, vibrant streetscape experience whilst ensuring that a viable built form siting and access solution can be achieved.
- To provide a clear street hierarchy and a more permeable urban structure.
- To provide a safe space for walking and cycling and offer universal access, providing greater independence for children and families as well as the elderly and disabled.
- To strengthen the landscape character and quality of the Precinct through the retention and enhancement of existing and planting of additional street trees and landscaping.

#### Controls

C1.	The existing street pattern is to be retained and new streets are to be provided as per <b>Figure 10</b> .
C2.	Street design including the upgrade of existing and the delivery of new streets are as per <b>Figure 9</b> and <b>Figures 11-14</b> . For further guidance refer to the <i>Canada Bay Rhodes East Public Domain Plan</i> .



#### Greenway Boulevard (Corridor Road)

An arterial road with generous setbacks to allow for mature landscaping and wide footpaths creating a buffer between Concord Road and the adjacent development.

Figure 9 Street section - Greenway Corridor

-  Greenway Corridor
-  Commuter Street
-  Destination Street
-  Community Spine
-  Local Street
-  Pedestrian Link
-  Foreshore Pedestrian Path
-  Pedestrian Bridge
-  Potential Pedestrian Railway Overpass Location
-  Land Bridge Site
-  Public Open Space
-  River Activation
-  Ferry Wharf (proposed)
-  Land to which the DCP applies



Figure 10 Street network plan



### 4 Public Domain

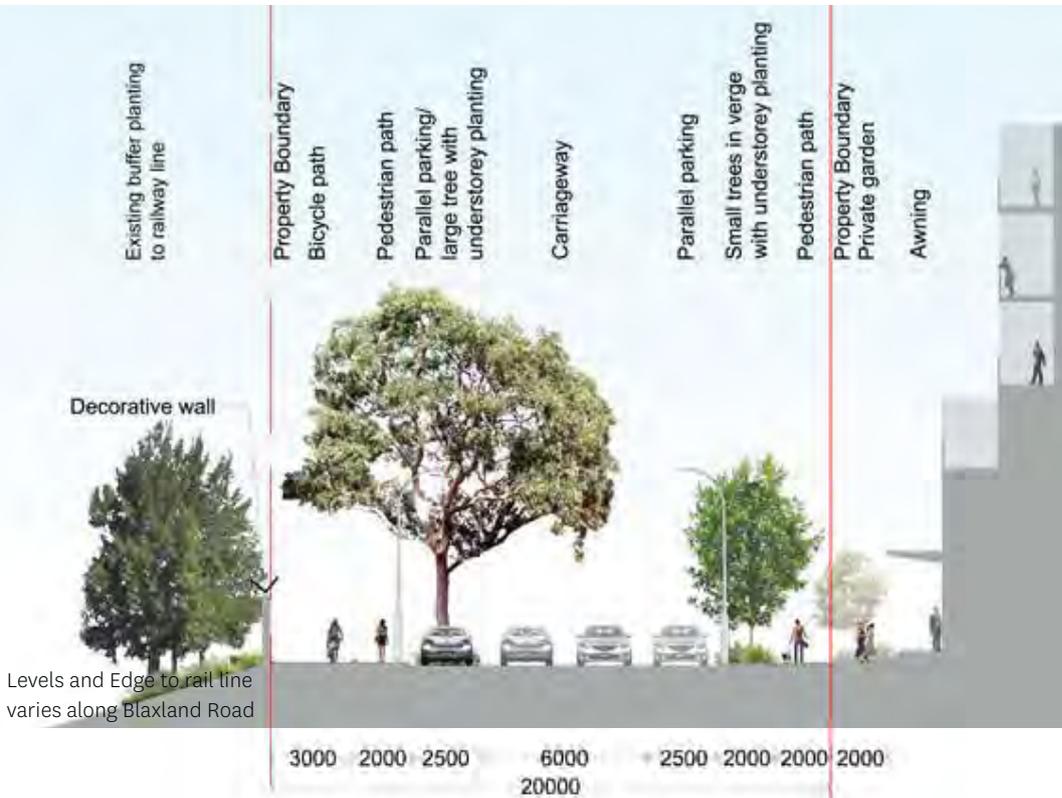


Figure 11 Street section - Commuter Street

#### Commuter Street (Blaxland Road)

An important link between the Leeds Street Plaza / Ferry Wharf and the station, with a dedicated cycleway connecting commuters and residents to these key destinations. New tree planting between parking bays will provide screening of the rail infrastructure and shade for pedestrians.

Levels and Edge to rail line varies along Blaxland Road

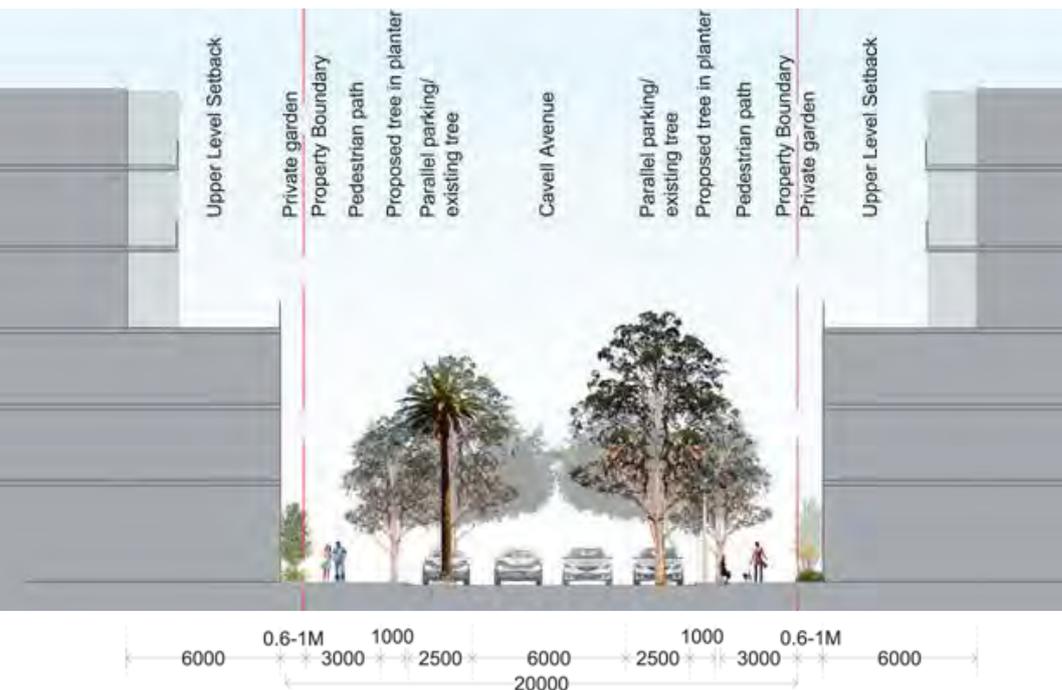


Figure 12 Street section - Community Spine

#### Community Spine (Cavell Avenue)

An important connection between Leeds Street Foreshore Precinct and Rhodes East Gateway, providing access to key existing community uses such as the Coptic Church, Community Hostel and Community Centre.

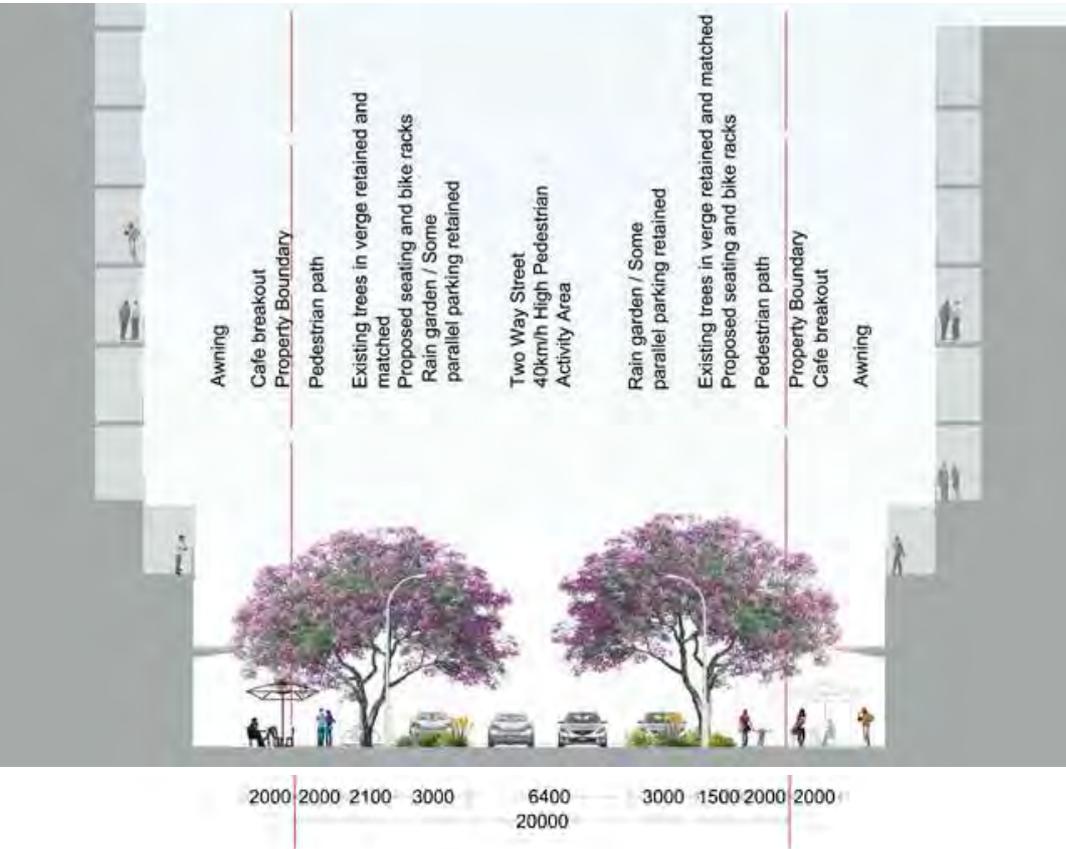


Figure 13 Street section - Destination Street

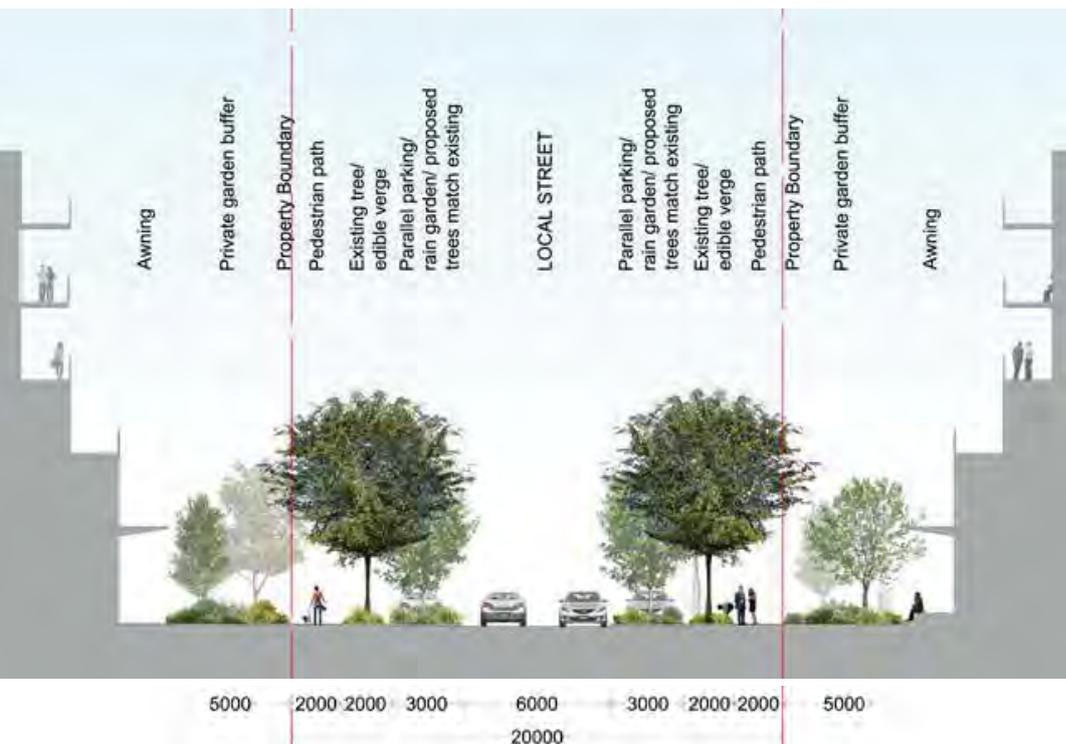


Figure 14 Street section - Local Street

**Destination Street (Leeds Street)**

A shared street where pedestrians have priority, reflective of the intent to create an activated mixed use destination around the Leeds Street Plaza.

**Local Street (Averill Street, all new streets)**

Fine grain diverse streets that offer pedestrian amenity with landscaping that provides seasonal variation.

## 4 Public Domain

### 4.2 Pedestrian and cycle network

The proposed network of pedestrian and cycle paths connects to key destinations within and beyond the Rhodes Peninsula and encourages active transport that benefit the health of individuals and wider community, including less air and noise pollution from private motor vehicles.

The key improvements include:

- Linking into broader foreshore network beyond Rhodes East Precinct
- Connecting separated cycleway and pedestrian paths within the Leeds Street Foreshore Precinct to the Rhodes West foreshore promenade
- Widening and upgrading pathway connections under the northern foreshore bridges
- Delivering a designated 'Commuter Cycleway' along Blaxland Road
- Delivering new pedestrian links over the railway and Concord Road to create a continuous pedestrian loop within Rhodes.

### Objectives

- To provide a convenient, efficient and safe network of pedestrian paths and cycle ways between key locations within and beyond the Precinct.
- To encourage more physically active lifestyles and support a modal shift reducing car ownership and reliance.
- To ensure development addresses the pedestrian and cycle network and enables ease of access to entry lobbies, links and bicycle facilities.

### Controls

C1.	The pedestrian and cycle network is as per <b>Figure 15</b> and designed as per the <i>Canada Bay Rhodes East Public Domain Plan</i> .
C2.	Spaces on private property that invite pedestrian access and use (e.g. connections within a site, lobbies and the like) are easily accessible and at-grade, where possible.
C3.	Bicycle facilities, such as parking, secure storage and end-of-trip facilities are easily accessible from the public domain and conveniently located near entrances and/or lifts of new development.
C4.	The location of building entrances is clearly visible from the public open space network to support surveillance and safety of the pedestrian and cycle network.



Figure 15 Pedestrian and cycle network plan

## 4 Public Domain

### 4.3 Open space network

The open space network in Rhodes East is envisaged to become a continuous network of 'Green Streets' and parks over time. New development on land adjoining this network plays an important role in supporting its quality, usability and pedestrian priority.

#### Objectives

- a) To provide an integrated, continuous open space network that links existing and proposed open spaces within the Precinct and beyond.
- b) To enhance the everyday quality of life for residents, workers and visitors by providing new quality public open spaces including pocket parks, plazas and green links.
- c) To ensure that new development adjoining the open space network complements the landscape character and supports ease of access, public use, safety and pedestrian priority.

#### Controls

C1.	The open space network is as per <b>Figure 16</b> and designed as per the <i>Canada Bay Rhodes East Public Domain Plan</i> .
C2.	Private spaces that are visible but physically inaccessible to the general public (i.e. front setbacks, communal open space and the like) are designed so that they integrate with the treatment of the open space network.
C3.	The selection of furniture, pavement and lighting for private space visible from the public domain is to demonstrate a similar style and treatment as outlined in the <i>Canada Bay Rhodes East Public Domain Plan</i> .
C4.	Public domain in Green Streets are to be configured and designed to prioritise walking and cycling along both footpaths and carriageways.

### 4.4 Maximum site coverage

Site coverage describes the area of a site that is covered by buildings or structures and any other non-permeable hard surfaces and can, at least in part, be landscaped. Deep soil zones are areas of natural ground which have a natural soil profile. They are free of structures (including underground structures) and suitable for the growth of mature trees and vegetation.

#### Objectives

- a) To allow adequate provision on site for infiltration of stormwater, deep soil tree planting, landscaping and areas communal outdoor recreation.

#### Controls

C1.	The maximum site coverage for development does not exceed 80% of the site area, with the remaining 20% required to be landscaped.
C2.	Buildings not subject to the <i>Apartment Design Guide</i> will be required to achieve a minimum of 13% landscaped areas.



## 4 Public Domain

### 4.5 Landscape treatment

The design of the public domain is outlined in the *Canada Bay Rhodes East Public Domain Plan*. Landscape design on private land needs to integrate with the design intention and treatment outlined in this document.

This will help to integrate new development into the streetscape, enhance the appearance and amenity of the area, provide for recreation, preserve biodiversity and improve micro-climatic conditions.

#### Objectives

- a) To promote high quality landscape design as an integral component of the overall design of new development.
- b) To conserve and incorporate significant natural features, vegetation and native fauna and flora habitats.

#### Controls

C1.	Existing street trees and landscape features are retained wherever possible.
C2.	Landscape design complements the proposed built form and minimises the impacts of scale, mass and bulk of the development in its context.
C3.	Landscape design highlights architectural features, defines entry points, indicates direction, and frames and filters views from and into the site.
C4.	Native species must comprise at least 50% of the plant schedule, incorporating a mix of locally indigenous trees, shrubs and groundcovers appropriate to the character of the area.

C5.	The selection and location of vegetation and trees should: <ol style="list-style-type: none"> <li>c) Provide shade in summer and sun access in winter to building facades and public and private open spaces</li> <li>d) Reduce glare from hard surfaces</li> <li>e) Channel air currents into the building</li> <li>f) Provide windbreaks where desirable</li> <li>g) Screen noise and enhance visual privacy where desirable.</li> </ol>
C6.	Where suitable, landscape areas on the development sites are to be made publicly accessible to pedestrians unhindered by fencing or other structural barriers.
C7.	All development is to provide places for residents to meet. This is to be in the form of a community notice board or room, shared laundry spaces, picnic tables and / or covered seating areas in landscaped surroundings.

## 4.6 Heritage landscape

Most heritage landscape elements in the Rhodes East Precinct are located on public land, however, new development can impact on their heritage value.

### Objectives

- a) To ensure that new development does not impact on the heritage value or threaten the retention of the landscape elements, i.e. provision of vehicular access, methods of construction, future runoff or overshadowing impacts.
- b) To ensure that contributory landscape elements are retained and conserved to the greatest extent possible.

### Controls

C1.	New development must not threaten the retention and impact on the heritage value of the following items: <ol style="list-style-type: none"> <li>i) heritage listed reserves of Uhr's Reserve, King George Park and Mcllwaine Park</li> <li>ii) indigenous planting in Mcllwaine Park</li> <li>iii) heritage listed street trees on Cavell Avenue</li> <li>iv) remnant trees at the northern part of 4A Cavell Avenue (incorporated into future development).</li> </ol>
C2.	Where trees are missing from the established planting rhythm or are in poor health, they should be replanted to create a substantial streetscape character and public benefit in keeping with the existing character.
C3.	Other significant landscape elements which are not heritage listed should be individually assessed for their contributory value if threatened.

## 4.7 Integration of art

Permanent public art and art on private land visible from the public domain is to be integrated throughout the Precinct and may include sculptural art, lighting, typography, facade treatments and interactive art.

### Objectives

- a) To provide opportunities to celebrate local history and culture and foster community dialogue.
- b) To enhance a sense of place and support the values of the Character Areas and the Rhodes East Precinct as a whole.

### Controls

C1.	New artwork should be integrated throughout the Precinct and on both public and private land, e.g. corner plazas, parks, reserves, the foreshore, built form facades, and within setbacks and foyers.
C2.	New artwork reflects the principles, themes and opportunities as outlined in the <i>City of Canada Bay Rhodes Peninsula Art Plan</i> .
C3.	New development above 4 storeys are to allocate 0.5% of the capital cost of development towards artwork. This art can either be provided/ integrated on the site of the development or paid as contribution to Council's public art fund.  Art integrated on site must be visible from the public domain and be permanent with a lifespan of 30+ years.

## 5 Public-private interface

### 5.1 Street and upper level setbacks

The proposed front setbacks have been identified to provide appropriate outcomes for the designated function, land use and intended character of the street. Upper level setbacks seek to lessen the visual impact of taller development and create a unified, human-scale streetscape environment.

#### Objectives

- a) To respect and enhance the existing streetscape presence and character of the Precinct.
- b) To facilitate a sensitive transition from existing built form to future development.
- c) To enhance development and its relationship with adjoining sites and the public domain, particularly access to sunlight, outlook, view sharing, ventilation and privacy.
- d) To provide a sense of enclosure to the street and contribute to the Precinct’s desired human-scale character.

Controls	
C1.	Street and upper level setbacks are as per <b>Figure 18</b> with the exception of development of or within the vicinity of heritage items. Refer to <i>Section 6.7 Heritage items</i> of this DCP.
C2.	The setback between the property boundary and the building line is to be landscaped, with a minimum 50% of the setback area to be deep soil.
C3.	The maximum street wall height is 3 storeys (up to 10m) in height. If a front step or 'stoop' is provided this height can increase to a maximum of up to 10.6m.
C4.	The outer perimeter of the basement is to be behind the setback.
C5.	Fencing is a maximum of 1.2m in height and at least 50% transparent.
C6.	Ground floors with 'vibrant' uses such as retail, commercial or cafes/ restaurants address the public space, are occupied by uses that contribute to pedestrian activity and are easily accessible at grade.

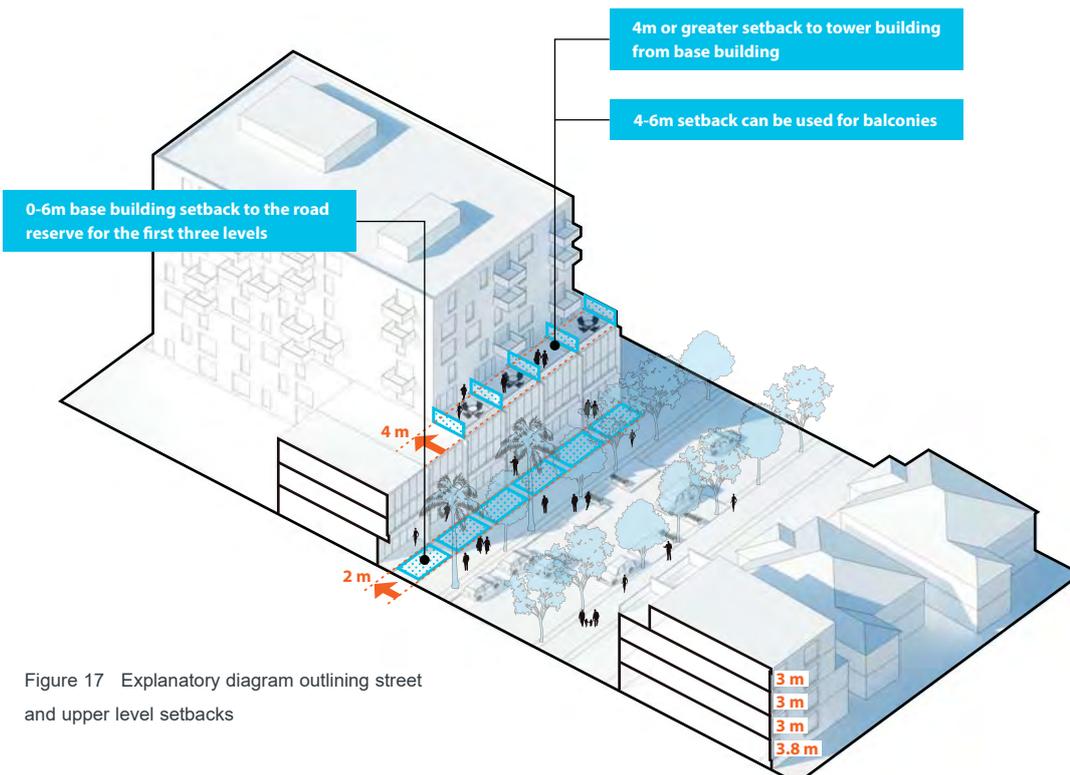


Figure 17 Explanatory diagram outlining street and upper level setbacks



Figure 18 Street and upper level setbacks plan

## 5 Public-private interface

### 5.2 Primary and secondary streets

Primary Streets are important pedestrian connections and should be the principal address for any new development with particular emphasis on a high quality interface to the public domain and appropriate built form scale.

A significant portion of Primary Street frontages is envisaged to consist of terraces and multi-unit terrace apartments to achieve a safe and animated streetscape environment, while Secondary Streets will allow for vehicle access points and shared residential lobby entries.

#### Objectives

- a) To create a public domain that supports and encourages pedestrian movement through activated streets and human-scale development fronting onto a defined hierarchy of streets.
- b) To support the concept of a fine grain, vibrant streetscape experience whilst ensuring that a viable built form siting and access solution can be achieved.
- c) To promote streetscape legibility along key pedestrian desire lines.

- d) To facilitate street tree planting and landscaping along priority pedestrian streets (uninterrupted by driveway crossovers) to provide shade and amenity.
- e) To promote passive surveillance on primary and secondary streets whilst balancing the practical requirement for access and servicing on secondary streets.

#### Controls

C1.	Primary and Secondary Streets are to be delivered as per <b>Figure 20</b> .
C2.	Multi-dwelling housing (terraces and multi-unit terrace apartments) that address the street is required along 85% of any Primary Street frontage and along 60% of any Secondary Street frontage.  (Buildings north of Leeds Street and within the Rhodes East Gateway Character Area are exempt from this control in order to enable large floorplate non-residential uses).
C3.	Vehicular access points are not permitted along Primary Streets unless a development has no Secondary Street frontage.
C4.	'Undesirable' elements along Primary Streets such as vents, electric substations, or plant and equipment spaces should not be located within the setback area.

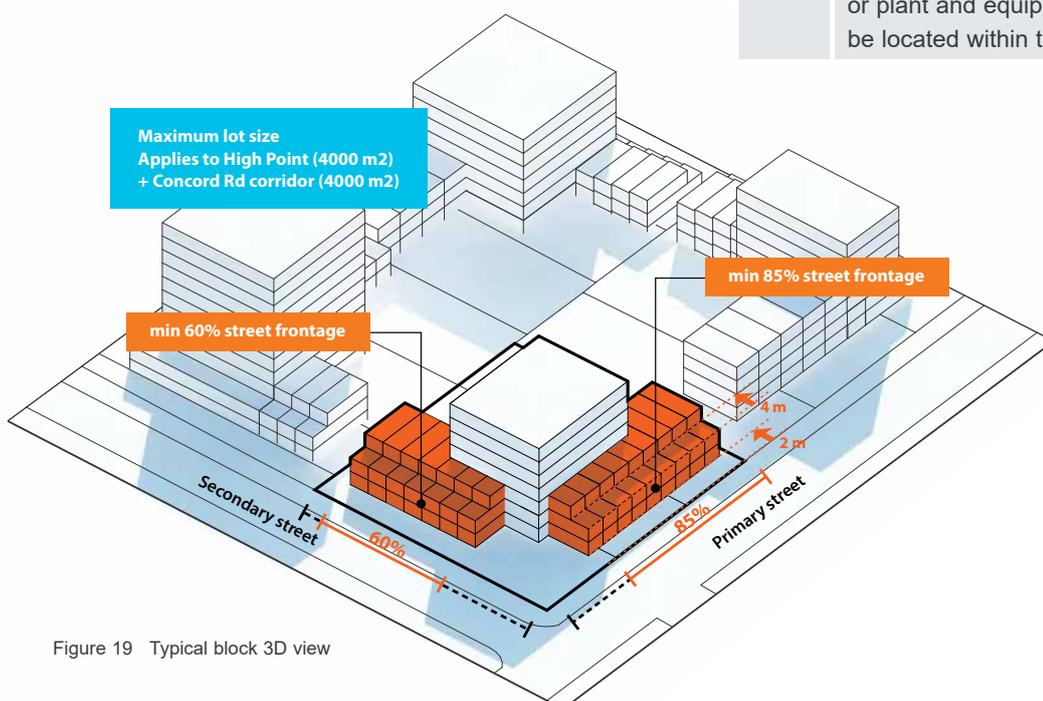


Figure 19 Typical block 3D view



Figure 20 Primary and secondary frontages



## 5 Public-private interface

### 5.3 Facade design

New development can fall into one of the three facade categories identified: 'Vibrant' facades, 'Friendly' facades or 'Mixed' facades. These categories are based on the intended function and pedestrian priority of the public space they address. For example, Vibrant facades are located along key desire lines and provisions for this category are more detailed than those that apply to the other two categories.

#### Objectives

- a) To support pedestrian activity by ensuring a high level of interest and facade design quality addressing the public domain.
- b) To maximise the number of building entries that clearly address the street.



Example of a 'vibrant' facade



Example of a 'friendly' facade



Example of a 'mixed' facade

Controls	
C1.	Facade categories that apply to new development are as per <b>Figure 21</b> .
C2.	The maximum length of a straight wall, without articulation such as a balcony or return, is 8m.
C3.	<p>'Vibrant' facades are to deliver:</p> <ul style="list-style-type: none"> <li>• Small (narrow) units with a minimum of 15 front doors per 100m facade length</li> <li>• Ability to cater for a wide variety of uses such as shops, cafes, restaurants, bars, fruit/ vegetable markets, community uses and live-work units</li> <li>• A high degree of visual richness in facade details and architectural expression with a focus on vertical facade articulation, 'ins and outs' (recesses and projections to create shadows)</li> <li>• Vehicle access and servicing zones are not permitted</li> <li>• Signage is integrated into the overall architectural design.</li> </ul>
C4.	<p>'Friendly' facades are to deliver:</p> <ul style="list-style-type: none"> <li>• Relatively small (narrow) units with a minimum of 10 front doors per 100m facade length</li> <li>• Ability to cater for some variety of uses such as shops and live-work units, including residential lobbies</li> <li>• Some degree of visual richness in facade details and architectural expression</li> <li>• Limited vehicle access and servicing via tight, recessed openings is permitted</li> <li>• Signage is integrated into the overall architectural design.</li> </ul>
C5.	<p>'Mixed' facades are to deliver:</p> <ul style="list-style-type: none"> <li>• A minimum of 6 front doors per 100m facade length</li> <li>• Blank facades over 10% of facade or 10m<sup>2</sup> are required to be of visual interest, i.e. by architectural treatment, detailing, art or greenery/ green walls</li> <li>• Signage is integrated into the overall architectural design.</li> </ul>



Figure 21 Public domain interface plan



## 6 Built form, diversity and use

### 6.1 Built form strategy

The built form strategy for Rhodes East seeks to deliver quality density and is based on a 'high-low' model, where taller buildings and towers are mixed with low to mid rise development such as terraces, terrace-style apartments and/ or walk-up apartments (typically 2-3 storeys). This desired built form outcome achieves a number of benefits, including:

- the mix and transition of height limits the impact on the amenity of existing lower scale residential areas, including overshadowing or loss of views;
- the mix of housing form creates a stimulating interface to the street and a human-scale environment, which supports pedestrian activity.

The maximum heights identified on the Local Environmental Plan map '*Maximum Building Height*' illustrates the maximum height achievable on a site.

A requirement included in the Local Environmental Plan is for multi-dwelling typologies to be provided as part of all development which addresses primary and secondary street frontages (see *Section 5.2 Primary and secondary streets*). It is therefore not possible for the maximum height to be achieved across the entirety of any site.

The preferred outcome for development sites is a '*high plus low*' built form outcome, which is achieved when the height limit is only fully realised on part of the site in order to comply with the maximum FSR constraints.

This typically occurs when a development comprises a single taller element to optimise views and/ or minimise solar impact on communal open space and key public open spaces. The developer benefits from a height limit that allows a strategically located taller element, whilst the public domain is protected from the impact of a more consistent bulk and mass.

The alternate option is a '*low to medium*' built form outcome which maximises the FSR with none of the buildings reaching the maximum height. The FSR is evenly spread across the development site to form a consistent height envelope.



Examples of the desired 'high-low' built form outcome



## 6.2 Floor to ceiling heights

Floor to ceiling heights are directly linked to the potential use of a building, and the level of natural ventilation and daylight access. The ground floor levels of all new development in Rhodes East should have increased ceiling heights to ensure good internal amenity and long term adaptability.

### Objectives

- a) To create resilient urban places by ensuring buildings, in particular at ground floor, are flexible and adaptable over time to a wide range of uses and changing demands.

### Controls

C1.	Development is to be consistent with the following minimum floor to ceiling heights:														
	<table border="1"> <thead> <tr> <th>Use</th> <th>Min. height (m)</th> </tr> </thead> <tbody> <tr> <td>Restaurant/ cafe</td> <td>4.0m</td> </tr> <tr> <td>Retail/ commercial</td> <td>3.6m</td> </tr> <tr> <td>Adaptable</td> <td>3.6m</td> </tr> <tr> <td>Community</td> <td>3.3m</td> </tr> <tr> <td>Residential/ terraces</td> <td>3.3m</td> </tr> <tr> <td>Above ground parking</td> <td>not permitted</td> </tr> </tbody> </table>	Use	Min. height (m)	Restaurant/ cafe	4.0m	Retail/ commercial	3.6m	Adaptable	3.6m	Community	3.3m	Residential/ terraces	3.3m	Above ground parking	not permitted
Use	Min. height (m)														
Restaurant/ cafe	4.0m														
Retail/ commercial	3.6m														
Adaptable	3.6m														
Community	3.3m														
Residential/ terraces	3.3m														
Above ground parking	not permitted														
C2.	The minimum floor to ceiling height of all ground floors is to comply with the category of "Retail/ commercial" in the above table.														
C3.	The finished floor level of the ground floor above the footpath level is to be no greater than 1.0 metres for residential uses and 0.4 metres for retail and commercial uses.														

## 6.3 Residential uses not covered by the Apartment Design Guide

The NSW Apartment Design Guide (ADG) applies buildings that are three or more storeys high and that comprise at least four dwellings. For other residential development types, such as 2-3 storey terraces, low rise up-over or walk-up apartments, multiplexes, urban courtyard houses and the like, the following controls apply.

### Objective

- a) To ensure design quality, performance of and amenity created by new residential development is of a high standard and consistent across the Precinct.

### Controls

C1.	The maximum building depth is 18 metres unless it can be demonstrated that all habitable rooms receive adequate ventilation and solar access, e.g. through the use of a courtyard design.
C2.	The minimum private open space of a ground floor dwelling is calculated by the number of bedrooms x 4m <sup>2</sup> .
C3.	Single aspect dwellings, if unavoidable, are only permitted if they have a northerly or easterly aspect.
C4.	Parking is not permitted to be visible from streets and open spaces. Access to parking via a driveway, lane or basement carpark entry is permitted if one access point services a minimum of 5 dwellings. Front garages, carports and individual driveways are strictly not permitted.
C5.	At least 70% of living rooms and private open spaces of a dwelling receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter.
C6.	Master bedrooms have a minimum area of 10m <sup>2</sup> and other bedrooms 9m <sup>2</sup> .
C7.	Building separation is as per the <i>Apartment Design Guide, Section 3F Visual Privacy</i> .

## 6 Built form, diversity and use

### 6.4 Housing diversity and mix

The desired mix of dwelling types in Rhodes East will provide greater housing choice and support equitable housing access by offering a diversity of dwelling types, amount of floor space, number of bedrooms and level of accessibility and affordability.

#### Objectives

- a) To provide a diverse range of dwelling types and sizes to cater for the needs of the existing and future residents over time, and encourage social diversity.

Controls											
C1.	The following mix is to be used for residential flat buildings and residential components of mixed use developments where more than 10 dwellings are provided: <table border="1"> <thead> <tr> <th>Dwelling type</th> <th>Max. amount</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>0% - 10%</td> </tr> <tr> <td>1 Bedroom</td> <td>0% - 20%</td> </tr> <tr> <td>2 Bedroom</td> <td>50% - 80%</td> </tr> <tr> <td>3+ Bedroom</td> <td>10% - 100%</td> </tr> </tbody> </table>	Dwelling type	Max. amount	Studio	0% - 10%	1 Bedroom	0% - 20%	2 Bedroom	50% - 80%	3+ Bedroom	10% - 100%
Dwelling type	Max. amount										
Studio	0% - 10%										
1 Bedroom	0% - 20%										
2 Bedroom	50% - 80%										
3+ Bedroom	10% - 100%										
C2.	The maximum percentage of 1 bedroom dwellings may be increased above the 20% provided the number of studio dwellings and 1 bedroom dwellings combined does not exceed 30% of the total dwellings proposed.										
C3.	Regarding the amount of adaptable (accessible) housing to be provided refer to requirements in <i>Section C1.1 General Controls of the Canada Bay DCP</i> .										

### 6.5 Affordable housing

Affordable housing means rented housing occupied by households on very low, low or moderate incomes. For Rhodes East, there is a requirement to provide a proportion of affordable dwellings as specified below. Affordable Housing criteria is set out in City of Canada Bay's Affordable Housing Program and Policy.

#### Objectives

- a) To ensure that low to moderate income households can afford to live in Rhodes East by increasing the stock of appropriate affordable housing.

Controls	
C1.	A minimum of 5% total gross floor area is dedicated as affordable housing in the areas identified in <b>Figure 22</b> .
C2.	Dwellings dedicated to affordable housing are to be of equivalent design quality, diversity and mix as all other dwellings.
C3.	Affordable housing is to be consistent with the requirements of the <i>City of Canada Bay Affordable Housing Program and Policy</i> .

- 5% Affordable Housing contribution required
- Public Open Space
- River Activation
- ⚓ Ferry Wharf (proposed)
- Land to which the DCP applies



Figure 22 Affordable housing plan



## 6 Built form, diversity and use

### 6.6 Materials, finishes and colours

The selection and choice of materials, finishes and colours should have regard to robustness, durability, energy performance and compatibility to the surrounds.

#### Objectives

- a) To ensure building exteriors positively contribute to the desired future character of the area and streetscape.

Controls	
C1.	The composition of facades balances solid and void elements and does not display large areas of a single material, including reflective glass.
C2.	External walls are constructed of high quality and durable materials and finishes with low maintenance attributes such as face brickwork, rendered brickwork, stone, concrete and/or glass.
C3.	Sidewalls are designed as an architecturally finished surface that complements the main building facade.
C4.	Visually prominent elements such as balconies, overhangs, awnings, and roof tops are to be of high design quality.
C5.	Roof plant, lift overruns, utilities, vents and other service related elements are to be integrated into the built form design and complementary to the architecture of the building.
C6.	Facades reinforce the vertical proportions and support a vertical rhythm along the street.
C7.	Adjoining buildings are considered in terms of setbacks, awnings, parapets, cornice lines, selection of materials and finishes, and facade proportions.
C8.	Design to be approved by the City of Canada Bay Design Excellence Panel.

### 6.7 Heritage items

A number of local heritage items are situated within the Precinct, shown in **Figure 23** and listed in the LEP. This section outlines provisions for adaptive reuse of and development in the vicinity of selected heritage items in addition to the provisions contained in *Part D of the City of Canada Bay DCP*.

#### Objectives

- a) To protect buildings, spaces and streetscapes of heritage significance within and in the vicinity of the Precinct.
- b) To ensure that new development responds sensitively to the heritage significance of each listed item and does not physically overwhelm or dominate a heritage item or impact on its setting.

Controls	
C1.	All development of and in the vicinity of a heritage item is to address the requirements of <i>Part D Heritage of the City of Canada Bay DCP</i> .
C2.	New development provides appropriate transitions to existing buildings, structures and streetscapes of heritage value.
C3.	New development uses sympathetic materials, colours and finishes that reflect and harmonise with original materials to maintain the character of heritage items and contributory buildings.
C4.	Whilst not formally heritage listed, the Coptic Church on Cavell Avenue has a strong historical association with the Community. If it is to be retained in situ then the setting and orientation of the building is to be respected.
C5.	The Canada Bay Local Environmental Plan sets out building setback controls for sites adjacent to Heritage Items.

- Heritage Item
- Non Listed Community Item
- River Activation
- Ferry Wharf (proposed)
- Land to which the DCP applies

Listed Heritage Items

1. 59 Blaxland Road - Individual House
2. 53 Blaxland Road - Former School Building
3. 4A Cavell Avenue - Remnant Trees in Front Garden
4. 14 Cavell Avenue - Warehouse
5. 35 Cavell Avenue - Individual House
6. Cavell Avenue Street Trees
7. McIlwaine Park
8. Uhrs Point Reserve
9. Rhodes Station
10. 2C Cavell Avenue - Coptic Church



Figure 23 Heritage items plan



## 6 Built form, diversity and use

There are a number of heritage items within the Rhodes East Precinct for which specific development controls apply as follows:

### 59 Blaxland Road

Controls	
C6.	The existing Federation period house to remain in situ and be retained as residential or incorporate a complimentary change of use.
C7.	The two palm trees in the front garden are to be either retained or relocated within the current site.
C8.	The paved court at the rear can be redeveloped with a low scale building.
C9.	The existing front lawn presentation to the north of the house is to be retained.
C10.	Adjacent development to the south is to be set back by a minimum of two metres from the common boundary for the first two storeys before a further setback of four metres from three to eight storeys.
C11.	Street setbacks of adjacent development are to match the prevailing front setbacks.

### 63 Blaxland Road

Controls	
C12.	The former school building is to be retained in-situ for community use or compatible change of use.
C13.	Existing trees, particularly those to the north, are to be retained.
C14.	The paved areas can be re-used or landscaped for pedestrian amenity.
C15.	The historic core of the school building is to be conserved and revealed by the demolition of the later enclosure.
C16.	No vertical additions will be permitted to the retained school building.

### 4a Cavell Avenue

Controls	
C17.	The existing heritage listed trees are to be retained and incorporated into any redevelopment of the northern part of the site.
C18.	The land to the south of the listed trees can be redeveloped subject to the relevant controls.

### 14 Cavell Avenue

Controls	
C19.	Existing face brick to be retained and incorporated into any new development at the rear or on adjoining sites.
C20.	New development at the rear can abut the existing brick building, with the first saw tooth roofed portion retained at the same height as the brick building.
C21.	Adjoining sites may be redeveloped with zero lot boundary separations but must apply a front setback consistent with the heritage building.

### 35 Cavell Avenue

Controls	
C22.	The existing Federation period house is to remain in situ and be retained as residential or incorporate a complimentary change of use.
C23.	Adjacent development is to be set back by a minimum of two metres from the common boundary for the first two storeys before a further setback of six metres from the boundary for three to eight storeys.
C24.	Street setbacks of adjacent development are to match the prevailing front setbacks.



*Above: Artist impressions of the desired future look and feel of Rhodes East Precinct*

## 7 Access and parking

### 7.1 Bicycle parking and facilities

The provision of bicycle facilities and parking is required in all new developments.

#### Objectives

- a) To encourage cycling as a highly convenient transport mode by providing easily accessible and secure parking and end-of-trip facilities.
- b) To reduce car-usage and reliance, promote sustainability and a more active, healthy lifestyle.

Controls	
C1.	Secure, conveniently located bicycle parking is to be incorporated in all new development at the rates specified in <b>Table 3</b> .
C2.	End of trip facilities (showers, lockers) are provided for all new development with more than 5 employees.

**Table 3 Minimum bicycle parking provision**

Land Use	Resident/ staff	Visitor
Residential	3 per dwelling within 400m of the station	2 per 10 dwellings
Commercial	2 per 150m <sup>2</sup> GFA	2 per 400m <sup>2</sup> GFA
Retail	2per 250m <sup>2</sup> GFA	4 per unit +2 per 100m <sup>2</sup> GFA
Industrial	2 per 10 employees	4 per unit +2 per 100m <sup>2</sup> GFA

### 7.2 Car parking design

Car parking needs to be accessible and convenient. It should also be designed so that it does not detract from the amenity of the streetscape.

This DCP prescribes maximum car parking rates (as opposed to minimum requirements) for all new development. These rates are based on the proximity of the development to the train station and supplemented by car share car parking provision and increased minimum bicycle parking rates.

#### Objectives

- a) To ensure off street car parking has a minimum impact on the quality of the streetscape.
- b) To future-proof development in anticipation of reduced private vehicle reliance.
- c) To strengthen pedestrian safety by minimising conflict points and ensuring good sight-lines.
- d) To maximise retail, community and residential street frontage uses.
- e) To encourage the use of alternative types of transport, including active transport (walking, cycling), the use of public transport and car sharing schemes.
- f) To assist with housing affordability and flexibility of ownership by decoupling car parking from the dwelling.

Controls	
C1.	Car parking is to be located at the rear of buildings or within a basement car parking structure.
C2.	Garages and parking structures are not to project forward of the building line and are to be screened from the public domain by active uses.
C3.	Vehicular access ways are designed to be integrated with the building and preferably with single entry/ exit lane. The width and number of vehicle access points should be limited to the minimum
C4.	All residential car parking is to be decoupled through separate titles. The transfer of car space ownership is encouraged within the precinct.
C5.	Car parking spaces are to be provided at the rates specified in <b>Table 4</b> and shown in <b>Figure 24</b> .
C6.	Where car parking spaces are provided for car share schemes, these are to be provided in lieu of the maximum car parking rates in accordance with the figures in <b>Table 5</b> .
C7.	Electric vehicle charging stations are to be provided as per <b>Table 6</b> .
C8.	For any use not specified in <b>Table 6</b> rates in the <i>City of Canada Bay Development Control Plan</i> apply.
C9.	Parking is to comply with the requirements of E3.9 of the <i>City of Canada Bay Development Control Plan</i> except for an inconsistency with this Section.
C10.	Motorcycle parking is to be provided as set out in <b>Table 7</b> .

## Car share

C11.	Car share spaces are encouraged within all new developments. Car share spaces are to be for the exclusive use of car share scheme vehicles and provided as per the standings in <b>Table 5</b> .
C12.	Car share parking spaces are to be: <ul style="list-style-type: none"> <li>• Provided as set out in <b>Table 5</b></li> <li>• Exclusive of visitor car parking</li> <li>• Retained as common property of the Owners Corporation of the site and not sold or leased to an individual owner/ occupier at any time</li> <li>• Made available for use by operators of car share schemes</li> <li>• Grouped together in the most convenient locations relative to car parking entrances and pedestrian lifts or access points</li> <li>• Located in well-lit places that allow for casual surveillance</li> <li>• Signposted for use only by car share vehicles; and made known to building occupants and car share members through appropriate signage which indicate the availability of the scheme and promotes its use as an alternative mode of transport.</li> </ul>
C13.	Development Applications are to demonstrate how the car share parking space(s) is to be accessed, including where access is through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space. The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of Council.

## 7 Access and parking

**Table 4 Maximum car parking rates**

Land Use		Within 400m of station	Outside 400m of station
Residential	Dwelling	0 space per dwelling	0.5 space per dwelling
	Visitor	0 space per dwelling	0.1 space per dwelling
Commercial		1 space per 150m <sup>2</sup> GFA	1 space per 100m <sup>2</sup> GFA
Retail		1 space per 100m <sup>2</sup> GFA	1 space per 70m <sup>2</sup> GFA
Cafes and restaurants		1 space for every 150m <sup>2</sup> GFA or 1 space for every 6 seats (whichever is the lesser)	1 space for every 100m <sup>2</sup> GFA or 1 space for every 4 seats (whichever is the lesser)
Industrial		1 space per 150m <sup>2</sup> GFA	1 space per 120m <sup>2</sup> GFA

**Table 5 Car share rates**

Land Use	Within 400m of station	Outside 400m of station
Residential	1 per 20 dwellings	1 per 40 dwellings
Car share rate to reduce car parking provision	N/A	1 car share space in lieu of 3 private car parking spaces

**Table 6 Minimum electric vehicle charging stations**

Land Use	Within 400m of station	Outside 400m of station
Residential	Minimum 1 per 20 dwellings	Minimum 1 per 40 dwellings

**Table 7 Motorcycle rates**

Land Use	
Residential	2 per 10 dwellings

**Maximum Car Parking Provision**

**A** Zero Spaces/Dwelling

**B** 0.5 Space/Dwelling

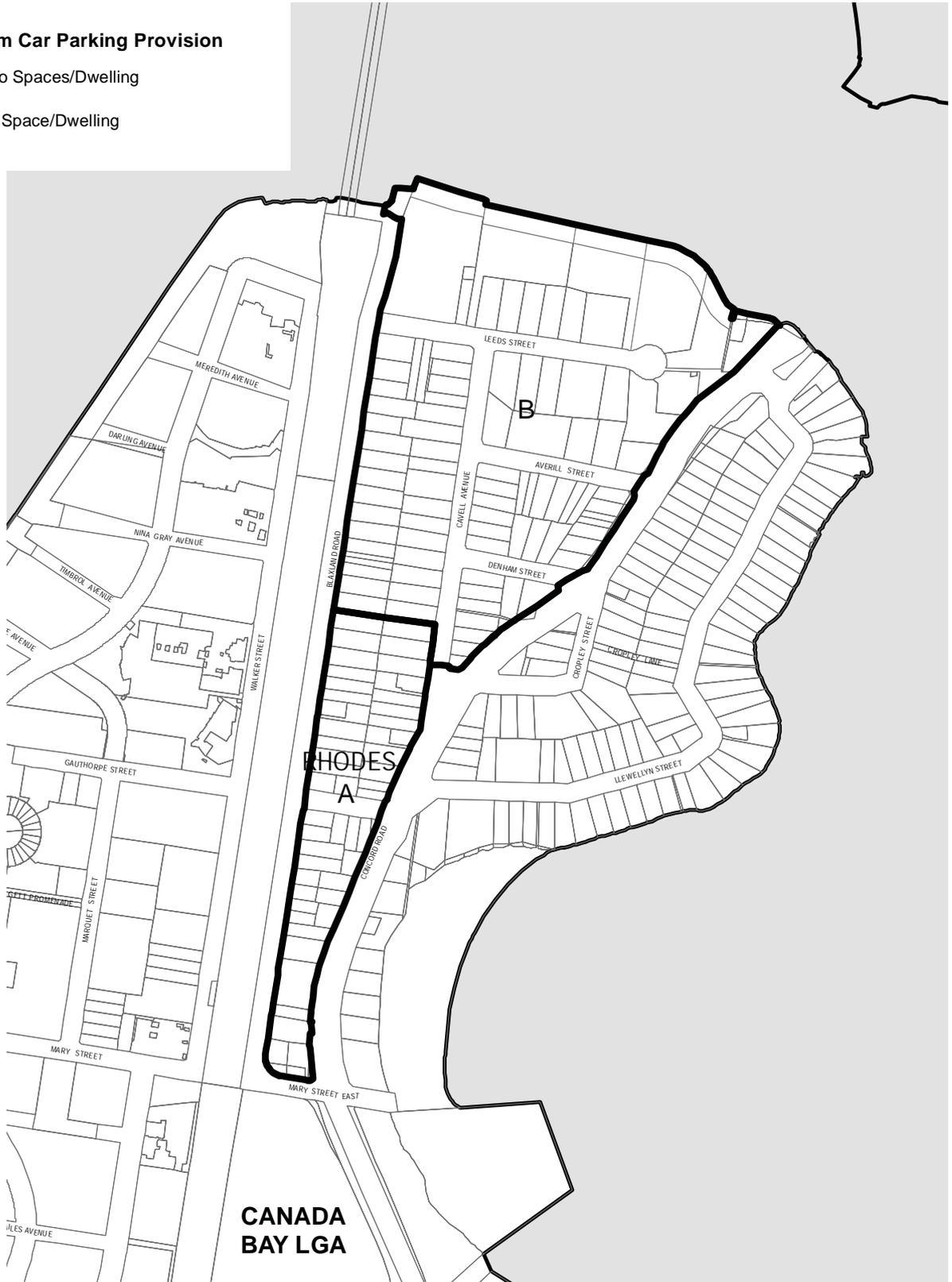


Figure 24 Maximum car parking provisions plan

## 8 Environmental resilience

### 8.1 Sustainable Utility Infrastructure

The provisions in this part apply to all developments that require new or upgraded utility connections. The aim is to improve the environmental performance and future resilience of the Rhodes East area through the use of district infrastructure that supplies low carbon and/or renewable electricity and water recycling.

All developments to which this part applies shall make provisions for:

- Private Wire Network connection
- On-site Solar Photovoltaic installation
- Recycled Water Network connection
- Private Sewer Network connection
- Green Roofs

#### Private Wire Network

**Objective:** The objective of the Private Wire Network is to futureproof the Precinct, enable renewable energy installation and reduce the operating costs of the Precinct.

A Private Wire Network permits the distribution of electricity between individual dwellings or buildings and is intended to facilitate and distribute onsite renewable electricity installations as well as potential future battery storage.

The Private Wire Network is intended to supplement and/or replace the conventional electrical networks. It is intended that a nominated operator will be granted an easement within council owned lands and streets for the purposes of operating the Private Network.

#### Controls

C1.	All developments requiring new or upgraded electricity connections shall grant an easement in favour of the council or its nominated operator from the site street boundary to the roof of the building for the purposes of electricity transmission. Council or its nominated operator shall be granted access to this easement.
C2.	All easements in ground shall be dedicated for the sole purpose of electricity transmission and not shared with other utilities. In ground easements shall be no less than 1m wide.
C3.	Any easements within buildings shall be in the form of an accessible conduit or riser sized sufficiently to carry no less than the peak load of the building and/or any on site generation or storage.
C4.	All switchboards, metering and circuits shall be designed for not less than 400V 3 phase connection in accordance with the greater of a. applicable Australian Standards or b. Supplier of last resort standards.
C5.	All developments shall make an Application for Connection Requirements with respect to the private wire network to the council or its nominated operator prior to submitting a development application.

### On-site Solar Photovoltaic

**Objective:** To reduce the overall carbon footprint of Rhodes East, increase resilience and reduce operating costs of the Rhodes East Precinct.

Controls	
C6.	All developments which require new or upgraded utility connection shall grant an easement in favour of council or its nominate solar provider for the installation of Solar Photovoltaic panels not less than 50% of the area of roof area.
C7.	Any easement granted shall not be overshadowed by buildings or trees within the same property.
C8.	The easement shall permit access to the roof by council or its nominated solar provider for the purposes of installation, maintenance or operation.
C9.	All roof structure subject to the easement shall be designed to structurally accept photovoltaic panels.
C10.	An internal dedicated space shall be provided within 10m of the solar easement. The space shall be not less than 2.5m by 2.5m and 2.8m in height.

### Precinct Private Wire Network

**Objective:** Each development shall be capable of connecting to the Precinct Private Wire Network. The Precinct Private Wire Network will enable the distribution and metering of electrical production from the Solar Photovoltaic systems and conventional electrical distribution to developments.

Controls	
C11.	The Precinct Private Wire Network is to be operated by the council or its nominated operator.
C12.	The Precinct Private Wire Network shall be operational prior to the connection of the first development.
C13.	The Precinct Private Wire Network will have a gate metering system at the connection point to the public electrical system.
C14.	A nominal 1 m wide continuous easement will be established by council in the public domain, for the purposes of reticulation within the Precinct Private Wire Network.
C15.	Precinct Private Wire Network infrastructure easements located within the public domain shall be designed in accordance with Ausgrid standards. Variations in the easement to accommodate the standards in public domain will be coordinated by council as required.

## 8 Environmental resilience

### Recycled Water Network

**Objective:** To provide recycled water to all buildings and the public domain and ensure sufficient demand and scale to support efficient and economic recycled water plant. The recycled water network will reduce potable water demand within the Precinct, reduce upstream and downstream infrastructure impacts and increase resilience and drought-proofing.

#### Controls

C16.	All new buildings shall be provided with a suitably sized purple pipe recycled water reticulation to all non-potable fittings and fixtures including as a minimum all irrigation locations and toilets.
C17.	All new buildings shall provide a connection point and meter location at the site boundary for recycled water.
C18.	All developments shall make an Application for Connection Requirements with respect to the recycled water network and private sewer network to the council or its nominated operator prior to submitting a development application.

### Private Sewer Network

**Objective:** To provide a source for recycled water production to enable provision of recycled water to all buildings, the public domain within Rhodes East as well as buildings and parks in surrounding precincts.

#### Controls

C19.	All developments shall make an Application for Connection Requirements with respect to the recycled water network and private sewer network to the council or its nominated operator prior to submitting a development application.
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## Precinct Recycled Water and Private Sewer

**Objective:** Each development shall be capable of connecting to the Precinct Recycled Water and Private Sewer Networks. The Precinct Private Sewer Network will provide feedstock to the Recycled Water plant for Recycled Water production.

Controls	
C20.	The Recycled Water plant shall be operated by the council or its nominated operator.
C21.	The Recycled water plant and associated reticulation must be operational prior to the connection of the first development.
C22.	The Recycled water plant shall be located in the basement area a new development within either the Rhodes East Gateway Character Area or the Leeds Street Foreshore Precinct Character Area.
C23.	An easement for an 1,800 m <sup>2</sup> x 5 m (digestion tanks beared below slab grade) Recycled Water plant shall be constructed at the lowest area of the Precinct.
C24.	A nominal 1 m wide continuous easement will be established by council in the public domain, for the purposes of reticulation within the Recycled Water and Private Sewer networks.
C25.	Precinct Recycled Water and Private Sewer network infrastructures easements located within the public domain shall be designed in accordance with the Water Industry Competition Act 2006. Variations in the easement to accommodate the standards in public domain will be coordinated by council as required.

## Green Roofs

**Objective:** to maximise the opportunity to provide rooftop space as passive and active open space.

Controls	
C26.	Communal roof tops are to be provided on all buildings for passive and active open space, such as fenced ball-courts, BBQ area and low maintenance gardens.
C27.	Roof tops are be structurally sound and have the capacity of supporting deep soil planting on at least 30% of the rooftop space.
C28.	Rooftop spaces are to be shared with solar photovoltaic panels connected to the precinct solar network wire grid.
C29.	Rooftops are to incorporate wind shielding design to provide user comfort.

### 9 Special projects

-  Leeds Street Foreshore Precinct
-  Rhodes East Gateway
-  Residential
-  Mixed Use Including Potential Primary School
-  Destination Retail (with residential above)
-  Pedestrian Link
-  Pedestrian Bridge
-  Potential Pedestrian Railway Overpass Location
-  Land Bridge Site
-  Adaptive Ground Floor Priority (with residential above)
-  Mixed Use Corner
-  Corner Plaza
-  Public Art/Landscape Feature
-  Public Open Space
-  River Activation
-  Ferry Wharf (proposed)
-  Land to which the DCP applies



Figure 25 Special projects location plan



Key special projects have been identified within the Precinct that require specific controls. These special projects include the following and are identified on

**Figure 25:**

- Rhodes East Gateway – mixed use area, land bridge and primary school
- Leeds Street Foreshore Precinct
- Concord Road Corridor – adaptable ground floor
- Mixed use corners.

## 9.1 Rhodes East Gateway

### Mixed Use Area

The Rhodes East Gateway Character Area has been identified as a key gateway into the Precinct which builds upon its proximity to important rail and road connections.

Rhodes Station lies immediately adjacent to the Character Area, therefore providing an opportunity to develop into a mixed use area that provides a focus for convenience based retail, community uses and services, around a transit oriented centre (see **Figure 25**).

### Objectives

- a) To establish the Character Area as a transit orientated, convenience retail and mixed use centre for Rhodes East.
- b) To ensure that this Character Area contributes to the overall legibility of Rhodes East and create a gateway landmark mixed use centre in the Precinct.
- c) To establish a safe, active, vibrant, mixed use environment to support the Station and attract investment, quality development and people.
- d) To future-proof Rhodes East for public transport improvements.
- e) To facilitate connectivity to and from the Station, across Concord Road and into McIlwaine Park.
- f) To promote and protect views from the Station to the water.
- g) To encourage built form that enables view sharing within and across the Precinct and maximises solar access.

- h) To ensure that Blaxland Road street level activation is not negatively impacted through the introduction of the land bridge.
- i) To recreate attractive and cohesive streetscapes.
- j) To ensure that buildings are compatible with the desired further character of the area in terms of building bulk and scale.
- k) To ensure that development provides appropriate and sensitive transitions to existing and planned development.

### Controls

C1.	<p>Gateway/ Station - Based Convenience Retail - Totalling: 6,000- 6,500m<sup>2</sup></p> <p>Potential uses may include:</p> <table border="1"> <thead> <tr> <th>Potential use</th> <th>Floor space</th> </tr> </thead> <tbody> <tr> <td>Supermarket</td> <td>1,500 - 2,000m<sup>2</sup></td> </tr> <tr> <td>Speciality Food e.g. grocers/ liquor</td> <td>600m<sup>2</sup></td> </tr> <tr> <td>Restaurants and Take-aways</td> <td>1,000 -1,500m<sup>2</sup></td> </tr> <tr> <td>Speciality and Personal Services</td> <td>1,500m<sup>2</sup></td> </tr> <tr> <td>Non-retail services</td> <td>500-1,000m<sup>2</sup></td> </tr> </tbody> </table>	Potential use	Floor space	Supermarket	1,500 - 2,000m <sup>2</sup>	Speciality Food e.g. grocers/ liquor	600m <sup>2</sup>	Restaurants and Take-aways	1,000 -1,500m <sup>2</sup>	Speciality and Personal Services	1,500m <sup>2</sup>	Non-retail services	500-1,000m <sup>2</sup>
Potential use	Floor space												
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Restaurants and Take-aways	1,000 -1,500m <sup>2</sup>												
Speciality and Personal Services	1,500m <sup>2</sup>												
Non-retail services	500-1,000m <sup>2</sup>												
C2.	The built form must achieve a high quality of architectural design, maximise solar access to the public domain and demonstrate the achievement of view sharing within and across the Precinct.												
C3.	A land bridge for pedestrians and cyclists is to be provided by the proponent, that connects the Station Concourse across Blaxland Road through the Character Area, across Concord Road to McIlwaine Park and the foreshore to the east.												
C4.	Where the land bridge travels through the Character Area it shall be a minimum of 18m wide and be fronted by active, retail uses. Refer to the land bridge controls in the next section.												

## 9 Special projects

C5.	A visual impact assessment shall be undertaken at the Development Assessment stage illustrating any impact on views from the Station and Mcllwaine Park.
C6.	Design along Concord Road must respond to, and prioritise the provision of, future public transport improvements and provide high quality infrastructure for customers incorporated into the built form and public domain design.
C7.	Provision of a convenience supermarket on site must provide residential above.
C8.	Areas identified for specialty retail must: <ul style="list-style-type: none"> <li>• Adhere to the requirements of the 'Vibrant Facade' – see <i>Section 5.3 Facade Design</i>.</li> <li>• Not exceed a 10m individual shop frontage.</li> <li>• Utilise either the Retail Shopfront and Awning or Posted Veranda frontage type.</li> <li>• Provide adequate pedestrian scale lighting, integrated into bollards and street furniture, wherever possible.</li> </ul>
C9.	Street level development fronting Concord Road that comprises a large floorplate use with minimal windows and address such as a supermarket and or carpark must utilise the frontage types provided for 'Mixed Facades' with podium – see <i>Section 5.3 Facade Design</i> .
C10.	Tower floorplates must not exceed 30 x 30m.

C11.	Upper level retail address: <ul style="list-style-type: none"> <li>• Is in addition to the requirement of ground floor active frontage required in the LEP plan.</li> <li>• Is required in accordance with the detail plan and cross section.</li> <li>• Where not related to ground level location, the 'Vibrant Facade' requirements shall be applied – see <i>Section 5.3 Facade Design</i>.</li> <li>• North facing outdoor verandas, dining or public activity space is required.</li> </ul>
C12.	Promenade frontage: <ul style="list-style-type: none"> <li>• Is in addition to the requirement of ground floor active frontage required in the LEP plan.</li> <li>• Is required in accordance with the detail plan and cross section.</li> <li>• Must adhere to the requirements of the 'Friendly Facade' – see <i>Section 5.3 Facade Design</i>.</li> </ul>

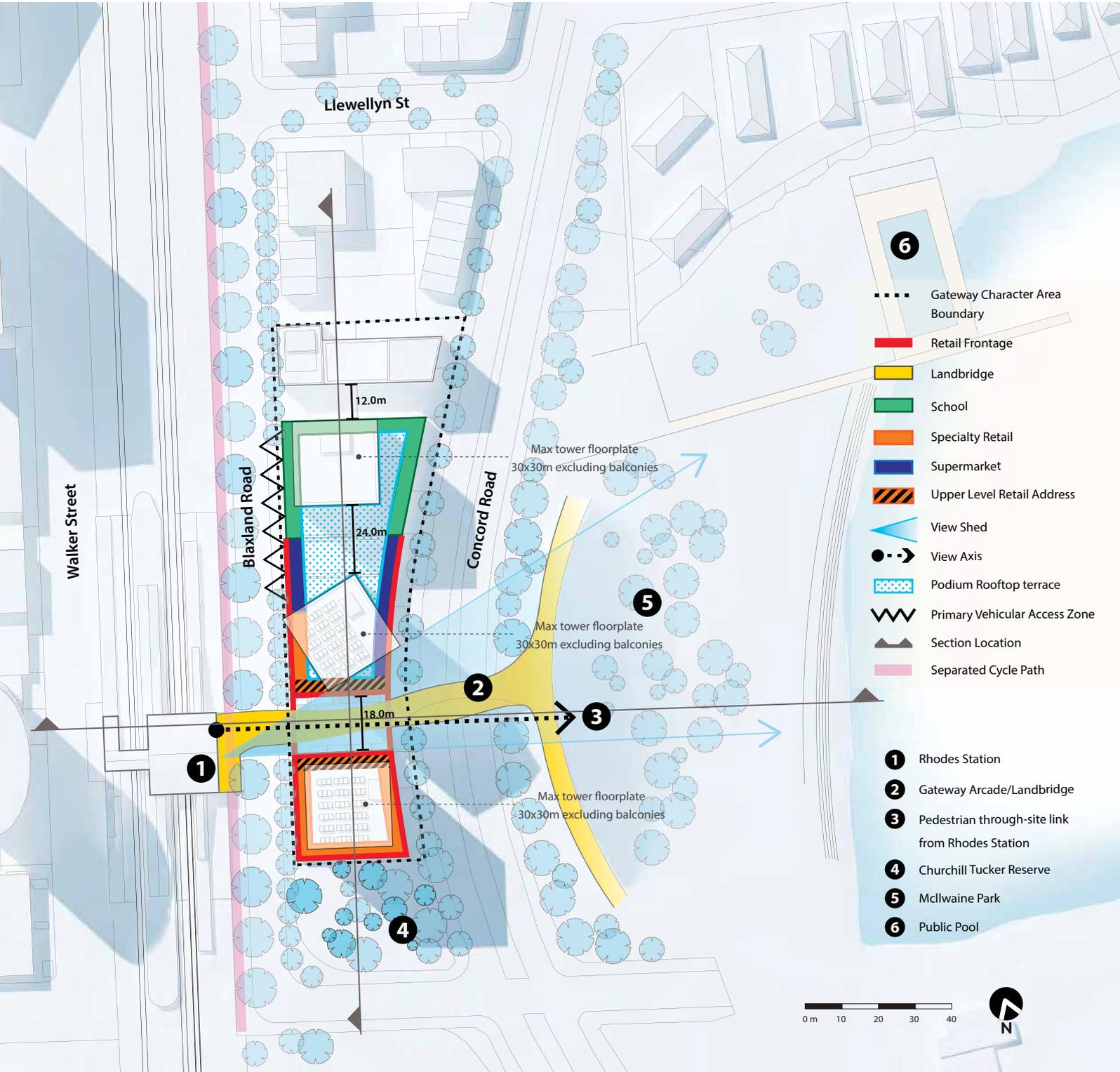


Figure 26 Gateway Precinct Regulating Plan

## 9 Special projects

### Gateway Land Bridge

As part of Rhodes East Gateway, a new land bridge is proposed which will provide a safe and convenient pedestrian connection between the station (and Rhodes West), the new community, and retail hub, and Mcllwaine Park (including the potential river pool), crossing both Blaxland Road and Concord Road.

Land bridge connections have the potential to transform disconnected urban neighbourhoods into thriving precincts. The land bridge not only connects people, but also the landscape to the civic heart of Rhodes. The proposed higher density development at Rhodes East Gateway creates an opportunity for this key public infrastructure to be funded as part of a major private development.

The land bridge will be developed with adherence to the key design parameters outlined by the NSW "Pedestrian Bridge Design Standards for Built up Areas", in particular the minimum clearance height of 5.5m. It is proposed that ramped walkways be provided (as well as steps) to provide inclusive access to Mcllwaine Park.

### Objectives

- a) To create a gateway landmark mixed use centre for Rhodes East.
- b) To future- proof Rhodes East for public transport improvements.
- c) To ensure that this Character Area contributes to the overall legibility of Rhodes East.
- d) To facilitate connectivity to and from the Station, across Concord Road and into the enhanced open space network.
- e) To promote and protect views from the Station to the water.
- f) To establish this Character Area as the transit oriented, convenience retail and mixed use centre for Rhodes East.
- g) To create a safe and active pedestrian bridge link.
- h) To ensure that Blaxland Road street level activation is not negatively impacted through the introduction of the pedestrian bridge.
- i) To create attractive and cohesive streetscapes.
- j) To ensure that buildings are compatible with the desired future character of the area in terms of building bulk and scale.
- k) To ensure that development provides appropriate and sensitive transitions to existing and planned development.

### Controls

C13.	A pedestrian bridge is to be provided that connects the Station Concourse to the rooftop retail arcade, across Concord Road and to Mcllwaine Park.
C14.	The land bridge must be at least 12m wide and accommodate a two-way pedestrian path and a separated two-way bicycle path plus deep soil planting to the northern and southern edges.
C15.	Where the land bridge travels through the Gateway Precinct it shall be a minimum of 20m wide and be fronted by active, retail uses.
C16.	The land bridge's eastern landing must be access compliant and integrate with public domain improvements at Mcllwaine Park.
C17.	The land bridge is to be designed and constructed to have sufficient architectural integrity to support deep soil planting and landscaping, integrating stormwater management, native planting and irrigation. The deep soil planting is to be a minimum of 2m width and span the entire lengths of the northern and southern edges of the bridge across Concord Road.
C18.	A visual impact assessment shall be undertaken at the DA stage illustrating view impact from the Station and from Mcllwaine Park.
C19.	Advertising structures are not permitted to be attached or placed on the land bridge.

### Vertical Urban Primary School

There is the potential for a vertical urban primary school to be delivered using SIC funding and as part of an integrated mixed use development, potentially collocated with multi-purpose community space. The central location of the Rhodes East Gateway on the Rhodes Peninsula, in addition to the proximity to the public transport network.

#### Objectives

- a) To provide a primary school suitable to accommodate up to 600 students.
- b) To be supportive of the Department of Education's general educational principles.

#### Controls

C20.	The new school design must be developed in accordance with the principles and criteria embodied in the Department of Education's Educational Facilities Standards and Guidelines (EFSG).
C21.	The new school must provide a GFA of 5,700m <sup>2</sup> and comprise 26 classrooms over a maximum of 4 storeys. Rooftop play space is permitted.
C22.	The school design must demonstrate appropriate levels of privacy and amenity with regard to surrounding development.
C23.	Open play space must be provided at a rate of 10m <sup>2</sup> per student, provided in a combination of indoor and outdoor space (50-50%).
C24.	Open play space must be provided for students to access during recess, lunch breaks and for outdoor learning. Open play space can be comprised of; <ul style="list-style-type: none"> <li>• Paved and grassed areas.</li> <li>• Rooftops and terraces.</li> <li>• Covered outdoor areas.</li> </ul>

C25.	The designated open play space must be easily monitored and managed by school staff.
C26.	Where a joint use agreement can be negotiated with a local council or land owner, the required play space can be located off-site, providing the facilities are; <ul style="list-style-type: none"> <li>• In close proximity to the school.</li> <li>• Easily accessible.</li> <li>• Safe and secure.</li> </ul>
C27.	Where 10m <sup>2</sup> per student is not achievable, and an agreement for joint use facilities with a local council or landowner is not in place, the designer must undertake a play space audit of the site to demonstrate the possible open play space achievable, and seek endorsement from the technical stakeholder group.

## 9 Special projects

### 9.2 Leeds Street Foreshore Precinct

An active, destination / experience - based retail offering at Leeds Street is consistent with the Character Area intent. It will be a unique destination and could successfully operate with limited and / or no parking requirements. It will be the northern bookend and ultimately linked by the continuous foreshore boardwalk to the Station.

The proposed ferry wharf location has been identified north of the Leeds Street providing a unique opportunity to provide a water- based transit focal point.

The large, light industrial landholdings in this area make amalgamation less challenging, increasing the likelihood of early redevelopment.

The topography, foreshore location and existing land use make the Precinct an ideal location for a density that could support a public domain contribution in the form of foreshore plaza space or similar. Increased density in this location was supported by the community.

#### Objectives

- a) To create an active, destination / experience - based retail offering adjacent to the water.
- b) To establish a safe, active, vibrant, mixed use environment to support and promote use of the Ferry and that will attract investment, quality development and people.
- c) To ensure the Character Area is not dominated by a single supermarket use.
- d) To provide inclusive public access to the foreshore.
- e) To give pedestrians priority at Leeds Street.
- f) To facilitate connectivity along the River and Foreshore Promenade including to and from the future Ferry Stop.
- g) To provide a variety of public open space at the waterfront that is usable for all ages and abilities.
- h) To protect and enhance views to the water.

#### Controls - Uses

C1.	The maximum retail floorspace (GFA) of any destination supermarket use in the Character Area is 1,600m <sup>2</sup> .
C2.	Potential specialty destination uses may include: micro-brewery, wine, cheese, olives, wine bars, cafés, small gourmet supermarket.
C3.	Areas identified for specialty retail must: <ul style="list-style-type: none"> <li>• Adhere to the requirements of the 'Vibrant Facade'.</li> <li>• Not exceed a 10m shop frontage.</li> <li>• Utilise either the Retail Shopfront and Awning or Posted Veranda frontage type.</li> <li>• Provide adequate pedestrian scale lighting and integrated into bollards and street furniture wherever possible.</li> </ul>
C4.	Where retail uses, such as tables and chairs, spill out into the plaza, these activities must ensure public access is unhindered by fencing or other structural barriers.

#### Controls - Design

C5.	Development along frontages identified as 'Adaptable' must demonstrate that the ground floor of buildings could be converted from residential to retail in the future as market demands.
C6.	Development along frontages identified as 'Promenade Frontages' must utilise the frontage types provided for 'Vibrant Facades' – see <i>Section 5.3 Facade Design</i> of this DCP.
C7.	Ground floor residential units must have individual unit access.
C8.	Pedestrian links must be activated on all sides for a minimum of two storeys with vibrant retail at ground floor and residential surveillance and balconies above unless upper level retail is specified on the plan opposite.
C9.	Tower floorplates must not exceed 30 x 30m.

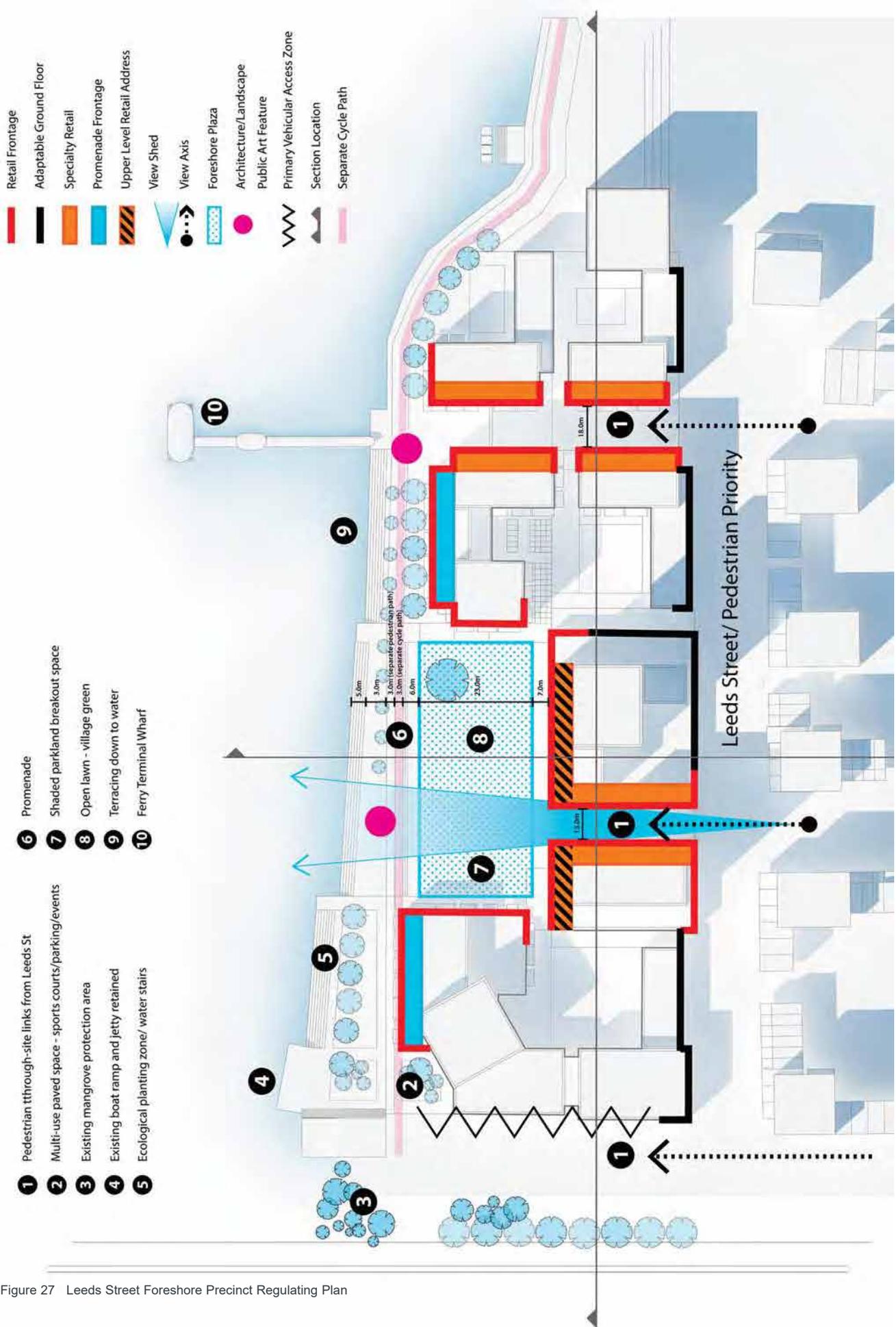


Figure 27 Leads Street Foreshore Precinct Regulating Plan

## 9 Special projects

Controls - Open Space	
C10.	<p>A variety of open spaces should be provided within the Character Area, including;</p> <ul style="list-style-type: none"> <li>• Foreshore Promenade</li> <li>• Foreshore Plaza</li> <li>• Multi use paved space for sports and events</li> <li>• Pedestrian connection to the new Ferry Wharf</li> <li>• Access to the existing boat ramp and jetty</li> <li>• Terracing to the water edge.</li> </ul>
C11.	The Foreshore Promenade must be 20m wide and should be designed in accordance with <b>Figure 29</b> .
C12.	The Foreshore Plaza should be designed in accordance with <b>Figure 27</b> and comprise a total of 4,500m <sup>2</sup> .
C13.	The Blaxland Road terminus area (northern end) will be resurfaced, provide a multi use paved space for sports, recreation facilities and events. Landscape treatment must include new planting and on-site rain water detention / retention facilities.
C14.	<p>All areas of open space, including the Foreshore Promenade and Foreshore Plaza, must;</p> <ul style="list-style-type: none"> <li>• Be publicly accessible 24 hours a day, 7 days a week.</li> <li>• Be designed as an extension to the public domain.</li> <li>• Not be privatised through walls, fencing or the like.</li> <li>• Allow unobstructed pedestrian access at all times (with the exception of approved events and activities).</li> </ul>
C15.	Uhrs Point Reserve will be upgraded with new planting, on-site rain water detention/ retention facilities and the provision of a launch ramp. (Note: any upgrades to the existing building facilities is the responsibility of the Sea Scouts and Crown Lands).

C16.	Development must demonstrate a response to areas identified as a Sculpture / Landscape / Public Art Feature.
C17.	View sheds and visual axis must be protected and terminated by Architecture / Landscape / Public Art Feature.

Controls - Access	
C18.	Primary vehicular access and servicing is to be provided via Blaxland Road.
C19.	Pedestrian links and facilities for non-car modes of transport must be provided.
C20.	<p>The pedestrian links from Leeds Street to the northern foreshore are to be as follows:</p> <ul style="list-style-type: none"> <li>• Ferry Wharf pedestrian link 18m minimum width.</li> <li>• Leeds Street Plaza pedestrian link 13m minimum width.</li> <li>• Fronted by active, retail uses.</li> <li>• Open to the sky and unroofed.</li> </ul>
C21.	Access to the new Ferry Wharf must be designed in accordance with the appropriate RMS standards and requirements. This could include disabled parking, vehicle turning heads, kiss-n-ride facilities and bus interchange opportunities.
C22.	A wind impact assessment is required as part of any Development Applications relating to the Leeds Street Foreshore Precinct. The assessment must demonstrate the mitigation of any wind impact through the design and architectural treatment of new buildings, without relying on the enclosure of laneways and through site links.



Figure 28 Section Location Plan