



# ***Explanation of Intended Effect***

## ***Rhodes Planned Precinct***

December 2018

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## Introduction

This Explanation of Intended Effect (EIE) describes how planning controls will be changed to implement the recommendations of the revised draft Precinct Plan for the Rhodes Planned Precinct ('the draft Plan'). The draft Plan proposes new dwellings and jobs in Rhodes to help meet the targets of the Greater Sydney Commission (GSC). This growth would be supported by a new public primary school, new open space areas, train station upgrades, community facilities and other infrastructure initiatives.

Planning controls for the precinct are currently contained in both the Canada Bay Local Environmental Plan 2013 ('the LEP') and the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 ('the SREP'). Both would need to be amended to give effect to the draft Plan.

The amendments would occur through a State Environment Planning Policy (SEPP) which would amend the LEP and SREP. Alternately, a stand-alone SEPP may be implemented to achieve the same intent. This document explains the proposed amendments to the planning controls and should be read in conjunction with the draft Plan. A previous EIE was exhibited in 2017 and a summary table between the earlier version and this document is contained at Annexure A. The draft LEP maps are attached at Annexure B.

## The plan area

The draft Plan relates to land between Concord Road and the railway line as well as land west of the railway line bounded by Gauthorpe Street, Walker Street, Mary Street and Marquet Street (see Figure 1).



**Figure 1:** Land subject to the proposed planning control amendments

## The Character Areas

The draft Plan divides the Precinct into four sub-precinct-character areas. The sub-precinct character areas are defined by both existing and likely future character, as well as the location of key infrastructure items that need to be delivered to support growth of the precinct. The character areas are shown in Figure 2, and include:

- Leeds Street
- Cavell Avenue
- Station Gateway East
- Station Gateway West



**Figure 2:** The four Character Areas that make up the Rhodes Planned Precinct

## Summary of planning framework character areas

Several planning control changes will be introduced to guide detailed planning for the character areas. These are discussed in the following sections and are summarized as follows:

- A new map sheet identifying the boundaries of the entire precinct and each of the character areas
- A maximum number of dwellings for each of the character areas
- A maximum amount of residential Gross Floor Area (GFA) for each character area
- A minimum amount of non-residential GFA for Station Gateway East
- Requirements for state led master plans and Development Control Plans (DCPs) to be prepared for each character area demonstrating how the planning principles contained in the draft Precinct Plan can be met at the character area level and how and where the required infrastructure will be delivered. These master plans would be endorsed by the Minister for Planning or a Delegate.
- Requirements for a state led design excellence process to accompany the preparation of the master plans and prior to them being approved.
- DCPs for each sub-precinct character area would be prepared and adopted by Council.

# Proposed amendments to planning controls

## Aims of the Plan

### Housing diversity and affordability

The draft Plan seeks to improve housing affordability and provide a mix of dwelling types from low scale terraces to high density residential apartments. A new aim would be inserted to encourage both housing diversity and affordability.

### Infrastructure to support land use

The land uses proposed by the draft Plan need to be supported by appropriate infrastructure. A new aim would be added requiring growth in the Precinct to be supported by an appropriate level of infrastructure.

## Changes to land use zoning

The draft Plan envisages that Rhodes will continue to transition to a high-density transit oriented neighbourhood comprising a range of quality housing types, supported by commercial development near the station, retail areas, a primary school, community facilities and open space around the foreshore. Changes to land use zoning in the precinct would be required to deliver the vision of the draft Plan. Existing and draft zoning plans are shown in Figures 3 and 4 on the following pages.

### Existing zoning

Land west of the railway, within the Station Gateway West character area is currently zoned B4 Mixed Use. Land east of the railway, within the Station Gateway East character area is currently zoned RE1 Public Recreation, B1 Neighbourhood Centre and R3 Medium Density Housing. The Cavell Avenue character area is zoned R3 Medium Density Residential and R2 Low Density Residential. The Leeds Street character area is zoned R2 Low Density Residential and IN1 General Industrial.

### B3 Commercial Core Zone - East of the railway station

Land immediately east of the railway station between Blaxland Road and Concord Road will be rezoned to B3 Commercial Core. This will support the delivery of up to 40,000m<sup>2</sup> of commercial floorspace in standalone commercial buildings. This would support the GSC objective to provide more jobs that are close to new homes as well as the existing Rhodes Corporate Park. Residential development is not permissible in the B3 zone.

### R4 High Density Residential Zone – Through the centre of the precinct

The land between the edge of the B3 zone near the station and the Leeds Street waterfront mixed use area will be zoned R4 High Density Residential. The R4 zone allows and encourages a range of residential building typologies from lower scale terrace/villa style dwellings up to large residential flat buildings.

The proposed local school site at Leeds Street will be within the R4 zone. Schools are permissible with development consent in this zone.

### **B4 Mixed Use Zone - Leeds Street foreshore**

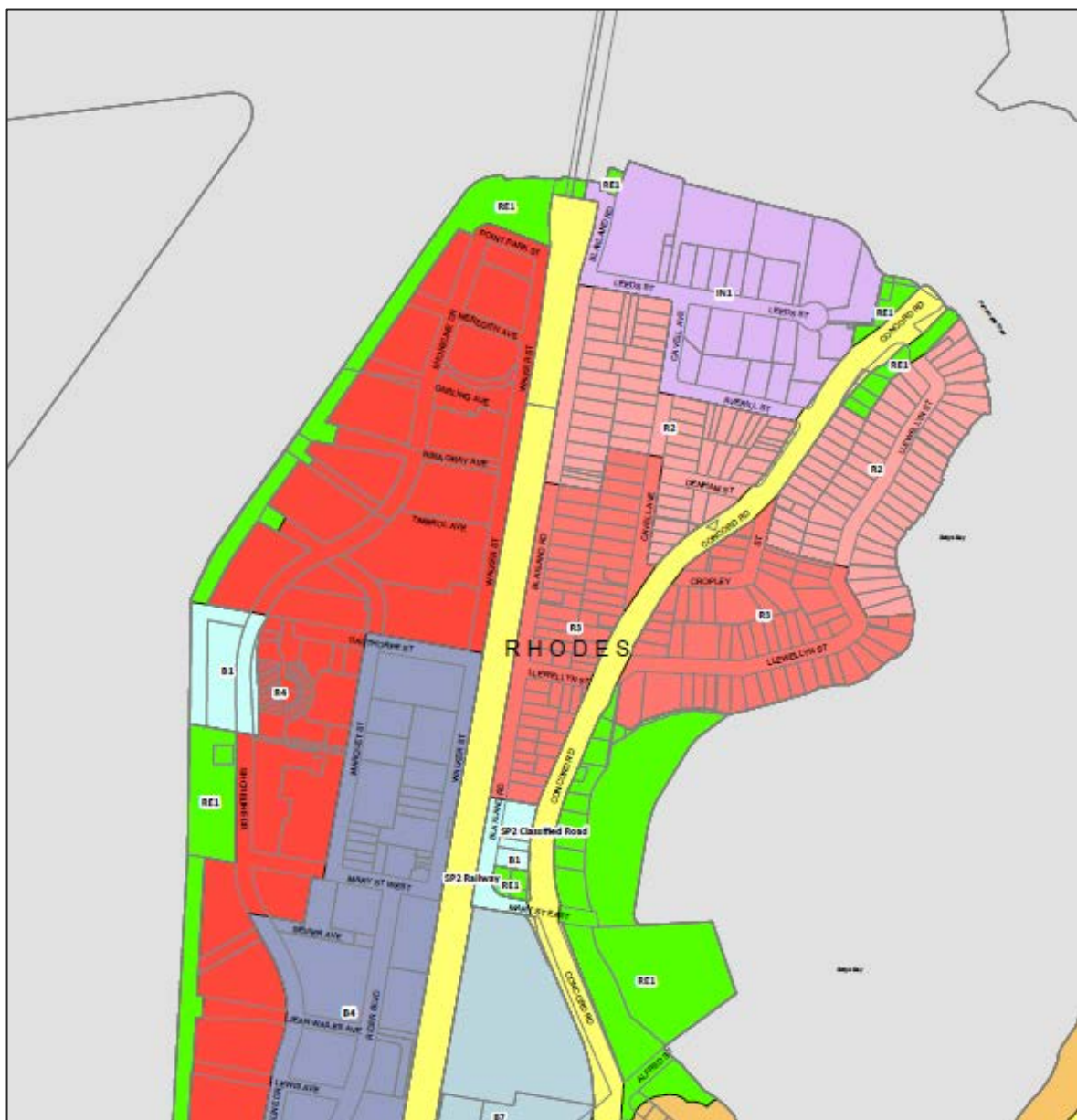
Land at the Leeds Street foreshore would be rezoned to B4 Mixed Use to support the delivery of the vibrant waterfront destination proposed by the draft Plan. This will permit destination retail uses (such as cafes, restaurants and bars), residential development and the waterfront open space areas.

### **B4 Mixed Use Zone – West of the railway line**

The existing B4 Mixed Use zone which applies to land west of the railway line will be retained.

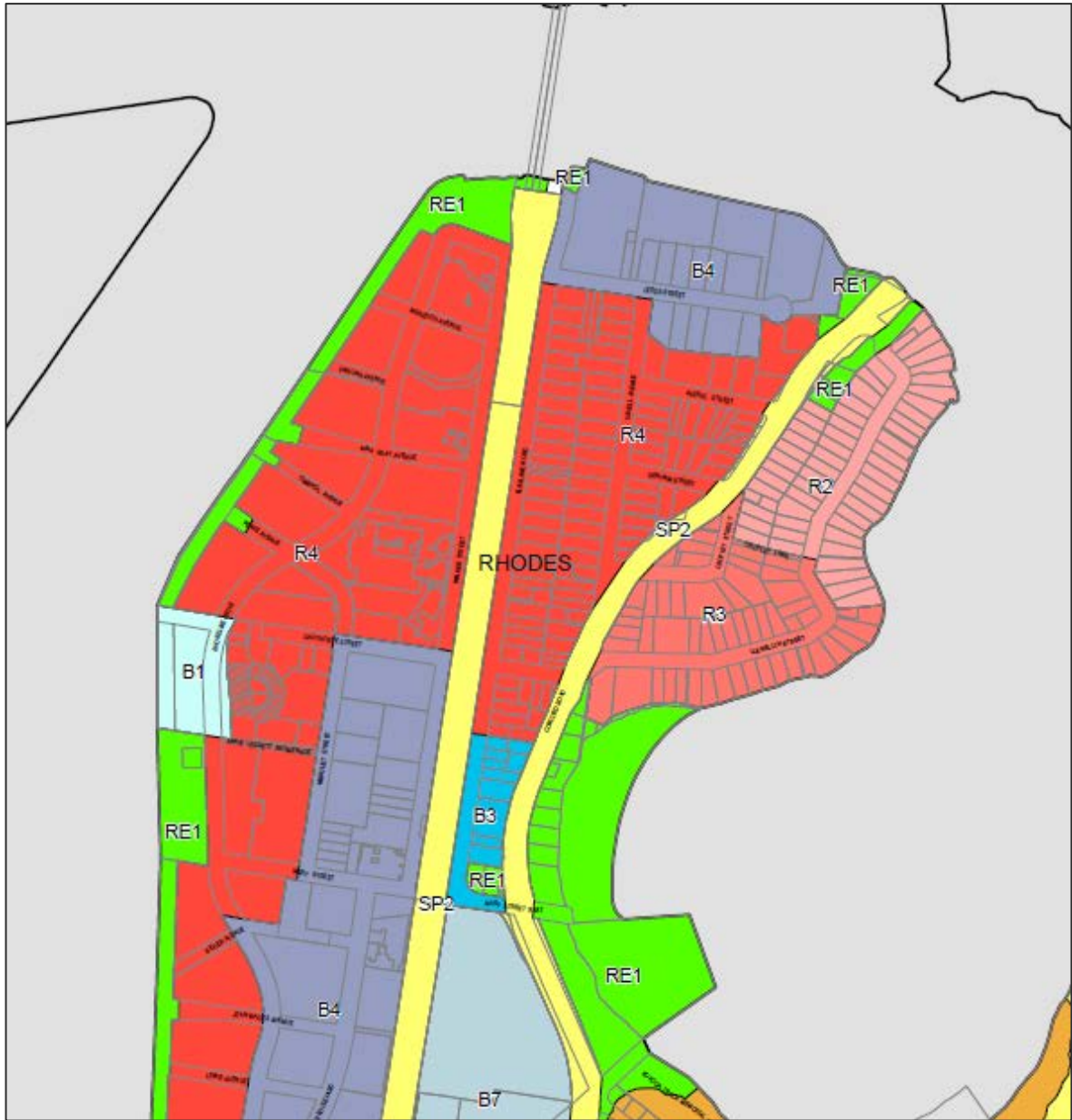
### **RE1 Public Recreation – Existing open space in the precinct**

Existing open space areas in the precinct will retain their RE1 Public Recreation zones.



**Figure 3: Existing Land Use Zoning**





**Figure 4: Proposed Land Use Zoning**

## Maximum number of dwellings and Gross Floor Area (GFA) controls

The draft Plan proposes a maximum of 3,600 dwellings east of the railway line and 600 dwellings west of the railway, above those proposed by Council's Rhodes Station West master plan. This should be viewed as a maximum allowable yield which may not necessarily be realised once detailed design is undertaken.

A clause would be introduced stipulating maximum dwelling numbers and maximum residential GFA for each character area. A further clause would apply to the Station Gateway East character area, requiring that a minimum of 40,000m<sup>2</sup> of non-residential GFA be provided. A new map sheet has been prepared identifying the precinct area and the boundaries of each character area (see Annexure B).

Importantly, this clause would not be able to be varied by Clause 4.6 – Exceptions to Development Standards. This would provide certainty that development could not exceed the maximum dwelling number and GFA.

The breakdown of maximum number of dwellings and GFA in the character areas is as follows:

**Table 1: Distribution of dwellings and GFA in the character areas**

Leeds Street	Cavell Avenue	Station Gateway East	Station Gateway West
1,450 dwellings	800 dwellings	1,350 dwellings	600 dwellings*
			<i>(*above the 1,300 dwellings envisaged by Council's Master Plan and the 150 dwellings proposed by Council's recently supported Planning Proposal at 1-9 Marquet and 4 Mary Street)</i>
Maximum 145,000m <sup>2</sup> residential GFA	Maximum 80,000m <sup>2</sup> residential GFA	Maximum 135,000m <sup>2</sup> residential GFA	Maximum 60,000m <sup>2</sup> residential GFA
		Minimum 40,000m <sup>2</sup> commercial GFA	

## Variation to existing height and floor space ratio (FSR) controls

The existing height and floor space ratio controls contained in the Canada Bay LEP will continue to apply to land within the precinct. A clause will be added allowing these controls to be varied once the master plan for each sub-precinct character area has been prepared, stringently reviewed and endorsed through the state led design excellence process and then endorsed by the Minister (or delegate). The Council will also be able to prepare DCPs and influence the master plan assessment.

The location, height and density of individual buildings will be subject to the detailed master planning process. Overall density of development in the character areas will be controlled through the maximum dwelling and GFA controls explained above. This means that while some individual buildings will have heights greater than the existing controls, the overall number of dwellings and amount of floorspace will be restricted.

## Requirement to prepare a master plan and DCP for each character area

The draft Plan seeks to sequence the delivery of development in line with infrastructure. It will also allow for a degree of flexibility on the built form outcomes to allow innovative design and infrastructure delivery solutions. This will be achieved by requiring the preparation of a state endorsed master plan and a DCP for each sub-precinct character area prior to development being carried out.

A clause will be prepared indicating that development within each of the character areas cannot occur beyond the existing planning controls until a master plan has been prepared, has been subject to a state led design excellence process, and has been endorsed by the Minister for Planning (or delegate).

Each master plan is to indicate where individual buildings will be located, and state and local infrastructure requirements will be delivered. The master plans will be required to consider a range of matters that are common across the precinct, as well as various matters that are unique to each character area.

### State led design excellence process and considerations

A State-led design excellence review process will be established to oversee the preparation of the master plans to ensure design excellence is achieved. For land east of the railway line, a competitive design process will be undertaken. For the western side of the railway line, where existing development consents and building envelopes are largely in place, a review of the existing master plan will be required under a design excellence review process. Individual buildings may also be subject to design excellence.

### Master plans to be endorsed by the Minister for Planning (or Delegate)

Once a master plan has been prepared for a character area and it has moved through the design review process, the Minister for Planning (or Delegate) would need to endorse the master plan before it is adopted into a DCP by the Council.

### Design considerations

For the master plans to satisfy the vision and objectives of the draft Plan they will be required to consider a range of issues that are common to the entire precinct such as quality of the public domain, landscape treatments, solar access and overshadowing, view sharing and connectivity to open space. These considerations are listed in in Table 2 on the following page.

### Specific considerations for each character area

Each of the character areas have unique desired future characters, specific built form challenges and infrastructure requirements. In addition to matters which apply to the whole precinct, the master plans will be required to respond to specific principles for each of the individual character areas. The master plans will be required to address how these principles will be achieved and how key infrastructure items (such as the primary school in Leeds Street and the station upgrade in the Station Gateway precincts) will be delivered.

### DCPs prepared by or on behalf of landowners

The *Environmental Planning and Assessment Act 1979* allows for DCPs to be prepared by landowners or on their behalf within a certain area. Land within each of the character areas is in fragmented ownership although some precincts have fewer land owners. To allow landowners to progress with preparing DCPs and overcome the fragmented ownership, the planning controls will allow the preparation of a DCP by at least 75 percent of owners within a character area boundary.

**Table 2: Design considerations for the Precinct**

<b>Design Consideration</b>	<b>Requirement</b>
<b>Compliance with maximum dwelling numbers and GFA</b>	Master plans shall comply with the maximum dwelling number and GFA requirements for each character area.
<b>Location and Height of Buildings</b>	Identify building envelopes showing location and height of buildings.
<b>Equitable distribution of dwelling densities</b>	Dwellings are to be equitably distributed in line with established urban design principles to ensure all land is economically feasible to develop.
<b>Public Domain</b>	High quality and pedestrian friendly public domain including street trees, landscaping and active frontages.
<b>Overshadowing of Open Space</b>	Minimise additional overshadowing to open space areas.
<b>Solar Access to Existing Development</b>	Maintain solar access to existing residential development in the precinct.
<b>View Sharing</b>	Locate new building envelopes to minimise view impacts to existing development.
<b>Compliance with SEPP No.65 – Design Quality of Residential Apartment Development</b>	Locate new building envelopes to comply with the requirements of SEPP No.65 Design Quality of Residential Apartment Development.
<b>Community Infrastructure</b>	Indicate location and delivery mechanism for community infrastructure identified in the draft Plan.
<b>Open Space Areas</b>	Indicate the type, facilities, location, size, and delivery mechanism for new open space areas identified in the draft Plan.
<b>Sustainability</b>	Make allowance for new developments to incorporate sustainability measures including dual pipe water, solar panels and green roofs.
<b>Integration with Neighbouring Character Area</b>	Consider how proposed development will integrate favourably with adjoining character areas.
<b>Affordable Housing</b>	The GSC and Canada Bay Council have an established target of 5% affordable housing.
<b>Context Sensitive Streets</b>	Consider the hierarchy of individual streets in the regards to pedestrian movement, vehicle movement and servicing.

Design Consideration	Requirement
<b>Building Typologies</b>	Provide a diversity of building typologies from terraces to residential flat buildings.
<b>Height Transitions</b>	Building heights are to generally transition down towards Concord Road and the Leeds Street waterfront and respond to the landscape.
<b>Pedestrian and Cycling Connections</b>	Improve pedestrian and cycling connections within and between the character areas.
<b>Heritage Items and Landscapes</b>	Respond to the site-specific controls recommended for heritage items within the character areas.
<b>Public Art</b>	Make provision for public art within the character areas.
<b>Pedestrian Scale</b>	Street frontages should provide pedestrian scale and where possible upper levels should set back.
<b>Car Parking Design</b>	Carparking should not detract from the street scape.
<b>Encouraging Active Transport</b>	Masterplans should encourage active transport modes to minimise car use.

**Table 3: Station Gateway West – design considerations**

Design Consideration	Requirement
<b>Improve pedestrian access</b>	<p>Create a lively, safe pedestrian experience through the creation of transit plazas that will also enhance the bus and rail commuter experience at:</p> <ul style="list-style-type: none"><li>• Marquet Street;</li><li>• corner of Gauthorpe and Walker Streets; and</li><li>• Walker Street opposite the Station.</li></ul> <p>Provide a connection between the Station Plaza and the Town Square through a widened verge or increased setback</p>
<b>Upgrade the railway station</b>	<p>Facilitate improvements to the existing station capacity and provide a pedestrian connection over the railway line.</p>
<b>Active Street Frontages</b>	<p>Provide active frontages along key pedestrian routes to encourage safe pedestrian movement. Ground floor street activation fronting Blaxland Road and the Station.</p>
<b>Pedestrian connection to station</b>	<p>Provide a pedestrian connection to the station over Walker Street aligned with Gauthorpe Street that has 24 hour public accessibility and a north facing public plaza on the corner of Walker and Gauthorpe Street.</p>
<b>Opportunities to improve open space quality and access</b>	<p>Any increase in dwelling yield to be supported by well located, publicly accessible open space. Detailed design to consider overshadowing and solar access.</p>
<b>Minimise impacts on view corridors</b>	<p>View corridors to be maintained from the Station, between buildings and to McIlwaine Park and Parramatta River.</p>

**Table 4: Station Gateway East – design considerations**

Design Consideration	Requirement
<b>Commercial development near railway station</b>	Provide for additional jobs in standalone commercial buildings, supported by appropriate retail and other uses to create activity at ground level. Development to support the commercial precinct to the south.
<b>Provide a range of dwelling types and equitable distribution of density</b>	<p>Dwellings are to be appropriately distributed throughout the character area to ensure all land is economically feasible to develop.</p> <p>Favour a mix of dwellings typologies, including terraces and lower scale buildings addressing streets.</p>
<b>Pedestrian bridge between railway station and McIlwaine Park</b>	Provide a wide pedestrian bridge between the station and McIlwaine Park that delivers active frontages to adjoining developments to create a high quality attractive environment for people to use.
<b>New street connection</b>	Provide a new street connection between Cavell Avenue and Blaxland Road south of the Coptic Church.

**Table 5: Cavell Avenue – design considerations**

<b>Design Consideration</b>	<b>Requirement</b>
<b>Housing diversity and human scale</b>	Provide a mix of housing from high density apartments to lower density typologies such as mid-rise apartments and terrace houses. Lower building forms, like terraces, should address streets.
<b>Landscaped streets to encourage walkability</b>	Streets are to be landscaped, have high pedestrian amenity and encourage walking and cycling.
<b>Transition height down to Concord Road</b>	Building heights are to generally transition down from Blaxland Road towards Concord Road, noting a mix of heights may be desirable.
<b>Heritage Landscapes</b>	Heritage items and landscapes are to be respected through appropriate setbacks, design and materials, including adaptive reuse if possible.
<b>Mixed Use Corners</b>	At least three mixed use corners are to be provided on Cavell Avenue and Denham Street in accordance with the masterplan to activate the central portion of the precinct.
<b>New pedestrian connection</b>	A high-quality pedestrian link is to be provided between Blaxland Road and Cavell Avenue, generally near the alignment of Denham Street.
<b>Upgrade Community Facility</b>	The existing Council community centre on Blaxland Road shall be retained and enhanced, which may include adaptive reuse within a new development
<b>Local streetscape upgrades</b>	Local street upgrades shall be undertaken to Denham Street and Averill Street, as well as the intersection of Averill Street and Concord Road.
<b>East-west connection over railway</b>	A new east-west connection is to be provided over the railway near Nina Grey Circuit. Alternatively, an upgraded underpass closer to the proposed school could be considered.



**Table 6: Leeds Street – design considerations**

Design Consideration	Requirement
<b>New local school</b>	Deliver land for a local school site for up to 1,000 students in consultation with School Infrastructure NSW on the corner bounded by Blaxland Road, Leeds Street and Cavell Avenue. The land requirement is 1 hectare, subject to detailed design.
<b>New street connection</b>	Provide a new road south of the school site between Blaxland Road and Cavell Avenue (extension of Averill Street).
<b>Foreshore open space</b>	<p>Provide new foreshore open space and public promenade which improves access to the Parramatta River foreshore. The open space is to include a single, regularly-shaped consolidated space with a minimum area of 7,500m<sup>2</sup>. The promenade is to have at least a width of 30m from the foreshore to the building line.</p> <p>Lower buildings should address open space areas and the foreshore.</p>
<b>Activated, high amenity waterfront centre</b>	Deliver a high amenity, mixed use area including residential development, retail uses, cafes and restaurants.
<b>Integration with Ferry Wharf</b>	Integrate development with the proposed ferry wharf, connections between Averill St, Leeds street and the foreshore, and provide high quality public domain.
<b>Location of taller building elements</b>	Locate taller building elements to the west, near the railway line and transition heights down towards the waterfront. Tower elements may be considered elsewhere but should be located so as to minimise solar access and overshadowing and visual impact from the water.
<b>Walking and cycling connections</b>	Improve walking and cycling connections along the foreshore and from Leeds Street.
<b>Upgrade Uhrs Point Reserve</b>	Upgrade existing open space at Uhrs Point reserve.
<b>Intersection upgrade</b>	Upgrade the Cavell Avenue and Leeds Street intersection.

## Satisfactory Arrangements for infrastructure provision

To ensure infrastructure delivery is tied to the rollout of development, a 'Satisfactory Arrangements' clause is to be inserted into the LEP. This clause would require developers to make satisfactory arrangements to contribute to the provision of infrastructure prior to development occurring.

Typically, this would either be in the form of a monetary contribution to government (who would then deliver the infrastructure) or via a 'Works-In-Kind' agreement which is a legal undertaking that involves a developer building the infrastructure and transferring it to government.

The draft Precinct Plan identifies a list of infrastructure items required to support growth in the precinct. The master plans and DCPs prepared for each of the character areas will be required to identify how these infrastructure items would be delivered and where they will be located.

## Active street frontages

The draft Plan proposes active retail or commercial uses at street level for various sites on Blaxland Road, Leeds Street and Cavell Avenue. The draft active street frontage map at Appendix A identifies where these provisions would apply.

## Flood planning

The Precinct is located adjacent to the Parramatta River. Accordingly, it is important to ensure that future development on land that is subject to flooding is identified and performance requirements considered in the assessment of any development application. A draft map has been prepared to identify flood prone land and is contained in Appendix A.

## Inclusion of 'Water Supply Systems' into various Land Use Zones

Dual piping for potable and recycled water is proposed for development. These utilities may be supported by a water treatment facility to enable the re-use of grey water. Development for 'water supply systems' will be made permissible with consent in the land use tables of all zones that apply to land in the draft Plan.

## Land acquisition for road upgrades

The draft Plan includes minor upgrades to local and regional roads. These works require small areas of land to be acquired along Cavell Avenue, Averill Street and Concord Road. The land would either be acquired by the Council (for local road works on Cavell Avenue and Averill Street) or NSW Roads and Maritime Services (for classified road works on Concord Road). The land is identified on a draft Land Reservation Acquisition Map (see Annexure A).

## Maximum car parking rates

The draft Plan seeks to minimise vehicular traffic generated in the Precinct and encourage the use of alternative modes of transport. A clause is proposed nominating the maximum number of private parking spaces that can be provided with residential or non-residential development as follows:

**Table 7: Maximum car parking rates for residential flat buildings, dual occupancies and multi dwelling housing**

Dwelling size	Car parking rate (maximum)
Studio	0.1 spaces
1 bedroom	0.3 spaces
2 bedrooms	0.7 spaces
3 or more bedrooms	1 space

**Table 8: Maximum car parking rates for commercial, retail or other uses**

Land Use	Car parking rate (maximum)
Commercial	1 space per 150m <sup>2</sup> of GFA
Retail	1 space per 100m <sup>2</sup> of GFA
Cafes and restaurants	1 space for every 150m <sup>2</sup> GFA or 1 space for every 6 seats (whichever is less)
Industrial	1 space per 150m <sup>2</sup> GFA

## Minimum bicycle parking rates

Walking and cycling will be encouraged by requiring developments to provide bicycle parking that complies with the following minimum requirements:

Land Use	Resident/Staff	Visitor
Residential	2 per dwelling	2 per 10 dwellings
Commercial	2 per 150m <sup>2</sup> GFA	2 per 400m <sup>2</sup> GFA
Retail	2 per 250m <sup>2</sup> GFA	4+2 per 100m <sup>2</sup> GFA
Industrial	2 per 10 employees	4+2 per 100m <sup>2</sup> GFA

# Infrastructure funding and delivery.

The Department of Planning and Environment will continue to work with Canada Bay Council, agencies and infrastructure providers to align infrastructure needs and priorities to support the proposed growth in the Rhodes Precinct. Improving access to open space in the area as well as providing a public primary school are clear priorities for the Rhodes community.

## Leveraging development contributions in the Rhodes Precinct.

Sharing the cost of growth infrastructure is an important principle. Development contributions are payments made by a developer to a consent authority to contribute to shared local infrastructure, facilities or services and certain types of state infrastructure. Development contributions may be in the form of money, land, buildings, or works in kind.

Contributions collected in the Rhodes Precinct will be leveraged by the NSW Government and by Canada Bay Council. Collection can be achieved in several ways including Special Infrastructure Contributions, Local Infrastructure Contributions and Voluntary Planning Agreements.

### Special Infrastructure Contribution

A Special Infrastructure Contribution or SIC is a levy paid by developers to share the cost of delivering the infrastructure required to support new development and growth. The SIC funds a variety of infrastructure types. Special Infrastructure Contributions are collected for new developments within a defined boundary called the special contributions area.

### Local infrastructure contribution (Section 7.11)

Local Infrastructure contributions are usually levied by Council as a condition of development consent, towards the cost of providing local public infrastructure and facilities required because of development.

### Voluntary Planning Agreements

Voluntary Planning Agreements or VPAs are negotiated between the developer and the planning authority outlining the agreed developer contribution towards a public purpose. These are used as an alternative or in addition to other types of development contributions.

Decisions regarding the exact funding mechanism and delivery of infrastructure to support growth will be determined at the master planning stage.

Development contributions alone may not be sufficient to fund the required infrastructure and as such it might be necessary to identify other funding sources and approaches to deliver infrastructure.

# Amendments to SREP (Sydney Harbour Catchment) 2005

This section provides an overview of the proposed amendments to the planning controls contained in the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* ('the SREP').

## Leeds Street foreshore

The SREP currently identifies part of the Leeds Street waterfront as a strategic site. It is proposed to amend the SREP to remove the references to Leeds Street.

As this draft Plan will require the preparation of a DCP for the Leeds Street character area, there will no longer be a requirement for it to be included in the Sydney Harbour Catchment SREP as the masterplan will have been prepared.

## River pool

The SREP does not include public swimming pools as a permissible use. While a river swimming pool is not proposed as part of this revised draft Plan, it is proposed to amend the SREP to include them as a permissible use as it is understood there is a future proposal for a river pool at McIlwaine Park.

## Attachment A – Changes from Previously Exhibited EIE

	<b>The 2017 Plan</b>	<b>The revised Plan</b>
<b>Aims of Plan</b>	New aim for sustainability	New aim for sustainability. New aim to link infrastructure provision to growth
<b>Land Use Zones</b>	Proposed B4 Mixed Use and R4 High Density Residential Zones	Continues to propose B4 Mixed use and R4 High Density Residential, with the addition of a B3 Commercial Core zone.
<b>RE1 Public Recreation Zone</b>	Existing open space New promenade areas at Leeds Street	Existing open space
<b>Infrastructure Funding and Delivery</b>	State infrastructure funded via Special Infrastructure Contribution (SIC) framework  Local infrastructure funded via Section 7.11 developer contributions to Council	State and Local infrastructure to be funded through mixed sources of Voluntary Planning Agreements (VPAs), Section 7.11 development contributions and possibly a SIC framework.
<b>Character Area Masterplans</b>	A DCP was prepared and exhibited for the entire precinct.	Separate masterplans/DCPs will need to be prepared for each of the four character areas incorporating the considerations in the draft plan and the delivery of infrastructure in each character
<b>Maximum number of dwellings</b>	No dwelling cap was proposed	A maximum number of dwellings cap will be applied to each character area within the precinct.
<b>Maximum residential gross floor area (GFA) for character areas</b>	No maximum gross floor area was prescribed for the character areas (site specific floor space ratios were applied)	A limit would be placed on the maximum amount of GFA achievable within each sub-precinct
<b>Minimum non-residential GFA for Station Gateway East precinct</b>	Retail and commercial uses proposed in a mixed-use context but no minimum non-residential GFA requirement.	A minimum non-residential GFA requirement of 40,000m <sup>2</sup> will apply to the Station Gateway East character area to deliver standalone commercial development.
<b>Land Use Table: Water Supply Systems</b>	'Water supply systems' made permissible in all zones in the precinct to allow delivery of dual pipe water.	This approach is retained
<b>Minimum and Maximum lot sizes</b>	Minimum and maximum lot sizes mandated in LEP.	Diversity of lot sizes a matter for consideration in character area masterplans.
<b>Floor Space Ration</b>	Specific FSRs were proposed in the LEP mapping at a lot level.	Maximum gross floor areas will be applied to each character area. This will work in conjunction with the maximum number of dwellings to limit total yield but provide flexibility in delivery.
<b>Height of Buildings</b>	Specific building heights were included in LEP	Building heights and locations will be determined through character area master planning process subject to maximum dwelling numbers and maximum GFA.
<b>Height and FSR bonuses</b>	Proposed height and FSR bonuses in various areas.	No bonuses are proposed. Heights and FSRs will be determined through master planning process.
<b>Land Acquisition for Road Upgrades</b>	Minor land acquisition was proposed for intersection upgrades	This approach is retained.
<b>Flood Planning</b>	Flood prone land was identified and mapped.	The previously exhibited floor prone land map will be re-exhibited.

<b>Development Adjoining Heritage Items</b>	Site specific controls for heritage items were to be include in the LEP	Site specific controls for heritage items will be considered as part of the master planning process.
<b>Active Street Frontages</b>	The LEP has an active frontages clause. Additional active frontages were mapped.	This approach will be retained however amendments have been made to the active frontages to reflect the school site and Leeds Street.
<b>Foreshore Open Space</b>	An LEP map was proposed identifying the location of foreshore open space.	The size and location of public open space will be considered during the master planning process.
<b>Mixed Use Corners</b>	Mixed use corners were identified on an LEP map.	Location of mixed use corners will be considered during the master planning process.
<b>Adaptable Floor Space</b>	Floorspace that was adaptable for various land uses was proposed on an LEP map.	Substantial commercial floorspace now proposed at gateway. Whether adaptable floorspace should be provided in this location will be considered during the master planning process.
<b>Maximum Retail Floor Space</b>	Maximum retail floorspace was proposed at Leeds Street	Substantial commercial floorspace now proposed at gateway. Maximum retailed floorspace no longer proposed. Quantum of retail floorspace at Leeds Street will be considered during the master planning process.
<b>Provision of Terrace Housing</b>	Proposed to add a new definition of terrace housing into the LEP.	No new definition proposed. Diversity of dwelling types considered as part of character area objectives. Will be considered during the master planning process.
<b>Maximum Car Parking Provisions</b>	Maximum car parking provisions were proposed. Land within 400m of station was to have zero parking.	Maximum car parking rates still proposed. Adopt consistent maximum rates for entire precinct based on City of Sydney maximums.
<b>Maximum and Minimum Lot Frontages</b>	Proposed maximum and minimum lot frontage controls in LEP.	No maximum and minimum lot frontage controls proposed for LEP. Will be considered during the master planning process.
<b>Balconies included in calculation of GFA</b>	Proposed to amend clause to include balconies in calculation of GFA in certain circumstances.	Maximum GFA and dwellings numbers to be restricted, reducing the need for this control.
<b>Sustainability Initiatives</b>	Sustainability initiatives supported through controls and LEP aim.	Sustainability initiatives continue to be supported by planning package.
<b>Affordable Housing</b>	Proposed a Clause in the LEP requiring 5% of affordable housing.	Canada Bay now listed in SEPP 70 and undertaking a separate affordable housing review.

#### SEPP NO.70 – AFFORDABLE HOUSING (REVISED SCHEMES)

<b>Identification of need for affordable housing</b>	Proposed provisions identifying the need for affordable housing in Canada Bay.	Canada Bay now listed in SEPP 70 and undertaking a separate affordable housing review.
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#### SREP (SYDNEY HARBOUR CATCHMENT) 2005

<b>Permissibility of swimming pools</b>	Include public swimming pools as permissible in W2 Zones.	This approach is retained.
<b>Mapping showings Leeds Street 'Strategic Site'</b>	Leeds Street Foreshore Strategic Site	This approach is retained. Character area masterplan will negate the requirement for a separate plan under the SREP.



## ***Annexure B – Proposed Mapping Amendments to Canada Bay LEP***

Draft LEP maps required to implement the proposed controls include:

- Land Zoning Map – LZN 001
- Local Provisions Map – CL1 002
- Local Provisions Map – CL1-001
- Flood Prone Land Map – FLD 001
- Land Reservation Acquisition Map – LRA 001