

Appendix A

Review of SREP 29 Rhodes Peninsula
(deemed SEPP)

Consistency with SREP 29 planning principles

Planning Principle	Response
Role and land use activities	
Development should be carried out in a manner consistent with the principles of ecologically sustainable development.	The RWMP provides an opportunity to better achieve the principals of ecologically sustainable development by reducing the use of finite resources in terms of the urban structure of the inner west subregion, promotion of non-car borne transport modes, and making more efficient use of land, water and energy. No amendment required.
Development of the Rhodes Peninsula is to provide for a significant increase in residential population, open space and limited commercial and retail uses.	The principle continues to be applicable should the Rhodes West Master Plan proceeds. No amendment required.
Retail development in the Mixed Use Zone should service the needs of the local and district community, and have convenient and direct access to the public transport network.	The completion of the Rhodes waterside shopping centre provides for local and district shopping needs. Stage 3 of the RWMP, relating to Precinct D, may provide further opportunity for responding to this Planning Principle. No amendment required.
Office development should have convenient and direct access to the railway station and be no more than 500 m walking distance from the railway station.	The Master Plan will not result in any change to the Mixed Use Zone. The uses proposed in the RWMP are permissible with consent. The commercial office component at Rhodes has been completely developed. Additional commercial offices are considered appropriate mixed with residential development on the remaining Precinct A site given their compatibility with adjoining commercial offices and close proximity to the railway station, as a further stage of the RWMP. Precinct D, which is zoned mixed use, is also considered an appropriate location to expand the commercial office space at Rhodes given the immediate vicinity of the railway station. No amendment required.
Development in the Mixed Use Zone should optimise the use of public transport infrastructure.	The RWMP provides for the increase in residential population within Precinct A and D. 47% of the total additional floor space sought in the Master Plan is located within the Mixed Use zone, which comprises 30% in Precinct D and 17% in Precinct A. No amendment required.
A vibrant community and safe public domain is to be created through encouraging active frontages along main streets.	This principle remains applicable with the implementation of the RWMP. The RWMP promotes active frontages along Rider Avenue and Walker Streets, which are the main street frontages to the remaining development lots. In the residential zone in Precincts B and C, Walker Street is also considered suitable for uses and building designs

	which activate street frontages. No amendment required.
Built form	
Building heights are to reflect and emphasise the topography and other natural attributes of the Rhodes Peninsula. Building heights should allow a reasonable sharing of views from buildings by their occupants, with lower buildings at the foreshore and the greatest building height and density adjacent to the railway line.	This is a sound principle, to be carried forward to apply to the remaining development. This principle would benefit from additional more specific principles for the location, scale, massing and form of tower buildings proposed in the Master Plan. Principle to be augmented.
The predominant height of buildings adjacent to the foreshore is not to exceed 4 storeys.	It is desirable to maintain a predominant 4 storey height adjacent to the foreshore. No change is required.
The height, form and orientation of buildings are to take into account visual impact, both land and water based, solar access, ventilation, wind impact and the amenity and privacy of residences.	These considerations for building height and orientation are all sound principles and should be retained. No amendment required.
Design should promote a public domain and residential areas with a high quality of amenity and follow design practices which encourage energy conservation and the promotion of public transport.	The Master Plan promotes public transport use through additional walking and cycling links to bus and rail infrastructure. These links are to be designed to a high standard of embellishment to promote their use. No amendment required.
Development is to provide for a high quality of landscaping and plantings.	Sound principle, no amendment required.
The history of the site should be interpreted through continuity of existing features such as street layout and plantings.	The street network will generally be retained with Shoreline Avenue interpreting the original shoreline location. Street tree planting for Precincts A, B and C has been approved and will be progressively completed with future development lots. Site specific landscape designs for the new local parks which replace the deleted roads and relocated buildings are to provide greater emphasis on public open space and pedestrian access from Walker Street to Shoreline Avenue and beyond to the foreshore. Street tree plantings are to respond to local context and character and help define the hierarchy of streets. No amendment required.
Public domain	
The foreshore is to be publicly accessible, to be continuously linked within the Rhodes Peninsula and linked to public areas adjoining the Rhodes Peninsula, and to provide variation in open space character.	There is little variety in the public open spaces along the foreshore. New local parks form part of the Master Plan proposal, which are to be centrally located within Precincts B and C. An urban plaza space is proposed on the corner of Mary Street and Rider Boulevard on Lot 62 in Precinct A. Investigations of Precinct D in Stage 2 of the RWMP will seek to identify opportunities for additional urban plaza spaces to enhance public amenity and well as provide through site connections. No amendment required.

A range of recreational opportunities for the residents, workers and the community is to be provided within the public domain.	There is a lack of recreational opportunities for residents, workers and the community at Rhodes. Additional principles that promote variety in the size, location and use of public open spaces are required, as well as the proposal for a high quality and larger community centre. No amendment required.
There should be public gathering points within the public domain. Those gathering points are to include places located at the water's edge accessible to public transport and some places at which small-scale retailing can occur.	Point Park (north), Foreshore Park (central) and Mangrove Park (south) provide opportunities for public gathering. The design of these spaces lacks the activation to promote public gathering in a regular and meaningful way. The community centre precinct (close to the central Foreshore Park) provides an opportunity to activate this space promoting public gathering along the water's edge. Small scale retail uses are desirable in this location to further assist with activating the public spaces around the planned community centre building. No amendment required.
Coordinated pedestrian and cycling networks and public transport services are to be provided throughout the Rhodes Peninsula, and are to strengthen the role of John Whitton Bridge cycleway and links to Homebush Bay and Bicentennial Park.	The completion of the foreshore recreational and Walker Street commuter cycleways as well as the improvements in the area around the John Whitton Bridge will provide a good network of cycleways that link into the regional network. No amendment required.
Networks are to link with the railway station, areas adjoining the Rhodes Peninsula and the foreshore.	No amendment required.
In residential areas, walking and cycling are to be given priority and the passage of through motor traffic is to be discouraged.	This is a sound principle which can be further promoted with the implementation of the Master Plan by creating additional through site links and deleting some minor secondary roads for vehicle access but maintaining pedestrian only ways in their location. No amendment required.
The railway station should be linked to the foreshore through the provision of generously proportioned landscaped streets.	As above. The continuation of a through site link planned for Precinct D from the railway station on Walker Street and Marquet street and through the completed through site link in Precinct A between Marquet Street and Shoreline Avenue to the foreshore is supported. No amendment required.
All streets should be publicly accessible.	Supported. No amendment required.
Accessibility, movement and parking	
Transport and traffic should be managed in accordance with a comprehensive plan that provides for the coordinated provision of infrastructure and the staging of its provision.	The Transport Management Plan for Rhodes should be fully implemented. Additional transport works were identified in Council's 8 December 2009 resolution, and it is understood that Council will pursue these works

	through a variety of means including Voluntary Planning Agreements with developments as well as existing Section 94 contributions under the Contributions Framework Plan. No amendment required.
Access to and use of public transport is to be optimised through appropriate land use and density distribution.	The Master Plan further supported public transport use. Trains and buses can accommodate the additional travel demand created by the Master Plan. No amendment required.
Appropriate urban form, public transport infrastructure and services are to be provided which increase the use of public transport.	This is a sound principle, which the Master Plan supported through increasing densities close to public transport services. No amendment required.
Development should accommodate users of all modes of transport including public transport, cycling and walking.	No amendment required.
The provision for vehicular movement is to be consistent with the development of a high-quality pedestrian environment within the street system.	A highly interconnected network of streets is achieved in the Renewing Rhodes DCP 2000. Minor changes are proposed including the deletion of three secondary streets, one of which was a no through road (Peake Street in Precinct B). These deletions are to be replaced with pedestrian through site links that should have a high standard of embellishment to propose their public use. No amendment required.
A high degree of accessibility is to be provided to places in the Rhodes Peninsula for both able and disabled persons.	Sound principle, which is supported and no amendment is required.
The street pattern should have a clear hierarchy, be interconnected and integrate the western and eastern parts of the Rhodes Peninsula through improved and increased linkages.	This is a sound principle for promoting walking and cycling as alternatives to cars for short trips. The Master Plan proposes to delete a small number of secondary streets which are considered unnecessary for vehicle access and circulation. Streets are to be replaced with public pedestrian links through sites, maintaining the interconnected network of pedestrian pathways. An additional link between West and East Rhodes is proposed in the RWMP by extending the foreshore pedestrian pathway and cycleway between Point Park and Blaxland Road. No amendment required.
Parking controls are to support public transport strategies of the Government and to reflect road network capacities.	The new DCP is to introduce changes to the residential car parking rates, which have been suggested by the RTA. On-site parking is to be further limited to promote the use of non-car borne travel and reduce impacts on traffic congestion on Concord Road and Homebush Bay Drive. No amendment required.
Ecological issues	
Development within the Rhodes Peninsula is to make a significant contribution to ecological sustainability through reduced energy requirements, particularly those of a non-	No amendment required.

renewable nature, and to waste reduction.	
Water and energy efficient design criteria are to be promoted and soil erosion and sedimentation control measures implemented during remediation and construction phases.	Water and energy efficiency in building design and construction are mandatory considerations for all residential flat buildings. BASIX provides targets for energy and water efficiency. Developers may provide ESD initiatives in excess of BASIX compliance through the Voluntary Planning Agreement process. No change is proposed to the requirement for erosion and sediment control measures for future development proposals. No amendment required.
Development should not have adverse impacts on the water quality of Homebush Bay or the Parramatta River.	This is a sound principle which is to be addressed in terms of stormwater management and erosion and sediment controls for future development proposals. No amendment required.
Appropriate re-vegetation of the foreshores is to be encouraged.	No change is proposed to the principles for re-vegetation of the foreshore. DECCW have provided input through their General Terms of Approval on each of the public domain proposals for foreshore areas, which have been approved. No amendment required.

Note: There are no Planning Principles under the existing SREP 29 which is compromised by the RWMP.

Additional Planning Principles

Additional planning principles in relation to built form and public domain to be incorporated into the new DCP are suggested as follows:

Built form

- A variety of building types and heights are to range from 4 to 8 storeys for street edge buildings, to tower buildings up to 25 storeys where more consolidated public open space and/or pedestrian through site links are provided;
- Tower buildings are to be located predominantly along the ridgeline and are staggered to avoid a row or wall of buildings.
- Tower buildings are to be located and oriented to minimise overshadowing impacts on neighbouring properties and public open space, are adequately separated to managing overlooking and achieve adequate privacy and optimise views;
- Tower buildings must have slender appearance with an emphasis on vertical proportions, and demonstrate design excellence with significant architectural merit that makes a positive contribution to the identify of Rhodes as a Specialised Centre.
- Buildings are to be oriented onto public streets and open spaces to address and define the public domain.
- Community facilities are to be co-located in a central location and of an appropriate scale and design to cater to a wide range of uses.

Public domain

- Well distributed public open space will add to the network of civic and recreational open space experiences for local residents as well as the general public;
 - New local parks are to be centrally located within precincts and have adequate address to public streets to promote meaningful public use;
 - Scenic quality and civic amenity is to be achieved through high quality landscape embellishment of the public domain that considers site topography, pedestrian access and functional passive as well as active recreational needs.
 - Pedestrian access connects desirable public destinations at Rhodes including the Rhodes railway station, foreshore open space, local parks, the Rhodes Waterside Shopping Centre, local shops and community facilities.
-