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Rhodes Place Strategy

Finalisation Report

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Executive Summary

The Rhodes Place Strategy establishes a 20-year vision to enable approximately 4,200 new homes, 1,100 new jobs, nearly 23,000sqm of public space, a new school for 1,000 students and critical new supporting infrastructure including a new ferry wharf, upgrades to the Rhodes Train Station and new walking and cycling paths. Consistent with the Eastern City District Plan, the Place Strategy creates opportunities for new housing near public transport and identifies infrastructure and open space to support a growing population.

The draft Rhodes Place Strategy and Explanation of Intended Effect outlining the proposed changes to planning controls, as well as the Urban Design Report, were exhibited from 31 August 2020 to 9 October 2020. The exhibition was supported by an online engagement strategy comprising webinars, 'talk to a planner' sessions, and a social media campaign. The exhibition was also publicised in newspapers, letter box drops to over 5,500 residents and notification letters posted to 1,800 landowners in the precinct. The Department received 3,064 submissions in response to the exhibition, a significant portion relating to the Coptic Church site (90%).

The key issues raised included:

- ensuring adequate infrastructure is delivered in line with new development;
- managing traffic impacts and providing the right amount of car parking, while ensuring adequate public and active transport infrastructure is provided;
- the number, density and typology of dwellings, and the suitability of the mix of uses;
- the planning controls and whether they are capable of delivering the vision of the Strategy;
- environmental impacts such as overshadowing, pollution, wind, sharing of views, and sustainability;
- affordable housing;
- the importance of delivering open space and improved connections, including to McIlwaine Park;
- the viability of the proposed planning controls when considering the infrastructure and open space requirements; and
- specific requests for the Coptic Church site, including requests to increase heights and density to allow additional land uses, and increase car parking.

The feedback makes it clear that people only want to see future development if it is supported by the logical rollout of supporting infrastructure and place improvements, such as the new foreshore park, and new walking and cycling routes, as well as a high quality built form. The Department has worked with City of Canada Bay Council, Transport for NSW and School Infrastructure NSW, and the consultant team to address the issues raised and to ensure a clear pathway is available for development and infrastructure funding and delivery.

The final Place Strategy outlines a 20-year vision for Rhodes and a framework to guide development and infrastructure delivery. It establishes a design-led approach, with guiding principles and priorities for future design and development. This will be achieved through an amendment to the Canada Bay Local Environmental Plan (LEP) 2013 and an amendment to the *Environmental Planning and Assessment Regulation 2000* (EP&A) to ensure Place Strategy is a statutory consideration in future development applications.

The final Place Strategy does not increase the number of dwellings beyond those outlined in the exhibited documents. Illustrating the connection between the staging of development and infrastructure, the Place Strategy and planning controls ensure no more than 3,000 new homes can be developed prior to major transport intervention. This means development can only occur beyond the 3,000 dwelling cap once adequate transport capacity is available to service new development. A future planning proposal would be required to remove the dwelling cap and unlock

the additional development potential of up to 4,200 dwellings as identified in the Place Strategy once transport capacity is confirmed. The capacity of the transport network will be influenced by traffic patterns and travel behaviour in light of the shift to working from home, better walking and cycling paths and a new ferry service, and major transport services such as Sydney Metro West and the potential Parramatta Light Rail Stage 2.

In response to issues raised in submissions, the following post-exhibition amendments have been made:

- Revised non-residential minimum floorspace requirements on some sites in Station Gateway West and Station Gateway East;
- An increase to the average apartment size from 82.5sqm to 90sqm;
- An exception to overshadowing controls to Union Square for two sites;
- Introduction of 5% incentive FSR for terrace housing in the Cavell Avenue character area to encourage terrace housing;
- Introduction of incentive floorspace for the delivery of community infrastructure on certain sites, including the Coptic Church site;
- Introduction of minimum site area controls for Leeds Street to ensure FSR controls align with consolidated development sites as intended in the draft Place Strategy;
- Additional 5% FSR for sites in Leeds Street character area to improve feasibility and support site consolidation; and
- Revised minimum site area requirements for shop top housing in Station Gateway East from 2,000sqm to 1,500sqm.

A detailed overview of the post-exhibition changes is provided in Table 7 in Section 8.2 of this Report.

1 Introduction

Rhodes Precinct is located within the Eastern City District. Identified as a Collaboration Area and important strategic centre in the Eastern City District Plan, Rhodes provides significant opportunity to accommodate new housing and jobs. The precinct has consistently been identified as an ideal location for renewal because of its access to public transport, open space, jobs and services.

Planning for the Rhodes Precinct has been underway since 2015, including previous exhibitions of draft precinct plans in 2017 and 2018. In 2020, the draft Rhodes Place Strategy and associated Explanation of Intended Effect of the rezoning was exhibited from 31 August 2020 to 9 October 2020.

Since that time, the Department has been working with stakeholders such as Transport for New South Wales (TfNSW) and Canada Bay Council (Council), to understand and respond to the issues raised during exhibitions. The revised Place Strategy builds on the extensive precinct planning work and feedback the Department has received since 2017. It provides for the continued transformation of Rhodes, with a design-led approach that focuses on local character and will ensure the necessary infrastructure is in place to support the population.

This Finalisation Report documents the consultation process, summarises the issues raised in submissions and reports on how those issues have been addressed to finalise the Place Strategy and rezoning.

1.1 Overview of the final Place Strategy

The Place Strategy and amending State Environmental Planning Policy (SEPP) will update planning controls in the Canada Bay Local environmental Plan (LEP) to enable the staged development of up to 4,200 new homes and new employment opportunities in Rhodes.



Figure 1: Rhodes Precinct and Character Areas

The Rhodes Precinct comprises four character areas (**Figure 1**):

- Station Gateway West;
- Station Gateway East;
- Leeds Street; and
- Cavell Avenue.

Each character area is distinct and has different intended functions within the Rhodes Precinct. Station Gateway West and Station Gateway East are adjacent to Rhodes Train Station and are designed to be mixed use precincts with the greatest heights and densities, close to the station and designed not to overshadow parkland. Cavell Avenue will be the residential heart of the Rhodes Precinct and will focus on community and residential uses with human-scale built form, encouraging lower scale streets with terrace-style housing. The Leeds Street Character Area will be characterised by its location at the tip of the Rhodes Peninsular on the Parramatta River. Leeds Street focuses on the new foreshore park and waterfront promenade, new pedestrian links to the Parramatta River, destination retail, and ferry wharf.

The Place Strategy is supported by an infrastructure schedule which identifies the infrastructure required to support the population over the next 20 years. New homes will be supported by new and upgraded infrastructure, with a major focus on the provision of new open space, linkages to open space, public and active transport and social infrastructure. The number of new dwellings will critically be limited to 3,000 to ensure development in Rhodes is supported by adequate transport capacity prior to the total 4,200 dwellings being developed in the precinct. Development beyond 3,000 dwellings can only occur once adequate transport capacity is available to service new development. The capacity of the transport network will be influenced by traffic patterns and travel behaviour in light of the shift to working from home, better walking and cycling paths and a new ferry service, and major transport services such as Sydney Metro West and the potential Parramatta Light Rail Stage 2. Ongoing monitoring of travel demand, and investigation of public transport requirements, will be required to support the additional dwellings in the precinct.

The rezoning of the precinct will:

- Allow up to 4,200 new dwellings (capped at 3,000 dwellings in the short-term) and over 1,100 jobs to be delivered over the next 20 years through changes to land zoning and development controls such as height and floor space;
- Identify and plan for the delivery of infrastructure that is required to support development, including public transport upgrades, new and improved open space and a new school;
- Deliver 2.3ha of new public spaces including a new 7,500sqm foreshore park and 15m wide waterfront promenade;
- Promote public transport use through upgrades to the Rhodes train station and a new ferry wharf;
- Provide for a new 1,000 student primary school;
- Deliver a place-based approach to renewal, with a strong focus on local character, housing diversity and best practice urban design;
- Deliver exemplar sustainability outcomes, via bonuses for exceeding mandatory BASIX targets and requiring dual reticulation water systems in all new developments;
- Provide the potential for at least 2,000sqm of community floorspace space;
- Deliver best practice design through a Design Excellence provision which will apply to future development in the precinct;
- Protect solar access to open space and promote view sharing through generous building separation, slender towers and a requirement to protect sunlight to public open space;
- Improve access to parks and the foreshore including a new pedestrian bridge over Concord Road;

- Deliver almost 3km of new cycleways and pedestrian connections to make it easier for people to walk and cycle;
- Incorporate planning controls to deliver up to 5% of new dwellings as affordable housing in the precinct;
- Introduce 'satisfactory arrangements' requirements for development in the precinct to ensure contributions towards state infrastructure as part of any future development; and
- Establish maximum car parking rates to encourage active and public transport use.

1.2 Exhibited draft Place Strategy 2020

The exhibition of the 2020 draft Place Strategy incorporated community and stakeholder feedback from the two prior exhibitions. It took into account the feedback from previous exhibitions by incorporating the following changes into the 2020 exhibited draft Strategy:

- The master planning for the draft Rhodes Place Strategy was State-led with the Department leading planning for Rhodes in collaboration with City of Canada Bay Council and state agencies. This change was in response to concerns from the 2018/19 exhibition relating to uncertain development outcomes due to the requirement for landowner prepared master plans;
- Introduction of new design criteria based on global best-practice benchmarking, including criteria on excellence of design, sustainability, building heights and densities, and amenity impacts;
- Establishing planning controls in accordance with the design criteria and guiding principles, including height and density controls across the precinct;
- Ensuring there are range of sunlit public spaces and public parks, including the new proposed public spaces, to enjoy throughout the day;
- Providing more detail about the links between the development proposed and the infrastructure for the area, including establishing a 3,000 dwelling cap based on transport modelling to ensure development is supported by adequate transport infrastructure;
- Addressing the role of the proposed commercial core next to the Station and reverting to the previous mixed use approach based on feedback in submissions, feasibility and office demand advice; and
- The fine grain planning undertaken during the preparation of a draft Rhodes Place Strategy for each character area resulted in a realignment of the previously exhibited character area boundaries to correspond with the final Place Strategy design criteria. These changes included a reduction in the size of the Leeds Street and Station Gateway East character areas, and an expansion of the boundaries of the Cavell Avenue character area.

1.3 Previous precinct planning investigations

The Department has been working with City of Canada Bay Council and consulting with the community, government agencies and other stakeholders since 2015 to develop a planning framework that will provide for new infrastructure, employment and housing in the Rhodes Precinct.

Draft plans were exhibited in 2017 and 2018/19 and feedback received from previous exhibitions has informed the final Place Strategy and proposed changes between the three sets of exhibition plans were based on expert advice and the analysis of submissions.

The key issues raised during each public exhibition have been reviewed to ensure that this final Place Strategy consolidates previous feedback and delivers a holistic and integrated strategy for Rhodes Precinct.

The final Place Strategy and rezoning responds to the technical studies and evidence base prepared over the last five years, including the Urban Design Report, prepared by RobertsDay as expert urban design advisors. At a high-level, the built form strategy and structure plan has remained generally consistent in all precinct plans. A comparison of the key elements of the 2017, 2018 and 2020 plans is provided in Table 1.

Table 1: Comparison of previously exhibited draft Precinct Plans and Final Place Strategy

	2017	2018	2020
Precinct boundary	The precinct boundary included land to the east of the rail line only	The precinct was expanded to include a parcel of land to the west of Rhodes station	The precinct includes land to the east and west of the rail line – consistent with the 2018 plan
Dwellings	3,600	4,200	4,200
Station upgrade	No change to existing station	Station upgrade includes extension of the platform and new northern entrances east and west of the rail line	Station upgrade includes extension of platform, new northern concourse, and station entrances
School	A vertical primary school for 600 students within a mixed-use development	A stand-alone site for a primary school for up to 1,000 students with on-site play space	A stand-alone site for a primary school for up to 1,000 students, with on-site play space
Open space	4,500sqm foreshore park and 12m foreshore promenade	7,800sqm of open space and 12m wide foreshore promenade	7,500sqm of open space and 15m wide foreshore promenade
Land use	Predominately residential and mixed-used development	Predominately residential and mixed-use. Introduced a commercial core directly adjacent to the station in Rhodes East	Predominately mixed-use and residential, with minimum non-residential floorspace controls to deliver new jobs
Height and density	Specific building heights and floorspace ratios were provided across the precinct	No specific height or floorspace controls for the precinct	Specific building heights and floorspace ratios were provided across the precinct
Car parking	A parking rate of zero cars for all dwellings within 400m of the station	Best practice maximum parking rate proposed	Maximum car parking rates to reduce car use and encourage public transport use

Further detail outlining the history of previous investigations is provided in **Appendix B**.

1.3.1 How this report is structured

This Finalisation Report provides a summary of the submissions received during the exhibition period, the Department's consideration of issues, and the key changes embodied in the final Place Strategy. The key elements of this report include:

- An outline of the exhibition and engagement activities;
- A submissions summary;
- Key issues raised by stakeholder group, comprising community, Coptic Church, major landowners/developers, Government agencies and City of Canada Bay Council, including the Department's response to the key issues raised;
- The amendments made to the Place Strategy package post-exhibition; and
- Appendices providing more details on the individual issues raised by stakeholders.

The exhibition resulted in differing views from various stakeholders. For example, in regard to proposed increases in height and density some submissions called for development to be reduced whilst others requested increases. It is important to read the Department's response to the issues raised by all submitters to understand the context of the Department's response.

2 Exhibition details

2.1 Exhibition period

The draft rezoning package was exhibited from 31 August 2020 to 9 October 2020. All submissions received by the Department have been considered in the preparation of this Finalisation Report. A summary of submissions at **Appendix A** provides additional detailed responses to a number of site or precinct specific issues. A total of 3,034 submissions were received, with 90% of submissions comprising form letter format submissions from members of the Coptic Church.

2.2 Exhibited materials

The following documentation was publicly exhibited as part of the planning package:

- Draft Rhodes Place Strategy which identifies the vision for the precinct;
- Explanation of Intended Effect (a 'plain English' version of the proposed amendments to planning controls);
- Draft LEP Maps identifying the changes required to planning controls to help realise the vision for the precinct; and
- Urban Design Report prepared by RobertsDay.

The package was available on the Department's website at www.planning.nsw.gov.au/rhodes.

2.3 Public notice

Notices were placed in the following newspapers advising of the public exhibition:

- A print advertisement in The Daily Telegraph on 3 September 2020;
- Digital advertising on the Inner West Courier website on 7-13 September 2020.

Additionally, the following public notifications were made:

- 795 Electronic Direct Mail (EDM) sent at start of exhibition to Rhodes webpage subscribers, plus reminder EDM sent to 895 subscribers halfway through exhibition;
- Notice in Canada Bay Council's online newsletter; and

- Social media advertising on Facebook and posts on Twitter and LinkedIn carried out by the Department's digital team.

2.4 Notification to landowners

The Department notified 1,800 landowners in writing at the start of the exhibition period. The letter provided details of the exhibition period and invited submissions on the draft Place Strategy.

The Department also distributed 5,500 postcards to letterboxes in the Rhodes area at the start of the exhibition period, also advising of the exhibition and submission details.

2.5 Notification of key stakeholders

The Department sent notification letters by email to key stakeholders advising of the exhibition including Canada Bay Council, State Government agencies, relevant service providers, and industry groups.

2.6 Consultation with agencies

The Department consulted with State government agencies, including TfNSW and Schools Infrastructure NSW (SINSW), throughout the entire planning process. This includes before, during, and post exhibition. The Department has continued to liaise with agencies as part of the finalisation process.

2.7 Consultation activities

Community engagement for the exhibition was carried out virtually due to limitations on face-to-face contact during the COVID 19 pandemic. Notwithstanding, the Department undertook the following activities to reach as many people as possible within this constrained environment:

- Letterbox drops:
 - 1,800 letters sent to landowners in the precinct; and
 - 5,500 postcards distributed to residents in the wider Rhodes peninsula.
- Electronic Display Mail (EDM):
 - Three EDMs were sent throughout the exhibition campaign:
 - At the start of exhibition to 795 subscribers (31 August 2020);
 - A reminder halfway through the exhibition period to 842 subscribers (18 September 2020); and
 - At the end of exhibition to 1,770 submitters (9 October 2020)
- A dedicated precinct webpage on the Department's website which included all exhibition documents, a community brochure (including translation into two primary community languages) and frequently asked questions.
- Online engagement:
 - A social pinpoint map allowed users to post comments on features of the Place Strategy; and
 - An online survey provided opportunity for community to provide informal feedback.
- Online information sessions:
 - The sessions were an opportunity for members of the public to gain further information on the project and ask questions on the exhibited materials;
 - More than 100 landowners and community members participated in the information sessions; and
 - Three online webinar sessions were held:

- Station Gateway West and Station Gateway East - Information Session - 15 September 2020;
- Cavell Avenue and Leeds Street - Information Session - 17 September 2020;
- Mandarin language information session - a presentation pre-recorded in Mandarin and a question and answer session with the project team facilitated by a Mandarin interpreter – 7 October 2020.
- One-on-one sessions:
 - Virtual “Talk to a Planner” sessions allowed members of the public to book a session to ask questions about the project;
 - 14 sessions were booked during the exhibition period;
 - 28 sessions were offered at various times for people to speak with a planner and ask questions about the exhibited materials.
- Social media:
 - Two advertisements were placed on Facebook and unique visits to the Rhodes webpage increased by 71,325% as a result:
 - 1-14 September 2020 reaching 58,639 users; and
 - 15-28 September 2020 reaching 64,341 users
- Outdoor displays:
 - Three A1 display boards placed at Rhodes train station from 14 September to 9 October 2020. The display boards alerted people to the exhibition, explained where to find more information and included simplified Chinese text.

2.8 Pre-exhibition workshops and briefings

Landowner briefings

In March 2020, a letter was sent to invite major landowners to provide submissions to the Department for consideration in a consolidated masterplan for the Rhodes East and the Station Gateway West areas. The submissions received were reviewed as part of the preparation of the draft Place Strategy that was placed on public exhibition.

The Department held two pre-exhibition briefings with major landowners in Rhodes. The Department and RobertsDay, whom the Department engaged to produce the Urban Design Report, presented at the briefings.

The first briefing was held on 29 April 2020 on the Station Gateway West Character Area. There were 17 attendees. The second briefing was held on 29 July 2020 on the character areas in Rhodes East. There were 59 attendees.

3 Submissions summary

3.1 Submissions received

A total of 3,064 submissions were received in response to exhibition of the draft Rhodes Place Strategy. Issues raised in submissions are summarised and addressed in the following sections of this Report (Section 3- 7). This Report provides an overview of key issues raised by stakeholder group, comprising community submissions, major landowner submissions and agency and organisation submissions. Submissions that raised specific matters are summarised at **Appendix A** along with the Department's response where the issue was particular to a site or precinct.

There were 235 submissions received from the community, 20 submissions from major landowners, 17 submissions were received from Government agencies, councils and organisations, including 9 submissions from Government agencies including TfNSW and the NSW Environment Protection Authority (EPA). The majority of submissions (2,761) were associated with the St. Mary & St Merkorious Coptic Orthodox Church (Coptic Church) site.

Of the community submissions, 206 raised concerns with components of the draft Place Strategy (88%), five supported the draft Place Strategy (2%) and 24 made general comments (10%).

Submissions associated with the Coptic Church site were in a variety of form letter formats and raised similar matters, including proposed density, affordable housing and car parking controls.

A summary of submissions grouped into stakeholder groups is provided at **Table 2**.

Table 2: Summary of submissions

Submission author	Number of submissions
Local community	235
Coptic Church members	2,762
Major landowners and developers	20
NSW Government agencies	9
Council and council groups	3
Community groups	2
Industry peak bodies	3
Total	3,034

Copies of submissions received are available on the Department's website.

4 Submissions by the community

A total of 235 submissions (excluding the Coptic Church and Community Groups) from members of the local community were received. One submission was received on behalf of the Central Rhodes United Group and a submission was received on behalf of 36 property owners in Station Gateway West. **Table 3** summarises the key issues raised in the submissions by the community.

Most community submissions raised concerns with some components of the draft Rhodes Place Strategy (such as increased density), whilst also supporting other elements (such as increased open space and infrastructure). Submitters raised a wide range of matters, with the majority seeking improvements to existing infrastructure constraints (e.g. traffic congestion and train capacity) and suggesting that growth needed to be accompanied by increased infrastructure. The major issues raised included:

- The need for more public and active transport, including improved train station capacity, and social infrastructure to support population growth;
- Requests that new development not increase traffic congestion, or availability of community car parking spaces; and
- Requests that new development must address amenity issues such as protection of sunlight, view corridors, and access of sunlight for open space.

There was support for the proposed infrastructure upgrades, particularly the new primary school, foreshore park and ferry wharf. The need for infrastructure upgrades, particularly road and station upgrades, and ensuring the delivery of infrastructure in line with growth was a key issue for the community.

Community submissions generally focused on aspects of the draft Place Strategy that directly impacted amenity and liveability, including transport, built form, social infrastructure and open space. Community submissions were less focused on planning controls and other technical information including design excellence, sustainability requirements, and affordable housing targets.

Of the total community submissions, 19% related to Station Gateway West, 14% related to Cavell Avenue, 11% related to Station Gateway East and 4% related to Leeds Street. Most submissions raised precinct-wide issues.

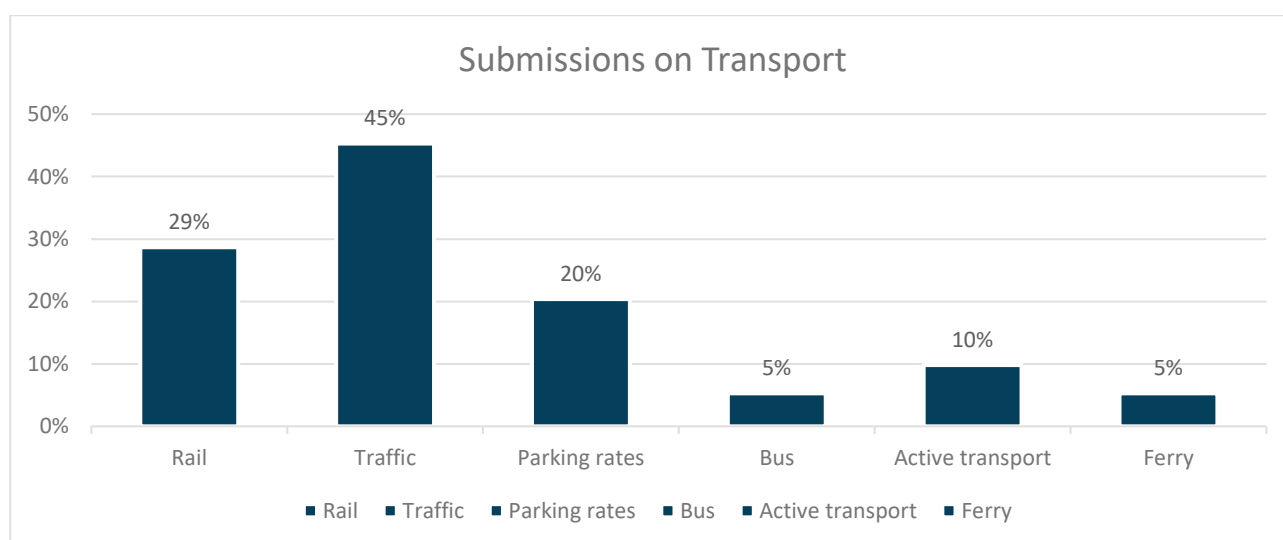
A summary of the key issues raised by the community is provided in **Table 3**. A discussion of the key issues raised and the Department's response is outlined in **Sections 0 to 4.5**.

Table 3: Summary of key issues raised by the community

Issues raised in submissions by the community	Proportion of Submissions %
Transport	
Increased traffic	45%
Capacity of Rhodes Train Station and the rail network	29%
Parking rates	20%
Active transport	10%

Issues raised in submissions by the community	Proportion of Submissions %
Built Form	
Building heights and density	74%
Community Infrastructure	
Infrastructure to match growth	25%
School	21%
Open Space	22%
Amenity	
Solar impacts	10%
View impacts	12%
Master Plan	
Feasibility	7%
Consultation	
Consultation process	8%

4.1 Transport



4.1.1 Traffic

The majority of submissions (45%) raised traffic congestion as a concern. It was suggested that additional vehicle movement from new residents could exacerbate existing traffic congestion in the

area. The submissions raised concern that Concord Road and other local roads already suffer from congestion, especially during peak hours.

Other traffic issues raised included increased air and noise pollution, and increased danger to pedestrians – particularly children. Some submissions considered that Walker Street is a dangerous traffic area, with an existing high number of pedestrians and vehicular traffic at risk of conflict. Other submissions raised the existing difficulty in accessing Rhodes because of traffic congestion and concerns about reduced accessibility.

Department Response

Building places where people come together as a community always starts with opportunities to connect. Car dominated suburbs can lose this sense of connection, while those suburbs that encourage walking to shops, public transport and parks are more likely to build connections.

The final Place Strategy seeks to balance car use, traffic, public and active transport, consistent with the NSW Government's *Future Transport 2056* Plan. In particular, the approach to parking, traffic generation and active and public transport seeks to align with the guiding principles of:

- Successful places;
- Safety and performance;
- A strong economy; and
- Sustainability.

The Place Strategy and supporting Infrastructure Schedule identify the necessary road upgrades to support development in the precinct over the next 20 years. The Place Strategy identifies new connections that will make it easier for people to choose a transport option other than a car to get around. New local roads, upgrades to state roads and new and improved cycling and walking links support the Rhodes Place Strategy.

The Place Strategy recognises that any shift away from a dependency on private vehicles requires safe, comfortable, interesting and direct walking and cycling connections to the places people want to visit. These include the station, new primary school, Rhodes Waterside Shopping Centre, Rhodes Corporate Park and Concord Hospital, as well as McIlwaine Park and the foreshore. This can then be supported by improved public transport capacity over time.

Rhodes has an established pedestrian street network and shared pedestrian/cycle paths that provide the bones of the future active transport network, which will be expanded to incorporate a range of upgrades to facilitate improved walking and cycling.

Transport and traffic modelling indicates that 3,000 dwellings is the limit of additional dwellings that can be supported without major intervention, such as the quadruplication of the Northern Line to enable more trains to stop at Rhodes. The Place Strategy and planning controls include a provision that ensures no more than 3,000 new homes can be developed prior to major intervention. The Place Strategy identifies capacity for approximately 4,200 dwellings in the Precinct and sets out actions and considerations to unlock the Precinct's full growth potential. A future planning proposal will be required to remove the dwelling cap once additional transport capacity is committed.

The Department, in collaboration with TfNSW, will consistently monitor housing approvals and dwelling completions, while also building an understanding of traffic patterns and passenger behaviour in light of the shift to working from home, the introduction of safer walking and cycling paths, and the influence of other transport interventions such as Sydney Metro West or potentially, Parramatta Light Rail Stage 2. This has been specifically identified as an action in the Place Strategy.

4.1.2 Capacity of Rhodes Train Station and the rail network

Submissions raised concern that Rhodes Train Station has insufficient capacity to accommodate additional population growth and is already at capacity in peak hours, noting the train station also services Wentworth Point.

Department Response

The Place Strategy identifies necessary upgrades to the Rhodes train station to increase station capacity and improve access to the platforms. The *Rhodes Traffic and Transport Report* prepared by Jacobs includes a detailed assessment of the existing transport network and acknowledges the current capacity constraints at Rhodes station. The identified upgrades to the station will improve capacity in line with increasing demand in the precinct. The Place Strategy includes a detailed Infrastructure Schedule, which identifies the upgrades to the train station to be further investigated by TfNSW.

In the long-term, other major transport interventions, in association with changes to travel behaviour and travel demand management solutions, will support the increase in people and activity beyond the 3,000 dwelling cap including:

- Sydney Metro West;
- Sydney Metro City & Southwest which will increase capacity via additional services at Rhodes (with Northern Line customers diverting on to the Metro at Epping, prior to reaching Rhodes), and allowing people in Rhodes to travel north to Epping to join the Metro line;
- future upgrades to the Northern Rail Line to four tracks, allowing more services to stop at Rhodes; and
- Potential extension of Parramatta Light Rail (PLR 2) to Wentworth Point and Sydney Olympic Park would increase accessibility to Parramatta CBD and Olympic Park train and metro station.

The Place Strategy includes a number of initiatives that will support development and manage the impacts of growth on public transport services. This includes travel demand management approaches that can help to influence changes in demand on transport networks by redistributing journeys to other modes, times, routes or by removing the journey altogether. The supporting amendment to the EP&A Regulation ensures the Place Strategy is a consideration in future development.

4.1.3 Car parking rates

A large proportion of submissions felt that the car parking rates were too low. Submissions argued that Rhodes does not have the same level of public transport service as the Sydney CBD and therefore should not have similar parking rates. Submissions were concerned that insufficient car parking would exacerbate car parking problems, increase traffic congestion and reduce amenity - particularly where visitors are unable to find parking.

Submissions argued that there are many people in Rhodes that do not commute to places with strong public transport links such as the CBD, and that many residents require cars to travel to work. Submissions also mentioned an existing lack of on-street parking, and that future development could exacerbate the situation by creating more demand for on-street parking.

Department Response

The maximum car parking rates have been established in collaboration with TfNSW and Council and aim to reduce congestion, manage impacts on Concord Road, and encourage more people to use public transport and walking and cycling for local trips, and to shift to car sharing instead of car

ownership. This is supported by new pedestrian and cycle connections, upgrades to Rhodes Train Station, a new transit plaza next to Rhodes Train Station and a new ferry wharf.

These upgrades will make public and active transport more attractive and viable options for travel for work and recreation and reduce demand for private vehicle use. The Place Strategy also includes a targeted action (Action 1.2) to investigate travel demand management measures to support the shift to public and active transport. Council's draft development control plan includes provisions to encourage car sharing spaces in new development.

The car parking rates are based on best practice for accessible, high density areas in Sydney. The parking rates for Rhodes are in line with maximum car parking rates in highly accessible areas, such as City of Sydney and North Sydney, and are based on accessibility to public transport services and an improved active transport network.

In terms of on-street car parking, Council is able to consider restricting overnight on-street parking, a measure that has been adopted in a number of council areas outside of the Sydney CBD. The Place Strategy includes Action 1.2 to investigate travel demand management solutions, which might include reviewing on-street parking restrictions.

4.1.4 Active transport infrastructure

Some submissions identified the lack of active transport as a concern. In general, these submissions argued there needs to be a greater implementation of active transport infrastructure and facilities such as pedestrian and cycle paths and increased tree canopy to make these links more attractive to use.

Department Response

The Place Strategy prioritises new and upgraded connections for pedestrians and cyclists. This includes a new bridge linking Rhodes Station, across Concord Road to McIlwaine Park, new pedestrian links connecting to the ferry wharf and foreshore promenade, new and upgraded local streets and through site links, and upgrades to Blaxland Road that will form a north-south walking and cycling link, connecting to the regional cycleway network. Public domain upgrades along streets, together with a people-friendly interface with buildings, will encourage people to walk and interact with streets.

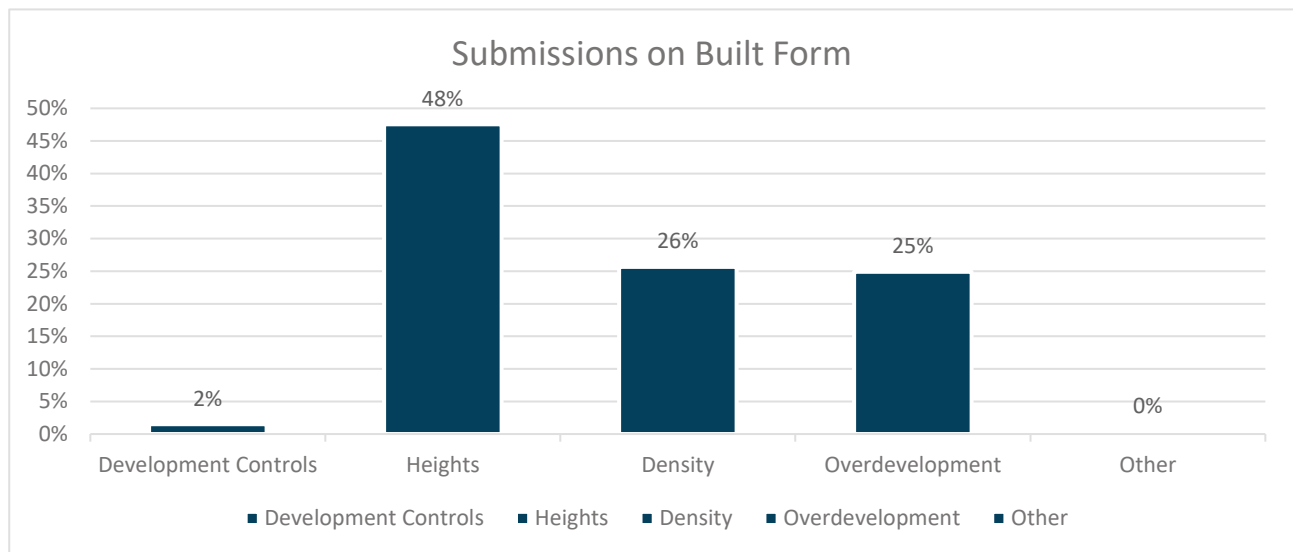
New local streets, through site links and walkways have been designed to deliver smaller blocks, increase permeability and make it easier to walk and cycle around the precinct. In urban design terminology, this is known as *fine-grain* design to encourage walking and cycling.

The Place Strategy establishes a 25% canopy cover target and 25% green view index to be provided as part of future development. This will increase tree canopy cover and greening of the precinct, reduce urban heat and moderate challenging weather conditions in summer that impact on walking and cycling. These targets will be a consideration for future development in the precinct.

Under Big Move 3 *Connect places, promote walking and cycling*, the Place Strategy also includes a number of Actions to assist with the successful transition to a walking and cycling friendly area, including:

- Investigate bicycle end-of-trip facilities, such as bicycle lockers at key activity nodes;
- Prepare a wayfinding strategy to make it easier for people to navigate the network of paths;
- Investigate widening of the rail underpass at Walker Street to improve pedestrian access.

4.2 Built form



4.2.1 Building heights and density

The majority of community submissions highlighted concerns with the proposed heights and densities, including the impact of increased heights on amenity, overshadowing, privacy and view loss. Submissions also raised concerns about the effect of further development on living standards, air quality and noise pollution. Some submissions suggested the dwelling mix should include terraces and townhouses.

Department Response

Rhodes is identified as an important strategic centre in the *Eastern City District Plan*, with the opportunity to deliver significant new homes and jobs. Increasing homes near public transport is a key objective of the NSW Government. It ensures that new development is within easy access to employment, services and amenities.

Higher density living offers many benefits, particularly if designed well, and located in an area with strong transport links, proximity to jobs and public space. Higher densities that are orientated around transport nodes can improve productivity and liveability by reducing the amount of travel required to access employment and recreation, which frees up time and reduces commuting costs. This is in line with the Objective of achieving a 30-minute city in *the A Metropolis of Three Cities* plan. Higher densities increase the vibrancy of communities and provide the pedestrian traffic that will make street activation and businesses viable.

The Place Strategy uses a design-led approach to ensure new development builds on local character, delivers design excellence, shares views, creates sunny public spaces, and achieves a diversity of densities and housing types to support a range of households.

Homes will be designed for the diverse range of people who live in Rhodes today and will call Rhodes home in the future—including families, singles, the elderly, and those on lower incomes. These will need to be adaptable places—for example, with more people working from home, requiring rooms that can be easily adapted, or shared spaces in public areas for people to meet. The 3,000 dwelling cap will mean that new development can only occur once we know that the right transport capacity is in place.

The Place Strategy establishes a mix of apartment sizes, meaning there will be more one and three (or more) bedroom apartments. A minimum rate of affordable housing will cater for very low-

to low-income households, and housing for older people will be available near the station. The Place Strategy also incentivises terrace style dwellings to improve housing diversity.

4.2.2 Overshadowing

Submissions were concerned that proposed building heights would create unacceptable overshadowing. Submissions also stated that overshadowing of public spaces such as McIlwaine Park will reduce amenity and useability.

Department Response

Avoiding overshadowing is one of the key principles of the Place Strategy. The Place Strategy and associated built form controls have been established to protect solar access to open space. The planning controls will prevent additional overshadowing to these public spaces, like McIlwaine Park, at key times of the day to ensure their ongoing usability and amenity. There are a range of sunlit public spaces that are available across the Rhodes peninsula at various times of the day. Future development applications will need to demonstrate compliance with principles to protect solar access.

4.2.3 View sharing

Submissions raised concern about the potential view loss and the need to ensure view sharing, particularly from existing buildings in Rhodes West.

Department Response

The Place Strategy promotes a 'view sharing' approach. The design-led approach has ensured view sharing principles have been applied to the Place Strategy, including analysis of view corridors, rigorous tower siting considerations, building footprint size limitations and increased building separation. The introduction of these criteria has improved the view sharing capacity across Rhodes.

The Place Strategy and supporting planning controls ensure generous building separation controls for towers and a maximum building footprint of 750sqm GFA. The intent is to deliver well-spaced and slender towers to enable views between towers. These controls will ensure views can be enjoyed by both existing and future residents of the Rhodes Precinct.

4.3 Community infrastructure

4.3.1 Infrastructure to support growth

Submissions suggested there would be too many new dwellings in the precinct and that any additional dwellings need to be supported with increased infrastructure such as schools, open space, public transport and the road network upgrades

Department Response

New homes will be supported by new and upgraded infrastructure as the precinct develops over the next 20 years. The infrastructure schedule outlined in the Place Strategy identifies the required infrastructure to support development, including upgrades to the train station, new open space and improved walking and cycling links. New open space, and social infrastructure will be delivered, as well as local activation to enable residents to be near services and amenities.

The Department is working with state agencies on a joint agency approach to state infrastructure prioritisation and funding to ensure necessary infrastructure improvements are identified in agency programs and budgets for delivery over the next 20 years. The Place Strategy, at Action 1.1, sets out the requirement for a detailed phasing strategy to be prepared to establish prioritisation and staging and sequencing over the next 5, 10, 15 and 20 years. This will ensure agency budgets and

delivery programs are established in line with identified infrastructure requirements and timeframes.

The Place Strategy and supporting planning controls also limit development to 3,000 dwellings until additional transport capacity is available to ensure new development is supported by infrastructure.

4.3.2 School

Submissions supported a new primary school in Rhodes, noting there is no primary school or high school in Rhodes. Submissions requested further detail on the timing of the proposed new primary school and traffic management considerations.

Department Response

The NSW Government is committed to providing a new primary school in Rhodes. The Place Strategy and supporting infrastructure schedule identifies the preferred location for the future primary school for up to 1,000 students.

The Department has worked closely with SINSW to identify the preferred school site in the Cavell Avenue character area, as established in the Place Strategy. The Department will continue to work with SINSW to establish the staging, program, and delivery timeframe for the new school in line with growth in the precinct. This will be addressed through an Action to work with agencies to prepare an infrastructure phasing strategy.

The Place Strategy identifies the preferred location of new streets and through-site links to support movement throughout the precinct. As part of the planning and development of the new school, matters such as traffic management and bus and pedestrian access, will be considered to ensure the school does not impact surrounding areas. These matters will be addressed as part of the more detailed phase of development.

The new school provides an opportunity for Council and the Department to work with SINSW to explore joint use opportunities with the new primary school, including the administration parking and offices, multipurpose community rooms, and open space. This is included as a priority in the final Place Strategy for consideration as part of future development in the Cavell Avenue and Leeds Street character areas.

4.3.3 Open space

Submissions raised concern about the amount of open space in Rhodes and the need for additional open space to support the increased population. Some submissions recommended embellishment of existing open space to improve amenity - such as building playgrounds for children and increasing tree canopy to reduce heat in summer.

Department Response

The Place Strategy aims to facilitate new and improved public spaces that people are better able to access and use. The Place Strategy provides for over 23,000sqm of new public spaces, as well as upgrades to existing open space including McIlwaine Park and Uhls Point Reserve.

A key focus of the Place Strategy is to improve access to existing open space, with new walking and cycling connections, which will ensure most people are within a 10-minute walk to open space, consistent with the *Premiers Priority* for access to open space. The Place Strategy will increase access to open space by providing a new pedestrian bridge that extends from the precinct across Concord Road to McIlwaine Park. This will provide an easy and safe walking connection to McIlwaine Park, improving access and removing the current barrier of crossing Concord Road.

The \$5 million McIlwaine Park upgrade funded by the Department through the Precinct Support Scheme has now commenced. The expansion of the park into the bay includes a launch facility and beach with foreshore access improvements so that visitors can enjoy kayaking, stand up

paddle boarding and other water activities. There will also be a naturalised riverbank from the land to the water and accessible shared pathway along the foreshore. More information is available on Council's website at <https://collaborate.canadabay.nsw.gov.au/braysbay>.

By opening up public access to the Parramatta River foreshore to the north east of Rhodes, the Place Strategy provides for a 15m waterfront promenade and a new 7,500sqm foreshore park. The design of the park will need to incorporate multipurpose community facilities, kids play and kick-about areas, as outlined in the Priorities for Leeds Street. This is supported by up to 4,000sqm of publicly accessible open space (including a new 2,000sqm forecourt on Marquet Street) , new public plazas and upgrades to existing parks.

The Place Strategy will also protect sunlight to open space, ensuring open spaces are functional, useable and are available to residents to be enjoyed all year round. It will also deliver significant tree canopy coverage across the Rhodes Precinct. This will comprise a target of 25% canopy cover to increase tree canopy and protect existing tree canopy to improve shade and promote cooling in summer.

4.3.4 Aged Care

There is a significant population within Rhodes who are elderly, and some submissions highlighted the need for suitable facilities, including aged care and open spaces that are usable for the elderly.

Department Response

The Place Strategy recognises the importance of aged care facilities and the principle of 'aging in place'. The Place Strategy provides an incentive to deliver seniors housing for certain sites in Station Gateway East and Cavell Avenue, in addition to existing permissibility through state planning policies for Seniors Housing.

The Place Strategy facilitates the relocation of an existing aged care facility to move closer to the station in Station Gateway East – closer to public transport, shopping and entertainment to create an environment that supports healthy lifestyles for an active, aging population.

The Place Strategy also provides an incentive for aged care and supporting community services to be provided on the Coptic Church site.

Aged care and community services are permitted in all areas of the precinct, ensuring new services and facilities can be provided, or existing facilities expanded, in response to changing demands over time.

4.4 Development feasibility

Some community submissions suggested the proposed planning controls in the Cavell Avenue Character Area provide insufficient height and density to support redevelopment, which reduces property values.

Department Response

The height and density controls have been determined through a design-led process considering strategic planning priorities and responding to community expectations in regard to high quality design outcomes.

The Place Strategy for Rhodes is a long-term plan that is expected to take over 20 years to fully implement. Accordingly, feasibility must be considered over the medium term and recognise that feasibility will shift over time as market conditions evolve.

To incentivise the delivery of terrace housing in Cavell Avenue character area, a 5% bonus FSR will be enabled through the planning controls.

4.5 Consultation

Some submissions raised concern with the consultation process, including the extent of notification of the exhibition and how feedback from previous exhibitions had been addressed.

Department Response

As outlined in section 2.7 of this report the Department engaged extensively during the exhibition of the draft Place Strategy. This included advertisements in newspapers, letters to 1,800 landowners, postcards distributed to 5,500 residents in Rhodes, email notifications and social media campaigns. Three online information sessions were held (including a Mandarin language session), 'talk to a planner' sessions, as well as Social Pinpoint and an online survey to allow people to provide feedback on the exhibited materials.

The Place Strategy has been informed by previous investigations and feedback received from the community over the past five years. A summary of the previous draft precinct plans and feedback received is provided in Appendix B.

5 Submissions associated with the Coptic Church

There were 2,762 submissions from members of the St. Mary & St Merkorious Coptic Orthodox Church. The submissions were predominantly in form letters that covered similar issues.

The majority of submissions requested increased height and density on the site (84% of submissions) and a change to the character area boundary (37%). Submissions also raised concerns about the consultation process (30%) and car parking rates (26%).

Table 4: Issues raised in submissions associated with the Coptic Church

Issues raised in submissions associated with the Coptic Church	Proportion of submissions %
Transport	
Parking rates	26%
Development Controls	
Heights and density controls	84%
Maximum floorplate and building separation controls	24%
Character area boundary	37%
Development incentives (BASIX)	11%
Social Infrastructure	
Aged care, crisis accommodation and affordable housing	24%
Developer Contributions	15%
Amenity	
Solar impacts	13%

Consultation

Consultation process	30%
Consideration of landowner submissions	16%
Supporting studies	41%

5.1 Parking rates

Submissions argued the proposed car parking rates should be higher. Submissions stated that the Coptic Church requires a minimum of 250 on-site car parking spaces, and reduced car parking rates may increase on-street parking in surrounding streets during peak times.

Department Response

The Place Strategy establishes maximum car parking rates for residential, retail, commercial and office uses across the precinct. The proposed car parking rates have been designed in consultation with TfNSW to reduce traffic congestion and encourage more people to walk, cycle and use public transport.

The car parking needs of the Coptic Church would be subject to a merit-based assessment as part of any future development application for the site. Council is responsible for managing on-street parking and is able to consider initiatives to manage on-street parking in Rhodes. The Place Strategy contains an Action to investigate travel demand management measures, which may include innovative parking solutions.

5.2 Built form

5.2.1 Heights and density

Submissions requested increased height and density for the Coptic Church site. Submissions suggested that the site needs increased density to allow basement car parking and questioned the split height controls proposed across the Coptic Church site. Submissions also suggested that FSR controls should be equitably distributed within 400 metres of the train station.

Department Response

The urban design strategy is based on a broad range of design principles, including proximity to public transport, as well as establishing a diversity of heights and densities across the precinct to deliver a mix of housing types and to respond to the landform and local character. The height and density controls for the Coptic Church site are consistent with the principles for the Cavell Avenue character area, which aim to increase dwelling diversity and create a lower scale-built form.

To assist with the delivery of community infrastructure, an incentive provision has been introduced for the site to allow additional floorspace of up to 0.6:1 for non-residential uses (additional to the base FSR of 1.7:1). This will allow for uses such as aged care, community uses and health services to be provided to support the community. The additional non-residential floorspace has been redistributed from elsewhere in the precinct, resulting in no increase to the non-residential floorspace overall.

The split height controls are required to facilitate the transfer of FSR from the future local road location adjacent to the site. The urban design analysis identified that the additional height associated with the FSR transfer should be located on Blaxland Road.

5.2.2 Maximum floor plate and building separation

Submissions raised concern with the proposed maximum floorplate size of 750sqm and the proposed separation distance of 40 metres for building exceeding 20 storeys.

Department Response

The maximum floorplate controls and building separation controls are not applicable to the Coptic Church site due the different desired future character of the Cavell Avenue character area which does not include tower forms. These controls protect amenity through reduced wind impacts and improved visual privacy and ensure view sharing principles are applied for people who live in other buildings.

5.3 Community infrastructure

5.3.1 Developer contributions

Submissions requested further information about developer contributions and the funding and delivery mechanism for the infrastructure upgrades identified in the infrastructure schedule to support the proposed growth.

Department Response

The Place Strategy aims to ensure new development is coordinated with the infrastructure upgrades identified in the infrastructure schedule. Infrastructure will be delivered through a number of means, including through monetary contributions, land dedication, voluntary planning agreements, and the State Agency budgetary program. Some opportunities will be delivered through the normal development process, such as public domain upgrades.

The Place Strategy includes Action 1.1 to work with agencies to prepare an infrastructure phasing strategy, which will provide certainty around the funding and delivery of key upgrades.

5.3.2 Aged care, affordable housing and crisis accommodation

Submissions requested housing diversity provisions be considered based on the needs of the Church, including crisis accommodation, affordable housing and aged care. Submissions also raised concern with the unit mix controls and affordable housing mechanism. Submissions suggested the 5% affordable housing rate should not apply to the Coptic Church site to allow the Church to provide crisis and affordable accommodation.

Department Response

The planning controls, including unit mix, do not prevent the provision of crisis accommodation, affordable housing or aged care. The unit mix controls ensure an appropriate mix of dwellings are provided in new developments to meet a range of housing needs. The Canada Bay LEP 2013 was amended in February 2021 to introduce unit mix controls for the entire local government area. These controls will apply to any redevelopment of the Coptic Church site.

The requirement for 5% of the relevant floor area to be allocated towards affordable housing, is set out in Section 6.12 of the Canada Bay LEP 2013, which implements the Region Plan and Eastern City District Plan target of between 5 and 10 percent of new housing to be affordable. To meet the requirements for affordable housing under the LEP, affordable and crisis accommodation providers must be a registered Community Housing Provider.

5.4 Development controls

5.4.1 Change to character area boundary

Submissions requested a change to the character area boundary to include the Coptic Church site in the Station Gateway East character area.

Department Response

The character area boundaries were identified through community and stakeholder engagement to provide a framework for quality urban renewal and ensure a place-based approach to development in the precinct. The urban design strategy and resulting planning controls for the Coptic Church site has been generally consistent throughout the planning process.

The boundary between the Station Gateway East and Cavell Avenue character area has been altered slightly in response to submissions requesting the relocation of a proposed local road in Cavell Avenue further north to the southern boundary of the Coptic Church site, but the Coptic Church site remains in the Cavell Avenue Character Area.

5.4.2 Development incentives (BASIX)

Submissions suggested the proposed 5% floorspace incentive for exceeding BASIX targets should be higher and questioned the type of development where the incentive is available.

Department Response

The BASIX provision provides an incentive towards sustainable development by enabling 5% more floor space for exceeding mandatory BASIX targets for water and energy. The 5% additional floorspace will apply to all BASIX affected development on the site where the targets are exceeded. The additional floorspace is consistent with the broader urban design strategy.

5.5 Consultation

5.5.1 Consultation process

Submissions raised concern with the public consultation process and consideration of the Coptic Church's submission provided in 2017, 2018 and 2019. Submissions requested further supporting studies to justify the proposed changes, including a feasibility study.

Department Response

The Place Strategy is supported by over five years of precinct investigations and technical studies. The Department has carefully considered all submissions, including the Coptic Church's submissions, as part of the preparation of the Place Strategy. Refer to response at Section 4.5 above.

6 Submissions by major landowners

The submissions from major landowners and developers were focused on issues that would impact development potential, feasibility and land values, such as the potential under the development controls and the distribution of density across the precinct.

This group sought increases to the building heights and densities because they felt the exhibited densities did not provide for sufficient development potential to redevelop in the short term. Development viability was consistently raised as an issue. Another key issue raised in submissions was car parking, with requests for car parking rates to be higher.

Landowners also submitted that the assumed average apartment size of 82.5sqm was too small, not reflective of market demand, leading to an overestimate in the dwelling yield. It was suggested that an average apartment size of 100sqm should be used to calculate the potential dwelling yield of the precinct. Landowners along Leeds Street and Averill Street submitted that the planning controls did not deliver development potential equitably across the precinct.

Submissions sought clarification the 3,000 dwelling cap and how the 3,000 dwellings would be calculated.

Submissions were generally supportive of the proposed active transport links and emphasised how walking and cycling links will help activate the area, particularly the commercial, retail and services offerings at Rhodes Waterside and the Rhodes Business Park.

This section covers the general issues that were raised by major landowners. Detailed summaries of submissions and responses to submissions are in Appendix A.

Table 5 Issues raised in major landowner submissions

Issues raised in submissions by major landowners	Proportion of submissions
Transport	
Parking rates	29%
Community infrastructure	
Open Space	24%
Contributions and infrastructure delivery	14%
Aged care and affordable housing	14%
Development controls	
Feasibility	71%
FSR and building heights	48%
Apartment sizes	33%
Housing diversity mix	19%
Overshadowing controls	19%

Building separation and maximum floor plates	24%
Minimum site area and amalgamation controls	29%
Commercial and residential floor space mix	10%
Distribution of density	29%
Development bonuses (BASIX)	14%
Character areas	
Character area boundary	10%

6.1 Transport

6.1.1 Parking rates

Submissions requested higher car parking rates and questioned the application of Sydney CBD rates to Rhodes. Submissions questioned the link between car parking and private vehicle trip generation and stated that public transport is already at capacity and lower car parking rates will exacerbate this problem. Submissions also suggested the lack of car parking spaces would place new developments at a competitive disadvantage against other developments, impacting project financing.

Department Response

Car parking rates have been established in collaboration with TfNSW and Canada Bay Council to limit car use, which subsequently reduces congestion and pollution. Managing traffic impacts to reduce congestion on the arterial road network, including the Concord Road corridor, and to encourage more people to walk, cycle and use public transport is a key consideration.

In parallel with lower parking rates, the Place Strategy identifies upgrades to Rhodes station and new and improved walking/cycling infrastructure to make these alternative modes of transport more attractive and accessible. The investigation of travel demand management approaches is an Action of the Place Strategy, which may include exploration of innovative parking solutions. Refer to Section 4.1.3 and 5.1.1 for further discussion.

The Place Strategy for Rhodes is expected to take over 20 years to be fully realised. Over this timeframe, changes to travel behaviour and the improved availability of public transport options are expected to change buyer preferences for car parking. Development feasibility, therefore, should also be considered over a longer period and recognise that feasibility will shift over time as market conditions evolve.

6.2 Community infrastructure

6.2.1 Open space

Submissions provided general support for additional open space; however, clarification on the delivery mechanism for open space was requested in submissions. Some submissions suggested alternate open space concepts in exchange for additional heights and floor space ratios to improve development viability and delivery of open space.

Department Response

The opportunity the Place Strategy establishes is a diversity of heights and densities across the precinct to deliver a mix of housing types and to respond to the landform and local character, while embedding opportunities for view sharing and managing bulk, scale and overshadowing. This includes siting the highest buildings close to the station and providing an appropriate transition to the Parramatta River and the lower density areas east of Concord Road. The Place Strategy balances the built form outcomes, with the provision of open space and public domain improvements to achieve a people-friendly urban environment.

The new foreshore park is identified as an important piece of state infrastructure in the Place Strategy. Planning for the Leeds Street character area was based on a design-led approach, with the built form and densities, determined in line with the established design criteria and in consultation with Council. It is not considered appropriate to increase density in Leeds Street, or to consider exchanging density for open space, as this is not consistent with the height's strategy or approach endorsed by Council.

6.2.2 Developer contributions

Many submissions included contributions as a key issue and requested further clarity on developer contributions, infrastructure delivery and funding mechanisms. Submissions also stated that developer contributions need to be supported by feasibility studies to ensure that development remains feasible.

Department Response

The Place Strategy sets out the infrastructure requirements and funding mechanisms to deliver infrastructure upgrades in Rhodes.

The proposed mechanism to levy contributions toward identified state infrastructure in Rhodes is through satisfactory arrangement provisions. Satisfactory arrangement provisions will require developers to contribute towards the provision of state infrastructure as a condition of development consent.

This will require developers to enter into a voluntary planning agreement (VPA) to contribute a portion of the cost toward state infrastructure. The contribution can be a monetary contribution to the state government, or a 'works in kind' agreement.

The preparation of the draft Place Strategy was informed by high level feasibility analysis which indicates that the proposed controls are feasible. The timeframe for development in the precinct is a 20-year timeframe, with development likely to occur incrementally over that period. Therefore, feasibility is one consideration that must be balanced with the urban design and place-based outcomes for Rhodes. Feasibility is determined at a point in time and will be a factor that will shift and evolve with market conditions over time. Given the long-term timeframe for the precinct to develop, feasibility must be considered in this context.

6.2.3 Aged care and affordable housing

Submissions highlighted the need for aged care facilities and requested changes to planning controls to incentivise the delivery of aged care. Some submissions requested that affordable housing requirements be changed to allow for the delivery, retention and on-going management of affordable housing dwellings by not-for-profit social and community housing providers.

Department Response

Aged care provision is an important component of the Place Strategy. The Place Strategy provides an incentive to deliver seniors housing for certain sites in Station Gateway East and Cavell Avenue, in addition to existing permissibility through state planning policies for Seniors Housing.

The Department supports the delivery of aged care and associated services in the Rhodes precinct. To support this, the Place Strategy provides an incentive to facilitate the relocation of an existing aged care facility in Rhodes closer to the station in Station Gateway East.

The final version of the Place Strategy also provides an incentive for aged care, and other supporting community services, to be provided on the Coptic Church site to facilitate the delivery of aged care and community services for the broader community.

In accordance with Canada Bay Council's *Affordable Housing Contribution Scheme*, affordable housing will be owned and managed by Council and/or its nominated Community Housing Provider. This requirement is in the *Canada Bay Local Environment Plan 2013*.

6.3 Development controls

Most submissions (95%) from developers raised concerns with the exhibited planning controls. Submissions argued that the controls are too prescriptive and onerous, and do not enable development to be innovative or responsive to market demands.

Department Response

In response to feedback from the 2018 plan, the Place Strategy includes specific height and FSR controls to provide certainty about the intended built form outcomes, consistent with the place-based design approach prioritised in the District Plan. The controls have been informed by consultation with stakeholders including Council, Government agencies, the community and specialist consultants, based on an urban-design led approach. The controls respond to best practice design criteria and reflect the place-making principles of the Place Strategy, which require precise controls to maximise development potential while ensuring that environmental and amenity targets are also achieved.

6.3.1 Feasibility

Submissions argued that feasibility would be improved by increasing densities – including incentives for the delivery of infrastructure, reducing commercial floorspace requirements, and establishing development contribution requirements supported by feasibility testing. Submissions suggested the 3,000-dwelling cap may impact feasibility.

Department Response

The Rhodes Place Strategy is a long-term plan that sets out a framework for development over the next 20 years. The Place Strategy aims to balance development feasibility with the strategic planning priorities of Greater Sydney, and to ensure that development will deliver appropriate amenity and liveability.

In response to submissions, a number of minor post-exhibition changes have been introduced to improve project feasibility and incentivise the delivery of key infrastructure on certain sites. Importantly, the changes still reflect the intent of the exhibited urban design strategy. The changes include a redistribution of non-residential floor space on sites in Station Gateway West and Station Gateway East, additional FSR in the Leeds Street character area, bonus FSR provisions for the delivery of community infrastructure on certain sites and bonus FSR for the delivery of terrace housing in Cavell Avenue character area. The post-exhibition changes are outlined in Section 7.

6.3.2 Apartment sizes

Submissions suggested that the assumed average apartment size is too low and should be increased from 82.5sqm to 100sqm to respond to demand for larger apartments in Rhodes.

Department Response

The average apartment size is the basis for determining gross floor area (GFA) and does not preclude the delivery of larger apartments. The average apartment size has been reviewed post-exhibition and has been revised to 90sqm in response to submissions and in consideration of the demand for larger apartments and changing lifestyle preferences resulting from COVID-19.

6.3.3 Floor space ratio and building heights

Submissions requested increased height and FSR controls, and suggested development controls were too prescriptive and dwelling targets will not be achieved under the proposed controls.

Department Response

The Place Strategy has been prepared using a design-led approach. The distribution of planning controls is based on established design criteria and heights strategy that aim to balance density with open space, amenity and access to transport, while promoting view sharing, maximising solar access to open space, and ensuring diversity of housing types and buildings heights throughout the precinct. Refer to further discussion at 6.3.9.

The Place Strategy includes detailed controls, including height and density controls, supported by design controls such as building separation and floorplate controls, to ensure the urban design outcomes in the Place Strategy will be achieved. These controls provide certainty about the development potential and built form outcomes across the precinct. The lack of certainty, and need for detailed controls, was a key issue raised in the previous exhibition and has been addressed in the final Place Strategy.

In response to the increase to the average apartment size and additional dwelling capacity, there was an opportunity to consider minor changes to height and density in response to submissions.

This includes incentive FSR provisions for the delivery of community infrastructure on certain sites, incentive FSR for the delivery of terraces in Cavell Avenue character area and additional FSR (5% additional) for the Leeds Street character area in response to feasibility and site amalgamation requirements.

While this results in an increase in dwelling capacity and overall GFA across the precinct, the total number of dwellings permitted in the precinct has not changed, nor has the dwelling cap at 3,000 dwellings prior to establishing whether transport capacity is sufficient to accommodate additional dwellings. The Urban Design Report prepared by RobertsDay demonstrates that the heights and FSR controls can be achieved, with capacity for 4,200 dwellings in the precinct.

6.3.4 Housing diversity

Submissions stated that the unit mix requirements are overly prescriptive and do not reflect market demand. Submissions stated that demand for studios and one-bedroom apartments has reduced, and the demand for two- and three-bedroom apartments has increased. Submissions suggested the unit mix should be determined by market demand, rather than being prescribed. Submissions also suggested lower demand for lower-rise dwellings in Rhodes, such as terraces.

Department Response

Big Move 4 *Better designed buildings, for more people* of the Place Strategy aims to deliver a best-practice design approach to the built form and a true mix of housing options. Canada Bay LEP 2013 was amended in February 2021 to introduce unit mix requirements across the LGA in clause 6.11 *Mix of dwelling sizes in residential flat buildings and mixed use development*. These provisions are consistent with the exhibited dwelling mix requirements for Rhodes.

The dwelling mix requirements ensure there is a greater variety of apartment types and sizes, hence there is a minimum percentage for studio/one bedroom apartments and three-bedroom apartments. Developers have the discretion to exceed the minimum thresholds for studio/1 bedroom and 3 bedroom apartments to meet demand.

The Place Strategy aims to deliver a diverse mix of housing typologies, including terrace-style housing. An additional 5% FSR has been introduced to encourage the delivery of terrace housing.

6.3.5 Overshadowing controls

Submissions raised concern with the overshadowing controls to open space, particularly McIlwaine Park and Union Square. The submissions noted that protecting solar access to open space is important, but suggested the controls are too onerous and there is potential to increase FSR and building heights with only minor additional overshadowing to these spaces.

Some submissions included concept plans for specific sites to demonstrate that increasing FSR and/or heights would only cause minimal overshadowing early in the morning or late afternoon.

Department Response

Protecting sunlight to open space is one of the key principles of the Place Strategy and a key criteria for development. Solar access is crucial to amenity in public open spaces, which provide outdoor recreational opportunities where people can work, play or rest while enjoying sunlight.

In response to the requests for increased height and density, a review of the cumulative overshadowing impact was undertaken, which demonstrated over 50% of the primary area of McIlwaine Park would be overshadowed in the afternoon in mid-winter if these suggestions were implemented. The Department and Council do not support any change to the overshadowing controls to McIlwaine Park.

The Department has reviewed the overshadowing controls to Union Square in response to submissions and has introduced an exception to the overshadowing controls to Union Square in very limited circumstances that results in minor overshadowing. This includes an exception for 1-9 Marquet Street and 4 Mary Street, accounting for a minor revision to the exhibited building envelope as the exhibited envelope was impractical for delivery, and a site in Station Gateway East, on the basis it provides additional floorspace for community infrastructure. The post-exhibition changes are outlined in Section 7 of this report.

6.3.6 Building separation and maximum floorplate controls

Submissions highlighted the building separation controls exceeded the Apartment Design Guideline (ADG) for building separation. Submissions also suggested that the maximum floorplate control of 750sqm should be reconsidered.

Department Response

The design-led approach has prioritised building separation controls for taller towers to promote view sharing, create a sense of openness, and protect solar access to the public domain, all of which provides for greater amenity for the wider community. This is different to the building separation controls in the ADG which aim to provide an appropriate level of privacy between residential apartments.

The maximum floorplate control will ensure slender towers, which helps avoid the effect of creating a wall of towers, and also enables view sharing, while minimising wind impacts and overshadowing.

The building separation controls were developed in collaboration with Council and Government Architect NSW (GANSW) and acknowledge the impact of height on amenity. GANSW also supports the smaller floor plate sizes because this helps to achieve cross ventilation, manage the

bulk and scale of the buildings and facilitates access by limiting the number of apartments on each floor. This approach is also consistent with the intent of the Design and Place SEPP which promotes slender towers and building separation between towers.

6.3.7 Amalgamation and lot size requirements

There were a range of submissions that raised concerns with amalgamation requirements and minimum lot sizes. This included requests to remove minimum site area requirements from some sites and suggestions that site amalgamation may not be practical where neighbouring sites have sufficient site area.

Department Response

The minimum lot size requirements facilitate amalgamation to create larger development sites to ensure development occurs in an orderly manner and in line with the urban design strategy.

In response to submissions, changes have been made to minimum site area requirements. The exhibited draft Place Strategy required a minimum lot size area of 2,000sqm for shop top housing in Station Gateway East character area. This has been amended to 1,500sqm in the final Place Strategy to require lot consolidation based on the intended development outcomes for sites in Station Gateway East.

The Place Strategy also introduces minimum site area requirements for the Leeds Street character area, which was raised as a concern by submitters. The exhibited draft FSR controls in the Leeds Street character area were unintentionally mapped for individual lots, rather than the intended four consolidated development sites and associated urban design massing. The change ensures the FSR controls for the amalgamated development sites are consistent with the Place Strategy and Urban Design report.

6.3.8 Commercial and residential floorspace

Submissions suggested the draft Place Strategy included too much commercial floor space, given the lack of demand for commercial uses and noting the COVID-19 pandemic has further reduced demand.

Department Response

The Department has undertaken a review of non-residential floorspace requirements. JLL's Office Demand Study confirms the high office vacancy rate in Rhodes (over 26%) and lack of demand for office space in mixed use buildings. In response, the minimum non-residential floorspace for some sites in Station Gateway West and Station Gateway East have been reduced. The draft Place Strategy included minimum non-residential floorspace requirements ranging from 5.4% to 33.2% in Station Gateway East and Station Gateway West -these have been revised to a range between 5.3% and 23.4%. A summary of the changes is provided in Section 7.

The minimum non-residential floorspace controls have also been removed from Leeds Street character area, as they are considered unnecessary to achieve activation of the ground floor with non-residential uses, which is required by active frontage controls.

6.3.9 Distribution of density

Submissions suggested that FSR controls should be equitably distributed, particularly relating to Leeds Street and Cavell Avenue character areas. Submissions argued this would assist with acquisition and consolidation, providing an incentive to redevelopment.

Department Response

The Place Strategy aims to provide a diversity of densities and building types throughout the precinct. The distribution of planning controls is the result of a design-led process based on the design principles and established criteria; this includes concentrating density near Rhodes Station. Transport orientated development is one of the objectives of the Eastern City District Plan and promotes connectivity by locating the greatest number of uses, including residential dwellings and commercial uses, near major transport nodes such as Rhodes Station.

The distribution of planning controls is based on a heights strategy that aims to balance density with open space, amenity and access to transport, while promoting view sharing, maximising solar access to open space, and ensuring diversity of housing types and buildings heights throughout the precinct. Locating the highest concentration of density closest to the station has been consistent throughout all precinct planning investigations for Rhodes and increasing density around the station has informed the distribution of heights and density controls in the final Place Strategy.

The heights and densities also reflect the distinct character areas. This is to ensure Rhodes is a great place to live, with neighbourhoods that celebrate local character. The Leeds Street and Cavell Avenue character areas provide the opportunity for lower densities in comparison with Station Gateway East and Station Gateway West, which are located adjacent to the Rhodes Station. The Cavell Avenue Character Area focuses on medium density residential uses and the Leeds Street Character Area will be a high amenity mixed use area that culminates with public open space and promenade facing Parramatta River.

6.3.10 Development floorspace for exceeding BASIX

There was a range of concerns regarding the proposed BASIX requirements. Some submissions raised that mandatory BASIX requirements for development are not equitable, even when expressed as bonus provisions. One submission considered the BASIX requirements too high, and therefore too difficult to achieve and that other sustainability measures should be considered instead, such as Greenstar ratings and carbon footprints. Another submission stated that there is no information about the measures that would be required to achieve the bonuses.

Department Response

Big Move 5 *An Exemplar of sustainable development* of the Place Strategy aims to deliver outstanding sustainability outcomes across the precinct. This will be supported by a development control plan which will detail supporting sustainability initiatives to be considered in future development. Mandatory BASIX requirements will continue to apply to all applicable residential development. If the BASIX targets are not exceeded the base FSR controls will apply.

The incentive provisions are included in the planning controls to encourage developments to exceed the mandatory requirements. These provisions are consistent with the NSW Government's encouragement of sustainability in all levels of development, whilst not explicitly increasing sustainability requirements beyond those of BASIX.

7 Submissions from government agencies and organisations

7.1 Council and council groups

7.1.1 City of Canada Bay Council (Council)

The key issues raised in Council's submission, and the Departments' response is provided in Table 6.

Table 6: Issues raised by Canada Bay Council and Department response

Issue raised by Council	Department response
Reviewing the quantum of social infrastructure proposed to align with the projected population growth	The Place Strategy provides for a new primary school for 1,000 students, 2.3ha of public space including the new foreshore park, 3km of new cycleways and walkways, and up to 2,000sqm of community space in the Leeds Street character area to allow for a range of community uses and the opportunity to explore shared use of facilities adjacent to the future primary school
Mandatory requirements for the provision of affordable housing to ensure affordable housing is under the ownership and management by Council, or its nominated Community Housing Provider	The affordable housing contributions in the exhibited draft Place Strategy remain unchanged. The contributions are in accordance with Council's Affordable Housing Contribution Scheme, which requires 5% for Rhodes East and 3.5% to 5% in Station Gateway West. Ownership and management of affordable housing will vest with Council or its nominated Community Housing Provider
Consideration of a reduction in the overall dwelling numbers in the precinct and ensure that development in Rhodes West is not prioritised over Rhodes East	Rhodes is identified as an important strategic centre in the District Plan, with the potential to deliver significant new housing. Consistent with Government policy, the Place Strategy provides for new homes and jobs in Rhodes, with new open space, transport upgrades and a primary school, to ensure new dwellings are supported by infrastructure. The Place Strategy provides for up to 4,200 dwellings across the precinct but does not prioritise development in Rhodes West – the delivery of development will be market-led
The need to reduce the visual impact of tall buildings that are sited directly adjoining the Parramatta River foreshore	<p>The building heights in Leeds Street character area were developed in collaboration with Council. The heights strategy balances the need for renewal, with the need to manage visual impacts, improve access to the Parramatta River and provide open space.</p> <p>The heights on the foreshore minimise visual impacts and were established in line with the design criteria and heights strategy agreed with Council</p>
Consideration of wind impacts as part of developmental the precinct	The design-led approach, including slender towers and generous building separation, assists with minimising wind

Issue raised by Council	Department response
	<p>impacts and wind tunnel effects. The Place Strategy includes requirements to be addressed in future development applications, including wind impacts and mitigation. The development application stage is the most appropriate time for detailed wind assessment, once the building design, façade treatment and public domain interface is determined, and any impacts can be adequately assessed</p>
<p>Clarification as to how the proposed launch facility proposed at Uhrs Point Reserve interfaces with the proposed ferry wharf</p>	<p>The interface between the ferry wharf, public domain with the proposed launching facility at Uhrs point Reserve will be a matter for consideration in the design of the Leeds Street foreshore.</p> <p>The final Place Strategy includes Priority 5 for Leeds Street character area, requiring the ferry wharf to be integrated with the foreshore park and promenade, and the consideration of potential conflicts between ferries and recreational water uses, such as those using the launching facility</p>
<p>Ensuring sustainability and design outcomes are not compromised in any further iterations of the precinct plans</p>	<p>The design of the precinct follows best practice principles for high density development. This includes greater building separations and smaller floor plates to facilitate view sharing and air circulation to avoid the wind tunnel effect. The Place Strategy includes priorities for 25% tree canopy and 25% green view index</p>
<p>The need for a transport study which assesses rail and road network capacity and sets out the traffic and transport improvements needed to service existing and future residents of Rhodes</p>	<p>The final Place Strategy is supported by an updated Transport Report which assesses the rail and road network and sets out recommended improvements to service the existing and future residents.</p>
<p>Clarification on the infrastructure improvements required before the 3,000 dwelling cap can be exceeded</p>	<p>The Place Strategy identifies the required transport upgrades to support 3,000 new dwellings in the precinct and sets out the transport measures and conditions required to move beyond 3,000 dwellings. This includes such measures as the quadruplication of the rail line, a significant mode shift to public transport or changes in travel behaviour. The planning controls will require the concurrence of TfNSW for any development that exceeds 3,000 dwellings to ensure there is adequate capacity in the transport network to support development. The Place Strategy includes a number of actions (Action 1.1, 1.2, 1.3..4 and 1.5) to support this, including preparation of an infrastructure phasing plan, monitoring of approvals and travel behaviour, investigation of travel demand measures, and further investigation of the transport catalysts to move beyond 3,000 dwellings. The Place Strategy sets out actions and considerations to unlock the Precinct's full growth potential. A future planning proposal will be required to remove the dwelling cap once additional transport capacity is committed.</p>

Issue raised by Council	Department response
Ensuring further assessment is undertaken to inform any change to the location or function of the proposed local road between Cavell Avenue and Blaxland Road on the southern boundary of the proposed school site to ensure consideration of vehicle circulation, school pick up and drop offs and other safety considerations	The Place Strategy facilitates three new local road connections between Cavell Avenue and Blaxland Road, including a new local road adjacent to the southern boundary of the proposed school site. Traffic modelling indicates this is the preferred outcome. A shared pedestrian and cycle connection (as exhibited) can be investigated as part of future development, if supported by additional traffic modelling and assessment
Ensure green view index and canopy cover requirements are incorporated into LEP controls and establish minimum tree planting targets on private property	The Place Strategy includes targets for tree canopy and green view index. The amendment to the EP&A Regulation will ensure Place Strategy – including the priorities and actions - is a statutory consideration for development. Minimum tree planting targets for private property are more appropriate for inclusion in the development control plan to support the targets in the Place Strategy
Ensure that future vehicular access to Leeds Street Character Area be from Leeds Street rather than Blaxland Road	The urban design strategy for Leeds Street requires site consolidation and promotes one, single level basement for most of the Leeds Street character area. This will limit the number of vehicle entry points from Leeds Street, and will minimise the potential for access from Blaxland Road

7.1.2 City of Ryde

City of Ryde's submission highlighted the potential for increased demand on open space, particularly in Meadowbank Park as a result of the increased population in the precinct. City of Ryde considered that the Precinct should achieve the World Health Organisation (WHO) benchmark of 9m² open space per person and consider the accessibility requirements from the GANSW draft *Greener Places Design Guide* benchmarks for access to open space, including high density apartments within 200m of a local park.

Department Response

Big Move 2 *Liberate the Parramatta River foreshore and open space* in the Place Strategy sets out the vision and priorities for new open space and new connections to existing open space in the precinct. This ensures that all homes are within easy walking distance of open space and that almost all homes in the precinct will be within 200m of a local park – consistent with the GANSW benchmark.

The Place Strategy proposes 23,000sqm of new public space, including the Leeds Street Foreshore which will consist of a waterfront promenade and a new 7500m² park. The Place Strategy also seeks to improve pedestrian and cycling linkages to open space, including McIlwaine Park. As referenced in section 4.3.3, the \$5 million McIlwaine Park upgrade funded by the Department has now commenced. This includes a launch facility, beach, and improved foreshore access. There will also be a naturalised riverbank and accessible shared pathway along the foreshore. More information is available on Council's website at <https://collaborate.canadabay.nsw.gov.au/braysbay>.

The Place Strategy provides for almost 3km of new cycleways and pedestrian connections to increase recreation opportunities, increase walking and cycling and provide improved access to the

train station and across the precinct, with new cycleway along the Parramatta River. Active sports spaces are also readily available at Sydney Olympic Park and in other locations within the Canada Bay LGA.

7.1.3 Parramatta River Catchment Group (PRCG)

The Parramatta River Catchment Group (PRCG) submission supports the proposed Leeds Street foreshore park and promenade, but suggested land for open space be dedicated to Council and zoned for public recreation (RE1) to ensure delivery. The submission requested more detailed consideration of sun access protection on the foreshore open space.

The PRCG submission supports the requirement for design excellence but suggested further initiatives for environmental and water management outcomes in design. PRCG suggested this could include environmental performance measures for new development, green roof and green walls, and water sensitive urban design.

PRCG submission suggests that the infrastructure schedule list should be expanded to include, tree canopy requirements for roads and active transport links, stormwater treatment in Leeds Street and McIllwaine Park, seawall activation and potential water recycling facility.

The submission also noted that swimming pools are not currently permitted in the Parramatta River under the Sydney Harbour Catchment SEPP and that any investigation of a swim site requires consultation with Council.

Department Response

Big Move 2 *Liberate the Parramatta River foreshore and open space* and Big Move 5 *An exemplar for sustainable development* in the Place Strategy set out the sustainability priorities and actions for the precinct.

The Rhodes Precinct will be designed according to best practice principles to support environmental sustainability. This includes bonus provisions for exceeding BASIX targets, mandating dual reticulation water systems in new buildings and requiring 25% tree canopy and 25% green view index as part of future development.

The supporting development control plan includes sustainability requirements to be considered in new development. The planning controls ensure excellent solar access to the future foreshore park, by ensuring no additional overshadowing to the foreshore park between 8.30am to 12 noon, and requiring solar access to at least 50% of the foreshore park between 12.30pm and 3pm. The Place Strategy, in Big Move 5, sets out an action to explore the potential for a new swim site in the Parramatta River in accordance with the Parramatta River Masterplan. To facilitate this opportunity, an amendment to the Sydney Harbour Catchment SEPP will a permit swim site in Brays Bay.

7.2 Government agencies

7.2.1 Transport for NSW (TfNSW)

TfNSW submitted that it is important for car parking to be minimised, and that a Travel Demand Management Plan should be prepared. These plans could incorporate improved pedestrian and active transport connections to the existing bus stops and rail station and future wharf and school; consideration of decoupling parking spaces from the proposed residential apartments; consistent application of the maximum parking rates; and regular monitoring and reporting on the effectiveness of travel demand management measures.

TfNSW supports the 3,000 dwelling cap that will apply until the level of infrastructure provision catches up to the additional demand that is generated from the Rhodes Precinct.

The submission requests the Place Strategy identify initiatives to manage travel demand into the future including the requirement for a Travel Demand Plan that will seek to shift travel behaviours from private transport to public and active transport.

Department Response

The Place Strategy, in Big Move 1 *Create a vibrant, integrated station precinct* and Big Move 3 *Connect places, promote walking and cycling*, sets out the vision for the precinct to be a place supported by infrastructure and establishes priorities and actions to promote walking, cycling and public transport use.

The Place Strategy sets out actions to manage travel demand and drive a shift in travel behaviour – this includes actions to implement travel management measures, investigating transport catalysts to unlock development potential and to monitor travel behaviour and public transport use over time.

The 3,000 dwelling cap as exhibited remains in the final Place Strategy as requested by TfNSW.

7.2.2 Government Architect NSW

GANSW submission raised the following matters for consideration:

- The amount of open space provided, including the size of foreshore park, and the need to consider the draft *Greener Places Design Guide* for open space;
- Solar access controls to open space, and the need to ensure solar access throughout the day for all open space users in Rhodes;
- Wind mitigation and performance measures to ensure wind impacts on the public domain are considered in future development;
- Ensuring connections from Leeds Street include generous corridors that align with Cavell Avenue and Blaxland Road to ensure the park is connected to the precinct; and
- The need for the pedestrian bridge across Concord Road to McIlwaine Park and ensuring the design provides good visibility and useability.

Department Response

The Rhodes Place Strategy has been prepared using a design-led approach. Critically, the Place Strategy proposes new open space in the Leeds Street Foreshore which will consist of a waterfront promenade and a new 7500sqm park. In choosing the park size and location, the Department needs to balance benefits to the public with the costs to deliver the Foreshore Park land and embellishments.

Big Move 2 *Liberate the Parramatta River foreshore and open space*, in the Place Strategy sets out the objectives for the foreshore open space and connections, including action to prepare landscape and public domain plans for parks, provide design solutions to address the performance criteria and indicators in the draft *Greener Places Design Guide* and to provide public links to foreshore, including a direct line of sight to the Parramatta River from Cavell Avenue.

The pedestrian bridge across Concord Road is critical to provide safe and direct access from the precinct to McIlwaine Park, which is currently difficult to access because users need to cross busy Concord Road. The Place Strategy prioritises improving connections to existing open space as part of the open space strategy for the precinct. Recognising the challenges in providing new open space in high density areas, the priority is to ensure all residents are within an easy walk of open space – the Place Strategy sets out to achieve this.

The solar access controls are based on a detailed analysis of existing solar access to open space to ensure sunlight is maximised throughout the year. The solar access controls limit additional overshadowing to open space in mid-winter, at a range of times, to ensure open space is suitable

for a variety of users. This includes office workers, parents and children, school students and older people, and increasingly people working from home.

The Place Strategy and supporting planning controls ensure slender towers and generous building separation to promote view sharing and minimise wind impacts. The Place Strategy also includes a requirement for wind assessments to be undertaken as part of future development applications.

7.2.3 NSW Environment Protection Authority

The Environment Protection Authority (EPA) submission raised the following matters for consideration:

- Potential for uses such as residential, aged care and childcare to be exposed to traffic pollution and the need to consider increased setbacks, kerbside vegetation, noise mitigation measures and water cycle management;
 - Need to consider air quality impacts and air circulation, particularly in areas near Concord Road and suggested development should be address the requirements in Development near rail corridors and busy roads – interim guideline;
 - Ensuring management of noise impacts noise, particularly in areas along Concord Road and the rail corridor;
 - Improving water quality and restoring waterways and encouraging integrated water cycle management; and
 - Promoting the circular economy to encourage reusing and recycling resources – this could include best practice waste management systems and technologies and promoting development that is designed for effective waste and resource recovery.
- Investigation of potential contamination in the precinct and a recommendation for a Site Auditor to manage contamination.

Department Response

The Place Strategy includes actions and priorities relating to water quality, contamination, sustainability, noise and air requirements along Concord Road to ensure these matters are considered in future development.

The Place Strategy includes actions and priorities to support sustainability and water quality and includes an action to investigate a potential swim site in Brays Bay in accordance with the Parramatta River Master Plan.

The Place Strategy promotes resilient and sustainable development in water management, and the planning controls will make dual reticulation systems that separates potable and non-potable water mandatory in new buildings. Such systems are an example of circular economy design which reduce the waste or misuse of drinking water and facilitate the effective use of collected rainwater.

The green canopy and green view index targets in the Place Strategy will help to address air quality and noise pollution concerns by making greenery paramount to the precinct. The building separation controls will facilitate air circulation which will help to disperse air pollution, and natural ventilation requirements in the ADG will apply to future development.

An updated Contamination Investigation Report has been undertaken by Jacobs, which builds on the previous site investigations with additional testing undertaken in the precinct. The report concludes that while further investigation, risk assessment and potentially remediation will be required as part of future developments, the land can be made suitable for the proposed land uses. *State Environmental Planning Policy No 55 – Remediation of Land* (SEPP 55) and Council's Contaminated Land Policy requirements will adequately ensure that appropriate investigation, risk

assessment and remediation of the land is carried out as part of the development assessment process. The Place Strategy also includes specific priorities for contamination and remediation to be further considered in future development.

7.2.4 Fire and Rescue NSW (FRNSW)

FRNSW submission outlined the importance of maintaining the Fire and Rescue Station in Rhodes because of its strategic location and service catchment, with the nearest station located in Ryde.

Department Response

The Place Strategy and infrastructure schedule identifies the Fire and Rescue Station as key piece of infrastructure to be provided in the precinct. The Place Strategy provides an incentive to deliver emergency services in Station Gateway East. To encourage the integration of a new Fire and Rescue station as part of the redevelopment of the precinct, a bonus 10% FSR is available.

7.2.5 School Infrastructure NSW

SINSW's submission noted that the preferred school site has many positive attributes. However, suggested a larger site of 1.5ha would be required (rather than the 1.1ha site in the exhibited Place Strategy). SINSW raised a number of possible solutions to achieve the required size:

- Remove the road that is proposed on the southern boundary of the proposed school site to traffic. Alternatively, the road could be closed off to vehicles and be remodelled as a connection for pedestrians and cyclists only;
- Shared use of facilities within the school such as open space, libraries and halls with the community. This could free up funds that would otherwise be allocated to procuring the land; and
- Although not preferred, consideration of investigating the potential to locate SINSW facilities off site and on adjacent lands such as staff parking or other non-student related activities.

Department Response

The NSW Government is committed to delivering a new primary school in Rhodes. The Place Strategy and infrastructure schedule identify the requirement for a new school for up to 1,000 students to be provided in the precinct. The Place Strategy identifies the preferred school site, but this does not preclude the investigation of a larger school site if required.

The Place Strategy contains a number of actions and priorities to be considered in the future development of the school including consideration of the matters raised by SINSW in determining the location and function of proposed connections, including the local road, and the opportunity to consider shared use of facilities. The Place Strategy identifies areas where shared use facilities could be explored, including opposite the preferred school site on Leeds Street.

7.2.6 Office of Sport

The Office of Sport supported many aspects of the draft Place Strategy and made multiple suggestions for improvements relating to active transport and public space, including:

- Active transport links should activate the proposed primary school and sporting facilities and cycle paths should connect social infrastructure and open spaces within the precinct and beyond;
- Providing end of trip facilities at social infrastructure and open space destinations and at public transport hubs;
- Enabling soft launching of non-motorised watercraft from the Leeds Street foreshore to celebrate Parramatta River;

- Open spaces should be sustainable by using rainwater for irrigation and water sensitive urban design such as rain gardens on streets would increase urban resilience;
- Improving tree plantings in open space, including further detail on the quantity of trees, types and sizes in the precinct plan; and
- Need for remediation of Parramatta River if plans were to involve river swimming.

Department Response

The Place Strategy includes actions and priorities that respond to the matters raised by the Office of Sport. This includes actions and priorities to provide new connections, develop wayfinding and public art strategies, prepare public domain plans, establish end of trip facilities, set targets for tree canopy, and investigate water sensitive urban design measures to improve water quality. Canada Bay Council is progressing with the proposed launch facility adjacent to Uhrs Point Reserve. The launch facility is expected to be completed in 2022 and will provide launching facilities for craft used by the Sea Scouts, Dragon Boat Club and will also be available for use by the public. More information is available at <https://collaborate.canadabay.nsw.gov.au/uhrspoint>

The final Place Strategy has been updated to require the ferry wharf to be integrated with the foreshore park and promenade, and any impacts from ferries on other water users such as Dragon Boats to be considered.

The Place Strategy emphasises active transport and sustainability, with a focus on new and upgraded active transport links that will link the precinct to the station, the new school, the foreshore and beyond. This includes a 15m wide promenade between John Whitton Reserve and Uhrs Point Reserve, connecting the foreshore from Homebush Bay to Brays Bay, while a regional cycleway on Blaxland Road will form a north-south commuter link connecting the foreshore to Rhodes Station and the employment and retail opportunities in Rhodes Waterside and Rhodes Corporate Park.

The Place Strategy prioritises sustainability, and the planning controls include an incentive of 5% bonus floorspace for developments that exceed the current BASIX targets (excluding Station Gateway West). The Place Strategy will also enable resilient development through the installation of sustainable utilities infrastructure, requiring development to provide dual reticulation for potable and non-potable water.

7.2.7 Heritage NSW

Heritage NSW noted the precinct does not contain any heritage items of State significance; however, local heritage items listed in the *Canada Bay Local Environmental Plan 2013* should be protected. These items include nine early to mid-20th century houses, two community buildings, a light industrial building, two small local parks, tree lined streets, and McIlwaine Park.

Department Response

The Place Strategy and supporting amendments to planning controls, do not alter any existing heritage listings, heritage conservation areas or heritage provisions in the precinct. All existing heritage items will continue to be protected by heritage provisions under the Canada Bay LEP. Development that potentially affects heritage items will be addressed appropriately during the development application process by Canada Bay Council and any other relevant consent authority. The Place Strategy also includes a specific priority to require sensitive response to heritage items as part of development applications.

7.2.8 Sydney Airport

The submission from the Sydney Airport advised that the precinct is outside Sydney Airport's Obstacle Limitation Surface (OLS) and not an issue for Sydney Airport. However, construction cranes may need to operate at a height significantly higher than the proposed development and will therefore require approval from Sydney Airport under the Airports (Protection of Airspace) Regulations.

DPIE Response

This will be a matter for consideration in any future development applications in the precinct.

7.3 Community Groups

7.3.1 Dragon Sports Association (DSA)

The Dragon Sports Association (DSA) supports the draft Place Strategy but raised a number of concerns, including:

- Managing the effects of ferry wash that may occur due to the proximity of the ferry wharf to the passive launch facility; and
- Car parking for its members as most of its members and events use the existing car park in Leeds Street is identified for redevelopment

Department Response

The existing car parks that are on developable lots could be redeveloped in accordance with the Place Strategy and planning controls. DSA members will be able to use the proposed public car park and future discussions may identify opportunities for shared spaces in the Leeds Street area. The Place Strategy includes a priority to ensure the ferry wharf is integrated with the foreshore park and promenade, and any impacts from ferries on other water users such as Dragon Boats are considered.

7.3.2 Canada Bay Bicycle User Group (BayBUG)

The submission from the Canada Bay Bicycle User Group (BayBUG) makes the following suggestions:

- Roads should have lower speed limits of 15/30km/h;
- Provide separated one way pair bike lanes where high cycling volumes are expected;
- Ensure that the Station Gateway has rideable ramps to Gauthorpe St and/or Walker St and to Blaxland Rd and McIlwaine Park;
- Ensure that there is a second crossing of the railway north of the Station Gateway and south of Leeds St that is ramped or is accomplished by an underpass that can be wheeled through by cyclists;
- Improve Llewellyn St and the shared path through McIlwaine Park next to Concord Rd and through Rhodes Park so that there are separated bike lanes;
- In Rhodes West, retrofit Leeds St, Walker St, Nina Gray Ave, Gauthorpe St, Shoreline Drive, Rider Boulevard and Mary St with one-way pair bike lanes;
- On Bennelong Bridge, allow cyclists to use the bus lanes or reconfigure so that cyclists have separated, preferable one way pair bike lanes;
- Under the southern end of Ryde Bridge, widen the shared path and create two-way bike lanes;
- Ensure that the Leeds Street Foreshore has cyclable paving similar to and that connects with the Rhodes West foreshore;
- Ensure that the planned cycle parking works. There must be adequate general storage, the locations must be convenient and must be designed to be theft and vandal proof. Cycle parking at Rhodes Station needs to be tripled; and
- Ensure mode share initiatives are supported by measurable objectives to ensure mode shift can be achieved.

Department Response

The Place Strategy includes a number of actions, including bicycle end of trip facilities at all nodes, travel demand management measures to be implemented, travel behaviour change monitoring, and the investigation of the walker street underpass.

The Place Strategy includes a number of enhancements to cycling routes, including along Blaxland Road and a new bridge above Concord Road that will provide a safe and legible cycling connection between Rhodes Train Station with McIlwaine Park and beyond. Bicycle parking facilities will be provided for new developments under Canada Bay DCP.

The Place Strategy, in Big Move 1 *Create a vibrant, integrated station precinct*, and Big Move 3 *Connect place, promote walking and cycling* sets out the objectives and actions to achieve mode shift by providing upgrades and new infrastructure for cycling, walking and public transport. The final form of the bicycling network can be established in consultation with Council, the BayBUG and TfNSW.

7.3.3 City West Housing (CWH)

CWH recommends a minimum requirement of 10% for affordable housing, with no cap on the number of affordable dwellings. CWH suggest that affordable housing should be provided in standalone fit for purpose buildings to enable operational cost efficiency and for the purpose of affordable housing in perpetuity. CWH also noted increased demand for one-bedroom dwellings as household sizes decrease and recommends that sufficient one-bedroom dwellings are provided.

Department Response

Canada Bay Council's Affordable Housing Contribution Scheme establishes affordable housing contribution requirements for the precinct. The rates are based on feasibility analysis to ensure affordable housing contributions can be delivered as part of development.

The affordable housing targets in the Rhodes Precinct will be contained in the *Canada Bay Local Environmental Plan 2013* and will apply to all future development.

7.4 Industry Bodies

7.4.1 Urban Development Institute of Australia (UDIA)

UDIA supports the Place Strategy where it prioritises active transport, integrated infrastructure, density with a human scale and affordable housing but suggests engagement with key landowners to ensure feasible development outcomes.

UDIA's submission suggested that the planning controls are overly prescriptive and restrictive and may impact development feasibility. This includes:

- maximum car parking rates;
- average dwelling sizes;
- minimum tower separation of 40m for towers above 20 storeys; and
- solar access protection controls.

UDIA's submission requested clarity on the 25% canopy target and 25% green view index target and suggested that terrace housing does not align with market demand.

Department Response

The car parking rates are supported by TfNSW and Canada Bay Council, and will help to manage congestion and encourage usage of active transport and public transport. Average dwelling sizes have been increased to 90m² in response to submissions. For further discussion refer to Section 6.3.2.

The sun access and tower separation requirements are to protect amenity and to prevent negative impacts including overshadowing, the loss of views, loss of natural ventilation, the wind tunnel effect and to ensure that there is no wall of towers in the built form of the precinct. These requirements exceed the ADG guidelines because the minimum building separation in the ADG are to protect residential privacy and do not achieve the required urban design outcomes for the precinct.

As referenced in Section 6.3.6, the building separation controls were developed in collaboration with Council and Government Architect NSW (GANSW) and are consistent with the intent of the Design and Place SEPP which promotes slender towers and increased building separation between towers.

The proposed uses allow for a mix of dwelling types, which include terraces and townhouses. The dwelling mix has been established to align with future aspirations of the precinct, to increase social diversity, and to provide a range of lifestyle options and property price points.

7.4.2 Property Council of Australia (PCA)

The submission from the Property Council of Australia (PCA) notes that design competitions can be costly to manage and the incentives provided will need to compensate proponents for the additional costs.

PCA's submission raises concern about the cumulative impact of levies on development feasibility and suggests that satisfactory arrangements instead of the Special Infrastructure Contribution (SIC) to fund infrastructure removes transparency on the potential impact of infrastructure provision on development costs. PCA opposes the 3,000 dwelling cap unless there is no alternative option to allow the precinct to realise its full potential.

PCA supports the sustainability measures, which include provisions in the LEP for dual reticulation water systems and easements for electricity generation and distribution. However, suggests these measures should be voluntary with incentives to encourage adoption of these technologies, rather than mandatory.

The dwelling diversity targets are supported but should not be mandatory because this does not deliver the dwelling types that are demanded by the community. PCA believes that there should be more flexibility on the application of the dwelling diversity clause in the Canada Bay LEP and encourages that the clause be used as guidance and not as a mandatory requirement.

Department Response

The Place Strategy sets out the infrastructure requirements and funding mechanisms to deliver infrastructure upgrades in Rhodes. Satisfactory arrangements provisions will apply to development in the precinct and will require developers to make satisfactory arrangements to contribute toward the provision of state infrastructure prior to development occurring. This will require developers to enter into a voluntary planning agreement (VPA) to contribute a portion of the cost toward state infrastructure. The contribution can be a monetary contribution to the state government, or a 'works in kind' agreement.

The dwelling cap is necessary to ensure sufficient transport infrastructure is available to service new development. The 3,000 dwelling cap threshold is supported by the infrastructure schedule which sets out the required transport improvements to support 3,000 dwellings, and the measures to increase development beyond 3,000 dwellings. The Place Strategy includes a number of supporting actions (Action 1.1, 1.2, 1.3, 1.4 and 1.5) to support the 3,000 dwelling cap including preparation of an infrastructure phasing plan, investigation of travel demand management measures, monitoring approvals and travel behaviour, and investigation of catalyst transport improvements to move beyond 3,000 dwellings. A future planning proposal will be required to remove the dwelling cap once additional transport capacity is committed.

The dwelling diversity targets are mandated in the Canada Bay LEP 2013 and provide for a minimum percentage of apartment dwellings that are one or three bedrooms. There is flexibility to

provide a range of apartment based on market demand, as long as the minimum targets are achieved.

The sustainability measures relating to dual reticulation systems will be included in the LEP to ensure sustainability initiatives are incorporated into all new development in the precinct. The Place Strategy, at Big Move 5 *An exemplar of sustainable development*, also sets out supporting objectives and actions to achieve sustainability excellence in Rhodes, consistent with the District Plan which identifies Rhodes as a collaboration area with a focus on long-term sustainability initiatives.

7.4.3 Urban Taskforce of Australia (Urban Taskforce)

The submission from the Urban Taskforce suggests that the planning controls are overly prescriptive, and likely to make development unfeasible. This includes:

- car parking rates;
- average dwelling sizes;
- minimum tower separation of 40m for towers above 20 storeys; and
- solar access protection requirements.

The submission suggests that including terrace houses and townhouses within a few hundred metres from the station is inconsistent with market demand.

Department Response

The matters raised by the Urban Taskforce are consistent with the issues raised in the submission from the Property Council. Refer to the response at Section 7.4.2 above.

8 Post exhibition amendments to rezoning package

The Department has considered all issues raised in submissions. The following section and **Table 7** below, summarises the changes made to the draft Place Strategy and proposed planning controls after exhibition.

The post-exhibition changes do not result in any increase to the exhibited dwelling yield, are generally minor in nature and respond to submissions. The post-exhibition changes have been reviewed by RobertsDay, the Department's expert urban designers, and assessed against the design criteria established for the precinct.

8.1 Amendment to the Environmental Planning and Assessment Regulation 2000

It is intended to amend the EP&A Regulation to ensure that for development proposed in the Rhodes Precinct, consideration is given to the Rhodes Place Strategy. The Place Strategy will include the Rhodes master plan, priorities, actions and infrastructure schedule.

In order to achieve this, a provision is to be inserted which requires a development application relating to land in the Rhodes Precinct to be accompanied by an assessment of the consistency of the proposed development with the Rhodes Place Strategy.

8.2 Canada Bay LEP 2013 Controls

Table 7 below outlines the key controls proposed as part of the exhibition of the Place Strategy and EIE, along with identification of any controls that changed, and reasons for these changes.

Table 7 Description of changes made to the Place Strategy and planning controls since exhibition

Item	Exhibited	Amendment	Rationale
Overshadowing of public places in Rhodes Precinct	No additional overshadowing to Union Square between 9am and 2pm.	Introduction of an exception to the overshadowing controls for Union Square for two sites: <ul style="list-style-type: none">9-9.30am for 15-17 Blaxland Road; and1.30pm-2pm for 1-9 Marquet Street and 4 Mary Street.	The site at 1-9 Marquet and 4 Mary Street is constrained by the overshadowing control, given its location opposite Union Square and potential for development to overshadow the Square. The exhibited envelope for the site at 1-9 Marquet and 4 Mary Street was impractical for delivery. Post-exhibition changes were required to provide a workable envelope for future delivery of a functional development outcome on the site. For the site on Blaxland Road in Station Gateway East, the minor variation to the overshadowing controls is tied to the delivery of community infrastructure, including seniors housing and emergency service facilities on the site.
Minimum non-residential floor space in Rhodes Precinct	A number of minimum non-residential floorspace	Non-residential requirements were reduced on some sites and standardised to	In response to submissions that questioned the demand for non-residential floorspace in Rhodes, the

Item	Exhibited	Amendment	Rationale
	<p>controls were exhibited for the Station Gateway West and East Character Areas, and the Leeds Street Character Area.</p> <p>The controls ranged from 3% to 33% for the relevant sites.</p>	<p>provide a more consistent approach based on office demand.</p> <p>The minimum non-residential controls for Leeds Street Character Area were removed as not necessary given the 'active frontage' controls that apply to the area.</p>	<p>Department commissioned an additional technical advice on office demand. This advice confirmed lower demand for non-residential floor space in Rhodes than anticipated during the exhibition period.</p> <p>Accordingly, the non-residential requirements were reduced and standardised to provide a more consistent approach that is also economically feasible.</p> <p>The non-residential floor space controls for the Leeds Street Character Area were removed as the Area already is subject to an 'active frontages' control for the ground-floor. The draft Place Strategy only intended one level of non-residential floorspace in this area.</p>
Multi Dwelling Housing (Terraces) in Cavell Avenue Area	<p>The EIE outlined intent for 85% of any primary street frontage and 60% of secondary street frontages in Cavell Avenue to be terraces.</p>	<p>5% additional FSR is permitted for providing 'terrace' housing.</p>	<p>A new local provision to allow 5% additional FSR where terrace housing is provided an incentive to deliver medium density housing in Cavell Avenue character area.</p> <p>This Clause will operate in parallel with another provision requiring that buildings in the Cavell Avenue Character Area fronting a road have a 10m height control for the first 4 metres of the building.</p>
Additional Building Height and Floor Space for Certain Land in Cavell Ave	<p>These sites were exhibited with a FSR of 1.7:1 and heights up to 9 storeys.</p>	<p>Inclusion of a site-specific provision to allow FSR up to 2.3:1 and heights up to 36m to deliver non-residential floorspace associated with the Coptic Church site, where:</p> <ul style="list-style-type: none"> A minimum 6,000sqm site area is achieved (lot consolidation); and 26% of the floor space is for non-residential land uses that assist with the 	<p>The changes allow additional floorspace for non-residential uses to assist the community, by delivering community uses and supporting services, including:</p> <ul style="list-style-type: none"> Childcare; Community Facilities; Health Services Facilities; Office premises; Seniors; and Respite day care centres. <p>The minimum site area requirement will ensure consolidation of all relevant lots to prevent site isolation.</p>

Item	Exhibited	Amendment	Rationale
		delivery of community infrastructure.	
Additional Floor Space for Community Infrastructure for certain sites in Station Gateway West and Station Gateway East	<p>Area 1: FSR of 5.4:1. Site required to provide 2,000sqm Marquet St Forecourt.</p> <p>Area 2: FSR of 6.3:1. The Place Strategy identified fire station, relocated aged care and station bridge to be provided on this site.</p>	<p>Site-specific provision to allow up to 10% additional FSR for the delivery of publicly accessible open space (Marquet St Forecourt) increase in height by 4 storeys (12-13m).</p> <p>Site specific provision to allow for up to 10% additional FSR for providing community facilities, emergency services facilities and seniors housing infrastructure (Area 2).</p>	<p>Submissions from the affected landowners raised concerns that the required community infrastructure was not feasible to be delivered under the exhibited planning controls.</p> <p>The Department commissioned an additional Urban Design review, which considered the additional floor space, contingent on delivery of community infrastructure and design criteria, as acceptable.</p>
Minimum site area for Leeds Street Character Area	The exhibited FSR controls were unintentionally mapped for individual lots, rather than the intended 4 consolidated development sites.	<p>Minimum site area controls applied to four development sites. The minimum site area controls are for 9,000-12,000sqm.</p> <p>Amalgamation is required to achieve the urban design and public domain outcomes in Leeds Street.</p>	<p>The exhibited draft Place Strategy and urban design massing was based on four amalgamated development sites in the Leeds Street Character Area. However, the EIE showed FSR maps based on individual lots, rather than the intended amalgamated development sites.</p> <p>The post-exhibition amendment is consistent with this intent and ensures the FSR controls for the amalgamated development sites are consistent with the Place Strategy and Urban Design report.</p>
Minimum lot size for shop top housing in Station Gateway East Character Area	The exhibited controls required a minimum lot size area of 2,000sqm.	Post-exhibition this site size requirement was reduced to 1,500sqm.	This was in response to landowner submissions that noted the two sites requiring consolidation will only achieve a minimum 1,500sqm. A post-exhibition change is required to ensure minimum site size can be achieved to deliver consolidated sites.
Average apartment sizes	Average apartment size of 82.5sqm.	Average apartment size of 90sqm, which changed FSR controls throughout the precinct.	The change was made in response to landowner feedback advocating for a 100sqm or greater average apartment size, which is a better reflection of the unit size demand from owner-occupier markets.

Item	Exhibited	Amendment	Rationale
			<p>The Department considered this feedback, and in consultation with Council, determine that an increase in the average apartment size from 82.5sqm to 90sqm would be appropriate. The Department considered the unit mix controls, the types of apartments being built in Rhodes and the impacts of COVID-19 and working from home and determined 90sqm a more suitable average apartment size.</p>
Additional GFA in Leeds Street	Mapped FSR ranging from 1.1:1 to 2.5:1.	5% additional GFA for Leeds Street (mapped FSR controls ranging from 1.2:1 to 2.6:1).	<p>The change to the FSR control (no change to maximum height) was in response to submissions from landowners raising feasibility constraints. The change will also support the lot amalgamation requirements in the Leeds Street Character Area.</p> <p>The post-exhibition change will improve feasibility in the Leeds Street character area and may assist with development being carried out sooner than previously anticipated in this area.</p>
Relocation of local road	Local road south of Coptic Church site.	Move local road north to the boundary of the Coptic Church site.	<p>This was in response to landowner submissions requesting the local road be moved back to its proposed location from the 2018/19 Plan exhibition.</p> <p>The Department considered the relocation of the local road and determined the relocation acceptable. The relocation will not result in any traffic impacts and provides a street frontage to support the delivery of community infrastructure on the site.</p> <p>This results in a minor expansion of the Station Gateway East character area to the north. The Coptic Church remains in Cavell Avenue character area.</p> <p>The Place Strategy identifies the preferred location of new local roads in Cavell Avenue character area; however, there is the potential to consider alternate locations, based</p>

Item	Exhibited	Amendment	Rationale
			on further design and traffic analysis as part of future development applications.

APPENDIX A –Summary of Submissions

This table specifically addresses any site-specific or issue-specific matters not explicitly addressed in the Finalisation Report. It does not seek to respond to issues or matters already raised and responded to in the substantive report. In particular, submissions made by members of the Coptic Church congregation have been addressed in detail in the Finalisation Report. The table addresses the submission made on behalf of the Church, which covers the issues also raised and responded to in the Finalisation Report.

Details of submitters that requested to be identified as 'Confidential' have not been included within this table. Where a submitter has requested their name not be printed, it is listed as 'Name withheld' and it will not be possible to search for the submission by name. To protect the privacy of individuals, even where submitters have not requested their name to be withheld, any reference to their address has also been removed.

Name	Issue raised	Department Response
Alex Duck	Concerned about lack of provision for a high school. Currently attends Concord High School, which he feels is at, or above, student capacity.	The Department will work with School Infrastructure NSW (SINSW) to provide for a new primary school. No additional high school is specifically identified for the Precinct; however, SINSW is working to deliver new primary and high school teaching spaces to support population growth.
Name withheld	Cropley and Llewellyn Street are proposed to be rezoned to R3. This area should be restricted to a height of 8.5m and FSR of 0.5:1.	The area that contains Cropley and Llewellyn Street is outside the Rhodes Precinct and will not have any changes to the planning controls. The zoning in this area is currently R3, the height limit is currently 8.5m and the FSR is currently 0.5:1.
Name withheld	The plan says there is 4,000sqm of new open space on the western side of the station. Most of this already exists as an access path on Annie Leggett Way – the remainder is not achievable as it would require demolition of an existing apartment block.	The planning controls require a minimum of 2,000 sqm of new publicly accessible open space on Marquet Street, that will be integrated with pedestrian links and the Walker Street Transit Plaza. The Place Strategy identifies long-term potential for additional open space, of up to 4,000sqm in Station Gateway West as part of any future redevelopment.
Anil Shukla	A bike path should be provided from Parramatta to the City along the south side of Parramatta River (passing through Rhodes).	The proposed pedestrian/cycling routes through Rhodes including the path along Blaxland Road which will connect with the bridge across Concord Road that links the station to McIlwaine Park, will improve cyclability and provide a critical link to help the delivery of a long-term

Name	Issue raised	Department Response
		southern bicycle path from Parramatta to the City.
Manuja O'Connor	A signalised pedestrian crossing should be provided at the corner of Shoreline Drive and Rider Boulevard.	This intersection is outside the Rhodes Precinct boundary and is a local matter for Council. The Department will advise Council of this matter for further consideration.
Joshua Brown	Please provide a noise barrier along the train corridor for the full length of Rhodes to reduce noise pollution from trains.	<p>At this time TfNSW does not intend to install noise barriers at Rhodes as part of the station upgrade. TfNSW looks at the addition of noise barriers when new projects are expected to increase the noise in an area (such as new rail lines), and where an environmental assessment demonstrates that barriers are the only way to mitigate the noise impact.</p> <p>Noise Barriers are not always the most effective noise mitigation measure as they can reflect noise back towards development opposite the barrier. In many circumstances, other noise mitigating measures, such as double glazing of windows, may be more effective. Noise Barriers can also negatively impact on lower storey apartments, by blocking light and views.</p>
Eddie Kwok	Request for a multi-purpose court as part of the social infrastructure to be delivered.	<p>A new Recreation Centre will be delivered as part of the development at 34 Walker Street in the Station Gateway West character area. The Recreation Centre will include indoor multipurpose courts as well as a gym and health club for the residents of Rhodes to enjoy.</p> <p>The Place Strategy provides new public open space on the Leeds Street Foreshore that can be used for recreational purposes.</p>
Nancy Zhang	FSR for the block bounded by Cavell Ave, Averill Street, Concord Road and Denham Street should be increased as is a highly sought location within Rhodes East.	This block is located within the Cavell Avenue Character Area, where the FSR has been allocated to create a diverse neighbourhood with a range housing types, including terraces and mid- rise apartments. This is to ensure a range of densities and housing types are delivered in the precinct.

Name	Issue raised	Department Response
Brett Malouf	Additional emergency services should be provided to the area, including improved police, ambulance and fire services.	The Place Strategy infrastructure schedule includes provision for a fire station to replace the existing fire station. Concord Hospital is near the Rhodes Precinct and can provide required emergency services such as ambulances. The Department has consulted with NSW Health, NSW Police and NSW Fire and Rescue on the Place Strategy. The NSW government monitors the need for emergency services to ensure services are provided in line with residential growth.
Name withheld	A swimming pool should be provided as part of the overall future redevelopment and associated infrastructure.	The changes to the planning controls will enable investigation of a future river pool that can be used by the public.
Name withheld	The Rhodes Precinct needs to also cover the area east of Concord Road.	<p>The boundary of the Rhodes Precinct has been consistent since 2016 with the only exception being the addition of Station Gateway West.</p> <p>Previous plans considered the inclusion of area east of Concord Road, but it was not recommended due to a range of factors including the current physical barrier that Concord Road presents, and the low-density, small lot subdivision pattern of this area.</p>
Name withheld	The development should provide for 10% social housing in addition to the proposed affordable housing. One building should be allocated as a cooperative style housing where the apartment is bought for the building cost and the land is on a lease. These owners can then sell their apartment for a regulated low cost – a similar scheme operates in London.	The planning controls will ensure affordable housing requirements apply to the entire Rhodes precinct. The affordable housing to be provided is in line with the requirements of the Canada Bay Affordable Housing Contribution Scheme. The affordable housing contributions will deliver new affordable housing in the area, which is also often taken up by residents who might otherwise be social housing tenants. The planning controls do not preclude innovative housing types, such as cooperative housing being delivered.
Bojana Pavlovic	Please provide bike rails at the Rhodes train station to easily carry bicycles to and from the station.	Bike racks are provided at Rhodes Station under the stairs at Walker Street to assist customers that cycle to the station. Additional bike racks will be

Name	Issue raised	Department Response
	This also means that cyclists will not crowd the lifts.	considered as part of the upgrade of the interchange and station upgrade at Rhodes. TfNSW will review the ability to install bike rails on the stairs as the detailed design for the station progresses.
Rick Sun	There are noisy car racing activities creating noise disturbance. Speed humps should be built between 78-88 Rider Boulevard.	This section of Rider Boulevard is outside the Rhodes Precinct. Speed humps on local roads are determined by Council and should be requested through Canada Bay Council. Dangerous driving is a matter that should be reported to the police.
Nikita Xavier	The parking at Bicentennial Park needs to be increased. The area needs a big supermarket and people in Rhodes East will drive to Rhodes West where there are supermarkets. The Bennelong Bridge should allow cars.	Bicentennial Park and Bennelong Bridge are outside the Rhodes Precinct and are outside the scope of the Place Strategy. The Place Strategy encourages ground level retail and market demand will determine whether a big supermarket can be accommodated. Bennelong Bridge provides an important public transport and active transport link.
Monica Hai	The provision of a pedestrian bridge across Concord Road, with disabled/lift access and ideally serving both sides of Averill Street, can alleviate pedestrian crossings of Concord Road and make crossing safer for pedestrians and their pets.	The Place Strategy includes upgrades to local roads and pedestrian connections to make it easier to walk around the precinct. The Averill Road/Concord Road intersection will be upgraded as part of the future development of the precinct to improve traffic and pedestrian access. The detailed design of the intersection is yet to be determined and will be subject to further consideration by Transport for NSW and Council.
Name withheld	Growth will increase crime and lower rents, which will attract inferior quality tenants. The proposed affordable housing is likely to increase safety problems.	New housing is required to meet the needs of a growing population. Increasing housing near transport, jobs and services is a key objective of the NSW Government. Growth in the precinct will be supported by infrastructure, including new amenities and open space, and new housing will be well designed to ensure it is of the highest quality. Affordable housing is required to provide housing diversity and there is a need to

Name	Issue raised	Department Response
		provide affordable housing to key workers.
Yongbyon Li, Monica Hao, Larry Hao, Yun Li, Emily Li	The planned school has an area of approximately 1 hectare for 1,000, which is very small given the student requirements. The school footprint should be increased to the east or south to properly cater for the required number of future students.	The NSW Government is committed to providing a new primary for 1,000 students in Rhodes. The Department will work with School Infrastructure NSW (SINSW) to provide for a new primary school for up to 1,000 students and is exploring several options regarding the final design. The Department will also work with SINSW to explore joint use opportunities including administration parking and offices, multipurpose community rooms and open space. Joint use opportunities have the potential to reduce the amount of floor space required by the school and improve its efficiency while also providing additional community infrastructure for the wider community.
Name withheld	The upgrade of the passive craft ease way will reduce the space available in Parramatta River and will lead to congestion and accidents.	Canada Bay Council is progressing with plans for the Urhs Point Launch Facility. The management of space and potential conflict for users will be a matter for consideration in the final design and management of the launch facility. The final Place Strategy includes Priority 5 for Leeds Street character area, requiring the ferry wharf to be integrated with the foreshore park and promenade, and the consideration of potential conflicts between ferries and recreational water uses, such as those using the launching facility.
Central Rhodes United Group	<p>The submission requested the following traffic improvements to be considered:</p> <ul style="list-style-type: none"> • A split pedestrian bridge at the Averill Road/Concord Road intersection. • Open the south end of Cavell Avenue to facilitate egress from Concord Road. • Leeds Street and Blaxland Road intersection should be enlarged so that ideally a 	<p>The Traffic and Transport Report provides an assessment of the transport network and recommended upgrades to support development in the precinct.</p> <ul style="list-style-type: none"> • The Averill Road/Concord Road intersection will be upgraded as part of the future development of the precinct; however, the detailed design of the intersection is yet to be determined and will be subject to further consideration by Transport for NSW and Council.

Name	Issue raised	Department Response
	<p>roundabout can replace the traffic lights.</p> <ul style="list-style-type: none"> Northbound traffic should be routed towards the eastern end of Leeds Street and onto Concord Road via a ramp and merge lane. Traffic leaving Concord Road northward into Cavell Avenue could be routed onto a proposed new street and onto Blaxland Road. Cavell Avenue could be closed to traffic between Leeds Street and Averill Street, which would eliminate rat-runs through Denham Street. <p>The submission raised</p> <ul style="list-style-type: none"> The draft Strategy did not explain why the SIC appears to have been abandoned. The area could become more family-centric by emphasising 2- and 3-bedroom apartments. The car parking rates are insufficient. There should be a minimum of 1 space per 1 bedroom/studio apartment, 2 spaces per 2-bedroom apartment and 3 spaces for 3- and 4-bedroom apartments. FSR bonuses for developments that exceeds these ratios could be provided to shift vehicle parking from the street to underground. A one hectare block with four street frontages is not suitable for a 1,000 student school. The school site should be larger to accommodate sufficient open space and could be expanded eastward. <p>Nearby primary schools</p>	<ul style="list-style-type: none"> The transport assessment does not recommend opening the southern end of Cavell Avenue to inbound traffic from Concord Road. Blaxland Road and Leeds Street will be upgraded as part of future development in the precinct. The place Strategy identifies the preferred location of new local streets in the Cavell Avenue character area. The Transport Report does not recommend extending the eastern end of Leeds Street to Concord Road. Cavell Avenue will remain open to traffic throughout its entire length to facilitate traffic movement and to avoid congestion at other points within the local road network. <p>Other issues raised, including the distribution of density and height, car parking and the proposed school, are addressed in Sections 4.1.3, 4.2.1 and 4.3.2 of the Finalisation Report.</p>

Name	Issue raised	Department Response
	<p>have much larger areas. Underground/off-street thoroughfare and parking could be provided to enhance safety.</p> <ul style="list-style-type: none"> The planning controls are not adequately allocated. Heights in Rhodes East should be higher, and it would be ideal to have a consistent and balanced skyline that considers the land contours. There is insufficient uplift for the Cavell Avenue Character Area, and therefore there is no encouragement for existing residents to depart from their properties. 	
<p>CM+ on behalf of the owners of 9-11 Blaxland Rd, Rhodes Investments Group P/L and Rhodes Station Property and 424 Concord Road Rhodes on behalf of Trusland Group.</p>	<p>Submission raised the following issues:</p> <ul style="list-style-type: none"> Funding mechanism and need for clarity around potential collaboration between landowners. Developer contributions and feasibility issues may delay delivery of the strategy. Requests removal of minimum 2000sqm lot size control and replaced with other means of controls, which could be arrived at through co-design sessions at the DA stage. As subject site is 1500sqm, it is not realistic to acquire 500sqm of land from adjoining landowner. 	<p>The minimum lot size control has been reduced to 1,500sqm to ensure amalgamation and lot consolidation can be achieved. The minimum lot size of 1,500sqm ensures the two sites are amalgamated.</p> <p>Infrastructure funding and feasibility issues are addressed in Section 6.2.2 and 6.3.1 of the Finalisation Report.</p>
<p>Ethos Urban on behalf of Ecove</p>	<p>Ecove proposed an alternative concept that includes a 100-bed residential care facility, a new fire station with 1,000m² of GFA, two towers up to 80m and 127m and a FSR of 8.85:1. Ecove requested that affordable housing, be delivered and managed by a community housing provider rather than Council.</p>	<p>The Department has considered Ecove's submission and has explored ways to incorporate the submitted proposed changes without compromising on the principles behind the design of the Rhodes Precinct.</p> <p>Changes to the exhibited Draft Place Strategy include 10% bonus FSR for the delivery of community infrastructure including the fire station, seniors living and the pedestrian bridge across Concord</p>

Name	Issue raised	Department Response
	<p>Key issues raised in Ecove's submission include:</p> <ul style="list-style-type: none"> - Need to incentivise the delivery of aged facility and fire station on the site. - Request to review overshadowing controls based on proposed heights and density in concept proposal submitted. The concept would result minor increases to overshadowing to McIlwaine Park and overshadowing to Union Square from 9-10am. Ecove highlighted that this is offset by its proposed provision a new public plaza that will receive sunlight on approximately 700m² at 9:30am. - Proposed controls are not financially viable with the FSR of 6:1 and building height limits of 66m and 80m. - Distribution of density is inequitable and does not reflect the public and social benefit and essential services that Ecove is willing to deliver. 	<p>Road. The proposed plaza is not envisaged to be larger than the plaza that was illustrated in the exhibition.</p> <p>The height limits and base FSR have remained unchanged because this would have negative impacts upon amenity, including overshadowing on public domain. However, due to the larger envelope required to accommodate the bonus FSR if the proposed community infrastructure is achieved, there will be a new exemption to the overshadowing controls over Union Square between 9-9:30 am for the subject site.</p>
<p>Urbis on behalf of Coptic Church and supplementary submission.</p>	<p>The Coptic Church submission proposes an alternate concept for the site with an FSR of 5.7:1 (3.2:1 residential, and 2.5:1 for variety of community infrastructure and accommodation uses).</p> <p>Key issues raised in the submission include:</p> <ul style="list-style-type: none"> ○ Request to change character area boundary and include Church in Station gateway East Character Area. ○ Amend zoning for the site from R4 to B4 	<p>The planning controls have been determined by the key design principles in the Place Strategy and Urban Design report. Refer to Section 5.2.1 for further discussion on height and density controls.</p> <p>To facilitate community infrastructure and community services on the site as requested by the Church, a site-specific provision allows additional FSR (up to a total of 2.3:1) in certain circumstances. The changes allow additional floorspace for non-residential uses to assist the community, by delivering community uses and supporting services, including childcare; community facilities; health services, seniors housing; and respite</p>

Name	Issue raised	Department Response
	<ul style="list-style-type: none"> Remove the 4000sqm max lot size (as church building will remain) Increase height to 82.5m and FSR to 5.7:1 Amend location of proposed new road to directly south of church site between Cavell and Blaxland, consistent with the 2019 exhibition Allow alternate options for sites to contribute to affordable housing. Church site seeking exemption from Council's Affordable Housing Contribution Scheme Remove the requirement for terrace housing in recognition of the site's location 400m from the station Increase parking rates Remove heritage listing that applies to 59 Blaxland Road Remove reference to potential heritage listing of the church building 	<p>day care centres. Additional uses, including health and office premises, are also permitted on the site to facilitate the delivery of a range of community uses.</p> <p>To achieve the additional FSR lot amalgamation is required to prevent site isolation, resulting in a minimum site area requirement of 6,000sqm.</p> <p>The 4,000sqm maximum lot size control is not included in the final LEP controls as the outcomes can be achieved through FSR controls, and such a control is more appropriate for a development control plan.</p> <p>Car parking is addressed in Section 5.1 of the Finalisation Report. Section 5.3.2 addresses affordable housing.</p> <p>The Place Strategy identifies the preferred locations of future local roads in the Cavell Avenue Character Area. The proposed local road has been relocated to the southern boundary of the church site. However, the church site will remain in the Cavell Avenue Character Area as its built form and land uses are most suitable for this area.</p> <p>Terrace housing is encouraged in this character area to provide a mix of housing types. The planning controls include additional FSR to incentivise terrace housing in Cavell Avenue Character Area.</p> <p>There are no changes to listed heritage items in the precinct.</p>
Urbis on behalf of Billbergia (410 Concord Road Rhodes)	The site is not located in the Precinct boundary and should not be subject to the proposed amendments included in the exhibited draft LEP maps. Considered to be an administrative error and the map should be rectified to retain the max FSR as T4 2.30:1 for the site (incorrectly shown as T3 2.20:1).	This was an administrative error and has been rectified. The LEP FSR map identifies this site with an FSR of 2.30:1.
Urbis on behalf of	Mirvac requests that Rhodes Waterside be nominated as an	Rhodes Waterside is an integral part of the broader Rhodes strategic centre, and

Name	Issue raised	Department Response
Mirvac Rhodes Waterside Shopping Centre	<p>investigation area for future development because of its potential to be a major contributor to future growth and vitality.</p> <p>Mirvac highlights that Rhodes Waterside is a major retail and employment centre and outlines several principles to inform master planning, including improved connections, permeability, activation, and new public spaces and community spaces.</p>	<p>the additional population will increase its role as a major retail and employment centre. The Place Strategy does not include new controls for Rhodes waterside as it is outside the precinct boundaries; however, the principles that underpin the Rhodes Waterside master planning and strategy are achievable under the existing planning controls.</p> <p>The proposed infrastructure upgrades in the precinct will increase walking and cycling to and from Rhodes Waterside, and will integrate open space including McIlwaine Park into the wider catchment area of Rhodes Waterside. This will increase accessibility between Rhodes Waterside and Rhodes Train Station, Rhodes Corporate Park and the foreshore, which will improve the activation and integration of these areas.</p> <p>Additional dwellings in this location would require further public transport and road upgrades and would need to be considered in the context of the removal of the 3,000-dwelling cap.</p>
Mirvac (1-3 Leeds Street)	<p>Key requests from submission:</p> <ul style="list-style-type: none"> • Requests additional density for a 'signature building', higher than 18 storeys. • Fixed height limits are not supported, and more flexibility should be provided. A maximum height and FSR would be preferred. • Parking rates should be increased. • Floor plate 'tower' controls are not achievable: a 750sqm GFA is too small to achieve a viable floor plate for residential dwellings. A more realistic floor plate would be 900-1000sqm. • Development contributions - the plan is not clear as to the quantum of contributions and timing for payment. A comprehensive and detailed plan outlining all proposed 	<p>The heights and FSR controls in the Leeds Street Character Area, ensure buildings transition towards the foreshore and facilitate street activation and recreation, protect amenity for surrounding development, minimise visual impacts from Parramatta River and promote view sharing for other parts of the precinct. (refer to Section 6.3.3 of the Finalisation Report).</p> <p>The 3,000 dwelling cap will be calculated based on DA approvals (refer to Table 6 in the Finalisation Report for further discussion).</p> <p>The requirement for design competitions is to achieve better design outcomes. There is no additional height or FSR for a design competition because the existing density controls are already maximised, and further density increases would result in development contrary to the Urban Design principles.</p>

Name	Issue raised	Department Response
	<p>contribution types, amounts and timing of payments is required.</p> <ul style="list-style-type: none"> • The extent of total contributions when considered cumulatively is likely to be high and therefore affordable housing should be reduced from 5% to 3% as a maximum. • Clarity is needed about how the 3,000 dwelling cap will be calculated (dwellings under construction or approved). • Design competitions should not be the only way to achieve good design outcomes. Where a design competition is undertaken, a 10% bonus in height or FSR should be offered for the additional time, risk and cost of these processes. • All sites may not be able to achieve the suggested greening metrics. Recommends that the items of 25% canopy cover; 1:1 LUSH strategy and 25 % Green View index are not set as fixed mandatory items. 	<p>The greening targets are included in the Place Strategy to ensure significant future greenery within the precinct. There are multiple ways in which these targets can be achieved, and these targets will be a matter for consideration at the DA stage. The targets and intended outcomes are stipulated in the Canada Bay Council's draft DCP and are explained in the Urban Design Report.</p> <p>Concerns relating to floorplate controls and developer contributions are addressed in Section 6.2.2 and 6.3.6 of the Finalisation Report.</p>
<p>Frasers Property Rhodes Corporate Park 1 Homebush Bay Road Rhodes (buildings B, D, E and F)</p>	<p>While mapped outside the Rhodes Precinct Boundary, Rhodes Corporate Park is well placed to support the delivery of the strategic vision of Rhodes.</p> <p>Consideration should be given to a 'soft' southern boundary that acknowledges the important land uses located south of the Precinct and the role these land uses play in Rhodes' future role as a strategic centre.</p> <p>The Department could consider more clearly identifying walking, cycling and other initiatives to improve access from Rhodes Station to major employment uses south of the Rhodes Precinct. The draft Strategy should identify key</p>	<p>Rhodes Corporate Park is an integral part of the broader Rhode strategic centre and has an important employment role. Rhodes Corporate Park is not within the Rhodes precinct boundary, and therefore no change to planning controls has been considered for the site. A 'soft boundary' that allows residential development to be included in the B7 zone is not supported as it would be inconsistent with the retain and manage approach to employment land in the Eastern City District Plan.</p> <p>The Place Strategy recognises the importance of improving connections between the precinct, Rhodes station, and surrounding employment generators such as Rhodes Corporate Park.</p> <p>Rhodes Corporate Park will continue to play an important role in supporting jobs</p>

Name	Issue raised	Department Response
	<p>opportunity sites such as the Rhodes Corporate Park that can contribute to the NSW Government's vision for Rhodes Strategic Centre.</p>	<p>growth in the Rhodes strategic centre and new connections and improvement to the station will improve connectivity.</p>
<p>Billbergia (Multiple Sites)</p>	<p>Key issues raised in submission:</p> <ul style="list-style-type: none"> • Insufficient open space: alternative plan provided by Billbergia which would see higher density development in exchange for an amended foreshore park and new open space at Cavell Avenue Character Area • Assumed dwelling size (82.4sqm) is too small and should be increased to 100sqm. • Economic feasibility and viability testing not provided as part of the exhibited documentation • Inappropriate housing typologies and dwelling mix controls: proposed Cavell Ave typologies are not desired. Minor changes to height and FSR could facilitate new public open space in Cavell Ave Character Area • McIlwaine Park sun access controls are onerous and result in poor urban design outcome in Station Gateway East character area along Blaxland Road • Inequity of building separation and setback provisions in Station Gateway Character East compared to other parts of Rhodes • The new development will create view loss to existing buildings in Station Gateway West Area 	<p>Planning controls and development density are based on the established Urban Design Criteria to facilitate liveability and amenity within a well-designed high-density environment.</p> <p>Refer to Sections 6.2.1, 6.3.2, 6.3.5, 6.3.6, 6.1.1, 6.3.1 and 4.2.3 for discussion regarding open space, average apartment size, building design, car parking, feasibility, and views.</p>
<p>Urbis SGW Walker St; 23-</p>	<p>Recommends that:</p>	<p>To incentivise the delivery of the 2,000sqm Marquet Street Forecourt, a</p>

Name	Issue raised	Department Response
25 & 29 Marquet Street	<ul style="list-style-type: none"> Additional height and density be provided where no additional overshadowing impacts on Union Square result Adopt amended design and layout for the Marquet St forecourt Amend proposed tower floor plates for 23-25 & 29 Marquet St while generally providing 40m tower separation Greenery control requirements should be amended to remove requirement for greenery on vertical walls and facades above podium level Adopt the City of Sydney Wintergarden design approach for residential buildings above 30m to mitigate adverse wind and noise effects Car parking rates should reflect the Rhodes West DCP 2015 <p>Existing strata sites present challenges for the delivery of ground plane improvements. Through site link south of 34 Walker St should be deleted from the strategy.</p>	<p>site-specific provision allows 10% additional FSR for the delivery of the forecourt open space. This is supported by an increase in the height limit by 4 storeys to accommodate the additional FSR. The additional height does not create additional overshadowing to Union Square. The Place Strategy sets out the design requirements for the Marquet Street Forecourt.</p> <p>The City of Sydney Wintergarden design approach was explored post-exhibition. As a result, wintergardens are acceptable and can be counted as non-enclosed floor space. However, there is no additional FSR provided specifically for wintergardens.</p> <p>The greenery controls are targets and can be achieved through multiple methods. Green walls and facades above podium level are not mandatory.</p> <p>For discussion on parking rates and tower floorplates, see Sections 6.1.1 and 6.3.6.</p>
Prolet - Site 1:33-41 Blaxland Road, 444-446 Concord Road and 1-5 Llewellyn Street Rhodes (Station Gateway East) & Site 2: 2-4 Denham Street Rhodes (Cavell Ave Character Area)	<p>Key concern regarding overall yield and average unit sizes compared to 2018 exhibited plan. The draft 2018 plan proposed 135,000 GFA creating 1,350 units at average 100 sq m per unit. The draft 2020 plan proposed 113,784 sqm with a total yield of 1,382 units at average size of 82.3 sqm per unit. It is more realistic and feasible to assume a 97 sqm dwelling size.</p> <p>Requested amendments to planning controls:</p> <ul style="list-style-type: none"> Reduction of commercial floor space to a maximum of 850sqm is critical to the viability of the site. An allocation of 7,176 sqm of commercial floor 	<p>The FSR control for Site 1 5.7:1 (excluding additional floorspace for BASIX) and the maximum height control is 32m and 92m. The minimum non-residential floorspace requirements have been revised post-exhibition. This results in reduction of non-residential floor space from 21.6% of GFA to 13.4% of GFA on this site. Refer to Section 6.3.8 of the Finalisation Report for further discussion.</p> <p>Floor space ratio and height controls are addressed in Section 6.3.3, apartment sizes are addressed in Section 6.3.2, and solar controls are addressed in Section 6.3.5 of the Finalisation Report.</p> <p>Partially enclosed balconies may be considered to manage potential noise and wind impacts, subject to detailed</p>

Name	Issue raised	Department Response
	<p>space for Site 1 equates to 50% of the required 14,073sqm for SGE Character area which is considered inequitable.</p> <ul style="list-style-type: none"> • McIlwaine Park solar controls are too onerous and should be amended to require no increase in overshadowing of the primary zone between 8am and 12pm and a minimum of 70% solar access to the primary zone thereafter, with a maximum impact up to 10% by each of the 3 sites that could affect the turfed area. No net overshadowing of the secondary zone between 8am and 12pm. • Requests height increase (for site 1) from 27m and 84m to 123m with a provision that 50% of the land be set aside for accessible public open space. For site 2, increase height limit from 31m to 38m and include provision for 50% of the land be set aside for accessible public open space. • Request for additional FSR of 7.53:1 for site 1 to provide enclosed balconies affected by noise and wind located along Concord Road. Increase FSR for Site 2 from 1.8:1 to 3.7:1 to accommodate enclosed balconies that have not be accounted for in the GFA. 	<p>design. Fully enclosed balconies are not supported, and additional GFA is not included to accommodate fully enclosed balconies.</p>
<p>Peter Israel (PTI Architecture) 19 and 21 Leeds Street Rhodes</p>	<p>The submission raised concern about equitable compensation, lost development potential and reduced value of 21 Leeds Street.</p> <p>The submission states there is no incentive to move the business or create an extension from Cavell Avenue to the waterfront. The submission states that 19 Leeds is not provided with any additional height or FSR but is limited to 1.2:1, which would be close to the</p>	<p>The planning controls for the Leeds Street Character Area apply to consolidated development sites, consistent with the exhibited Place Strategy and Urban Design Report.</p> <p>Developer contributions and infrastructure delivery is addressed in Section 6.2.2 of the Finalisation Report.</p> <p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR, in response to feasibility and site amalgamation</p>

Name	Issue raised	Department Response
	existing FSR for the area. This is an impediment to achieving the link to the foreshore park.	<p>requirements. Refer to Section 6.3.3 of the Finalisation Report.</p> <p>Minimum site area requirements for Leeds Street Character Area clarify the application of FSR controls and amalgamation requirements for development (refer to Table 7 in the Finalisation Report).</p> <p>These changes are in response to feasibility constraints and the requirement to amalgamate smaller sites in Leeds Street.</p>
Fife Capital on behalf of 27 Leeds Street Rhodes	<p>Key Issues raised in the submission include:</p> <ul style="list-style-type: none"> The draft strategy is not deliverable in its current form due to insufficient floor space potential to support feasible outcomes. Without feasible development there cannot be commitment to sustainability, contributions to active transport, access to the waterfront, affordable housing, great public spaces, new jobs, better connections, infrastructure to support housing and jobs and active street frontages. References Billbergia's alternative proposal which suggest it can deliver an integrated outcome with significant public benefit. Request for FSR of 3.0:1 and height of 90m (26 storeys). Draft Place Strategy proposed an FSR of 2.2:1 and maximum height (RL) of 43.4 and 34.1m. 	<p>Feasibility is addressed in Section 6.3.1 of the Finalisation Report.</p> <p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR, in response to feasibility and site amalgamation requirements. Refer to Section 6.3.3 of the Finalisation Report.</p> <p>The Place Strategy sets out the infrastructure requirements, including public domain improvements, in Leeds Street Character Area to support development in the precinct over the next 20 years. Refer to Section 6.2.2 for response to developer contributions.</p>
Ethos Urban on behalf of Royal Freemason Benevolent Institution (RFBI) Concord	<ul style="list-style-type: none"> Requests that the final Strategy provide a planning incentive mechanism to relocate the RFBI's facility to Station Gateway East character area. Provide a new road delivery incentive mechanism. 	<p>The planning controls provide an additional 10% FSR for the delivery of community infrastructure, which includes aged care on the Ecove site in the Station Gateway East Character Area. This provides an incentive to accommodate the relocation of the RFBI facility. The relocation of the aged care</p>

Name	Issue raised	Department Response
community village	<ul style="list-style-type: none"> • Provide a social benefit relocation (FSR bonus) on the RFBI Village site to increase the development potential and assist in financing the design, construction and fit out of a new 100 bed residential care facility in Station Gateway East. • Amend the affordable housing provisions to allow for delivery retention and on-going management of affordable housing dwellings by not-for-profit social and community housing providers such as RFBI. 	<p>facility is also incentivised by the inclusion of seniors housing in the minimum commercial floorspace requirements for the site.</p> <p>The delivery of new local roads is incentivised in the planning controls through the inclusion of roads in the site area for the purpose of calculating FSR and allowing additional height (up to 36 metres) where a local road is delivered. The Place Strategy identifies the preferred location of new local roads; however, there is flexibility to consider alternate road locations, if required as part of the detailed design stage.</p> <p>The affordable housing provisions will remain as exhibited and ownership will vest with Canada Bay Council or its nominated Community Housing Provider.</p>
Planning Lab on behalf of 17 & 23 Leeds Street Rhodes	<p>This submission objects to the draft Rhodes Place Strategy on the basis that it provides insufficient floor space for feasible development. There is no precedent for such a low FSR in the vicinity of the site or likely in any other renewal area.</p> <p>The site is burdened with most of the public benefit and the lowest development potential. The site has a proposed FSR of 1.1:1 and a height of 34.1m (RL).</p> <p>The submission outlined support for an alternative proposal by Billbergia, which proposes FSR of 2.5:1 and height of 99.5m on the site.</p>	<p>The planning controls for the Leeds Street Character Area have been allocated with reference to the impact of development as viewed from the Parramatta River and the surrounding foreshore and to facilitate the creation of a vibrant, mixed use precinct with a focus on recreation, ground level activation and active transport.</p> <p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR, in response to feasibility and site amalgamation requirements. Refer to Section 6.3.3 of the Finalisation Report.</p> <p>The Place Strategy clearly outlines the public domain improvements in Leeds Street Character Area and infrastructure requirements over the next 20 years.</p> <p>Feasibility is addressed in Section 6.3.1 of the Finalisation Report.</p>
Ethos Urban on behalf of Marabar Holdings 15 Leeds Street, Rhodes	<p>The submission requests the following changes:</p> <ul style="list-style-type: none"> • Alternative infrastructure delivery arrangements are explored for the delivery of significant planned 	<p>The planning controls for the Leeds Street Character Area apply to consolidated development sites, consistent with the exhibited Place Strategy and Urban Design Report.</p>

Name	Issue raised	Department Response
	<p>infrastructure rather than relying on amalgamating private landholdings to achieve the proposed foreshore park and built form outcomes. A SIC levy is a potential option.</p> <ul style="list-style-type: none"> • LEP height and FSR controls should be located wholly within lot boundaries, rather than partially straddling the proposed park lot. • A height of up to 25 storeys and FSR of 6.5:1 should be provided for the Marobar site, which responds to overshadowing and scale concerns. This provides significant height and density near high amenity locations and access to transport. • Reconsideration of the 3,000 dwelling cap because it is not clear whether the cap is reasonable in the absence of an updated Transport Report. • Reconsideration of the landmark tower density on the Marobar lands if the dwelling cap has partly been used as the basis to reduce density on the Marobar site. 	<p>Developer contributions and infrastructure delivery is addressed in Section 6.2.2 of the Finalisation Report.</p> <p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR, in response to feasibility and site amalgamation requirements. Refer to Section 6.3.3 of the Finalisation Report.</p> <p>Minimum site area requirements for Leeds Street Character Area clarify the application of FSR controls and amalgamation requirements for development (refer to Table 7 in the Finalisation Report). These changes are in response to feasibility constraints and the requirement to amalgamate smaller sites in Leeds Street.</p> <p>The planning controls are based on a precinct wide heights strategy and urban design principles – not the dwelling cap. The dwelling cap is required to ensure that there is sufficient transport infrastructure to support development in the precinct. An updated Traffic and Transport Report is provided as an attachment to the Place Strategy.</p>
23 Leeds Street Rhodes (Units 3 and 4), Derivan Pty Ltd	<p>Insufficient floor space to support feasible development outcomes and unlikely to achieve dwelling yield.</p> <p>FSR of 1.1:1 is not likely to provide any incentive for the property to develop and deliver any of the proposed objectives in the draft Place Strategy.</p> <p>The submission is supportive of an alternative proposal developed by Billbergia for the area.</p>	<p>Feasibility is addressed in Section 6.3.1 of the Finalisation Report.</p> <p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR, in response to feasibility and site amalgamation requirements. Refer to Section 6.3.3.</p>

Name	Issue raised	Department Response
<p>Mark Lollback (Lots 1 and 2, 3 Averill Street and Lots 1 and 2, 6 Leeds Street)</p>	<p>This submission supports the overall intent of the draft Strategy. However, there are some matters that require change.</p> <ul style="list-style-type: none"> • The exhibited FSRs on the sites are insufficient. There is no incentive for the landowner to sell or redevelop. • The proposed walkway between Averill Street and Leeds Street is located on these sites. There is considerable height (RL) variation between Leeds Street and Averill Street. A walkway that is accessible at an appropriate grade would need to be a wide flowing pathway, which would be difficult to accommodate within the property. • An alternate suggestion is that the walkway be located in parallel with the first redevelopment site. 	<p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR, in response to feasibility and site amalgamation requirements. Refer to Section 6.3.3. Minimum site area requirements for Leeds Street Character Area clarify the application of FSR controls and amalgamation requirements for development (refer to Table 7 in the Finalisation Report).</p> <p>The Place Strategy identifies the location of future pedestrian connections. The new connections will be delivered through development. The detailed design of the connection will be a matter to be addressed at the development application stage.</p>
<p>King Property Group (Michael Touma) 25 Leeds Street Rhodes</p>	<p>The submission states that 25 Leeds Street is a key site and a gateway to the foreshore park. The following changes to 25 Leeds Street are requested:</p> <ul style="list-style-type: none"> • Maximum FSR of 6.0:1, instead of 2.2:1 as exhibited • Maximum height of 90m (26 levels), instead of 34.1m as exhibited • Future buildings to be wholly contained within the site boundary to enable delivery of buildings without amalgamating with other sites. <p>The submission outlines support for an alternative proposal from Billbergia, which provides for more feasible development outcome that can fund public domain and infrastructure upgrades, address contamination, provide for more equitable distribution of achievable</p>	<p>The Place Strategy and planning controls for Leeds Street Character Area require site consolidation to ensure development is delivered in line with the urban design strategy. The planning controls, including FSR controls, apply to the consolidated site areas. Site amalgamation requirements are addressed in Section 6.3.7 of the Finalisation Report.</p> <p>The FSR for the Leeds Street Character Area has increased post-exhibition, with an additional 5% FSR in response to feasibility and site amalgamation requirements. Refer to Section 6.3.3. The maximum height limit will remain as exhibited to protect amenity and to enable a built form that transitions towards the river.</p>

Name	Issue raised	Department Response
	<p>floorspace and provide for more open space with good orientation to achieve solar access, foreshore access and permeability.</p>	
<p>Confidential unpublished submission (1-9 Marquet Street and 4 Mary Street)</p>	<p>Key issues raised in the submission include:</p> <ul style="list-style-type: none"> • The requirement for no net increase in overshadowing to Union Square is unfair and unreasonable. Union Square is primarily used as a pedestrian link and thoroughfare. I-Prosperity's submission includes an alternative proposal which results in an additional 114m² of overshadowing to Union Square. • The triangular form and constrained floor plate of the residential tower is not feasible. • The constrained tower floorplate, with setbacks 4m from the podium, forces the tower to the east and north causing more shadowing of Union Square. The bulk of the building should be moved westward. • The quantum of commercial space of 33.2% of GFA or 7,665m² is unfeasible. Insufficient commercial demand, which has been made worse by COVID-19 is likely to make that amount of commercial GFA redundant. • There is an insufficient quantum of parking for residents proposed, which is less than the amount permitted for other Rhodes West developments. • The height control, floor plate control and commercial space requirements makes it impossible to achieve the planned FSR. The project is not 	<p>A review of the exhibited envelope was undertaken post-exhibition and it was determined that the exhibited envelope was impractical for delivery. Post-exhibition changes were required to provide a workable envelope for future delivery of functional development outcome on the site.</p> <p>The revised envelope results in minor overshadowing to Union Square and an exception to the overshadowing controls is considered justified (refer to Section 6.3.5). There is no change to the exhibited height or FSR controls for the site.</p> <p>The quantum of non-residential floor space on this site has been reduced in response to post-exhibition office demand advice from 33.2% to 16.4% Refer to Section 6.3.8 of the Finalisation Report.</p> <p>The controls have been tested through massing studies with urban design consultants to confirm the FSR is achievable.</p> <p>The affordable housing provisions will remain as exhibited at 3.5% on this site. This is consistent with the exhibited rates in the EIE and Council's Affordable Housing Contribution Scheme.</p> <p>Car parking is addressed in Section 6.1.1 of the Finalisation Report.</p>

Name	Issue raised	Department Response
	<p>feasible with the proposed FSR.</p> <ul style="list-style-type: none"> • Inequitable planning outcomes for this site on any reasonable comparative analysis to the outcomes achieved by the developers within the Station Gateway West character area. • Rhodes West should be excluded from the affordable housing requirements as per the Gateway Determination signed on 28 April 2020. 	
BretZet 1 Averill Street	<p>The draft Strategy is not deliverable in its exhibited form and is unlikely to meet the strategic objectives, in particular the dwelling yield. BretZet supports an alternative proposal prepared by Billbergia.</p> <p>The southern boundary of the Leeds Street Character Area has been relocated and now excludes land to the south of Leeds Street. This removes the ability to transition building height from the taller foreshore buildings to the lower heights of the Cavell Street Character Area, removes the ability to provide sufficient FSR potential to support feasible development noting the high remediation costs at this location, and removes the ability to provide additional open space through the consolidation of the development footprint.</p>	<p>The Leeds Street Character Area southern boundary was changed following a review of proposed building heights on the foreshore. This change is to ensure that higher density development is co-located with the public amenity at the Leeds Street Foreshore Park and the Parramatta River foreshore. Also, under the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, the Leeds Street foreshore is a strategic foreshore site and therefore the design and built form must carefully consider the impact of development when viewed from Parramatta River and the surrounding foreshore.</p> <p>Refer to Section 6.2.1 for discussion on open space, and Section 6.2.2 and 6.3.1 address feasibility.</p>

APPENDIX B –Summary of previous precinct plans

Rhodes is identified as a strategic centre in the Eastern City District Plan (2018) and has consistently been identified as an ideal location for urban renewal because of its:

- Access to public transport;
- Access to open space and the foreshore, including McIlwaine Park, Brays Bay Reserve, John Whitton Reserve, Rocky Point and the Sydney Olympic Parklands;
- Opportunities to provide new jobs for the future; and
- Potential to deliver high quality new homes supported by infrastructure.

The Place Strategy package also furthers sustainability initiatives investigated by Council with the Greater Sydney Commission through the Collaboration Area.

Planning investigations for Rhodes began in 2015. These investigations were the subject of two exhibitions in 2017 and 2018/19, culminating with the exhibition of the draft Place Strategy during 2020. The final Place Strategy package and associated rezoning brings together this previous planning and consultation outcomes to provide much needed certainty for residents, landowners and other stakeholders.

Importantly, the final Place Strategy and rezoning responds to the technical studies and evidence base prepared over several years, including the accompanying urban design report. At a high-level, the built form strategy and spatial organisation has remained generally consistent. An overview of the previous two exhibited Plans is outlined below.

2017 Precinct Plan

The Rhodes East Draft Precinct Plan (2017 draft plan) was exhibited from 15 September and 10 November 2017. This precinct plan included land east of the rail line and west of Concord Road and proposed 3,600 new residential dwellings supported by new and upgraded infrastructure.

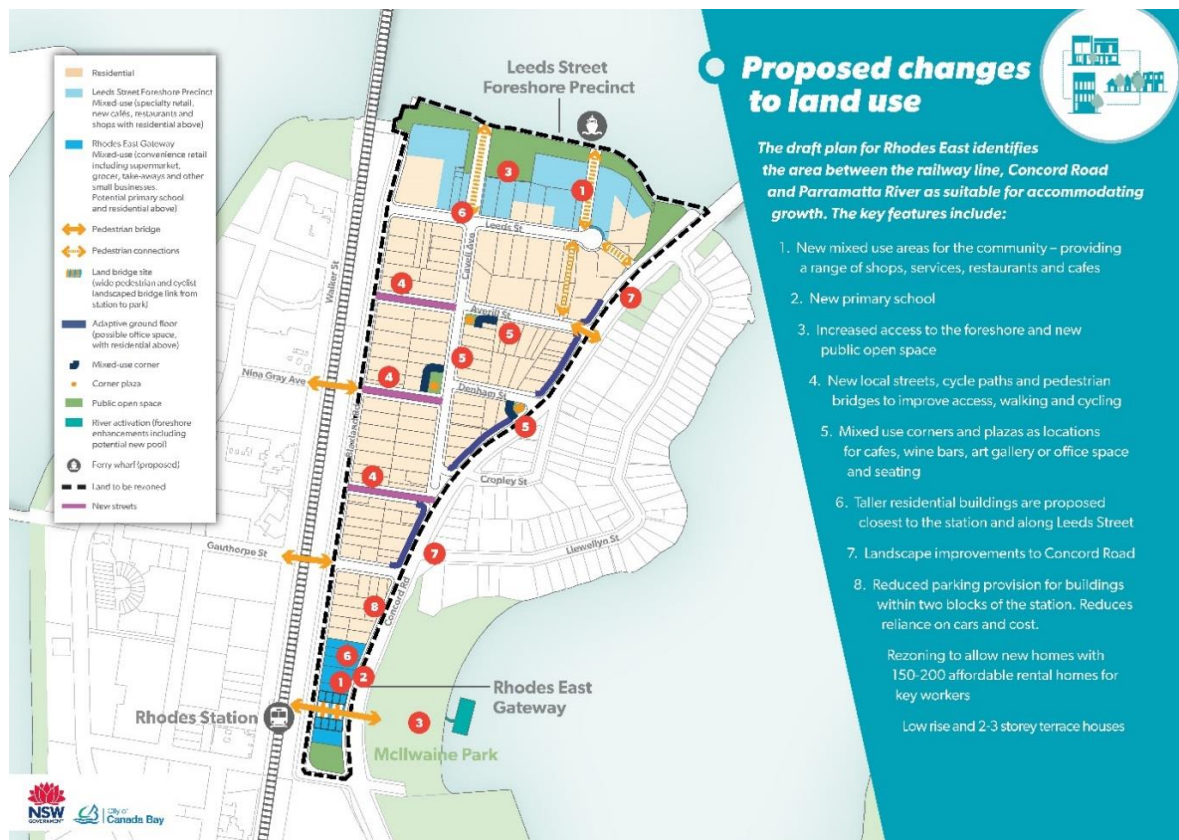


Figure 1: Rhodes East Investigation Area in the 2017 Draft Plan

The 2017 draft plan proposed new infrastructure including a land bridge connecting Rhodes Station to McIlwaine Park, a new waterfront promenade and a foreshore park near Leeds Street. It also included a new primary school for up to 600 students near Rhodes Station, and other new and upgraded infrastructure including local streets and intersections, cycle paths, and two pedestrian bridges across the train station.

The 2017 Plan featured taller buildings towards the foreshore and around the Station, as well as a high-rise school integrated into the taller towers east of the Station. It proposed lower building heights, with terraced frontages, near the centre of the precinct.

In response to the exhibition of the draft plan, 60 submissions were received. Submissions to the 2017 draft plan exhibition raised some issues including:

- Support for new transport and social infrastructure including the new primary school, open space, improved foreshore access and a new ferry wharf;
- Some submitters suggested that development be mid-rise rather than high rise, and that heights be lower at the waterfront and higher towards the station to maximise view sharing;
- Submitters recognised the need for additional public transport to support the new jobs and dwellings proposed;
- Parking rates were also noted, with some submitters requesting higher parking rates, while others preferred lower parking rates; and
- The importance of transparency and certainty of planning – some submitters wanted to ensure that building heights don't increase over time despite the exhibited plans because of the proposed future landowner-led master planning process.

2018 Precinct Plan

In response to feedback from the 2017 exhibition, and further strategic planning at a local and regional level, the Department publicly exhibited a revised Draft Precinct Plan 2018/19 from 9 December 2018 to 28 February 2019.

The 2018 Plan expanded the Precinct beyond the original 2017 boundary to include land on the western side of Rhodes train station. This enabled a better-connected planning outcomes to integrate the eastern and western sides of the station. The Plan exhibited in 2018/2019 expanded the Precinct area to include the Station Gateway West character area, to the west of Rhodes Station. This also allowed all land within 400 metres of the train station, to be planned in accordance with Transit Orientated Development principles to maximise dwellings and employment opportunities in proximity to Rhodes Station.

The 2018 revised draft Plan proposed a maximum 4,200 dwellings across the Precinct. The 2018 Plan identified four character areas, and proposed state-led master planning including a design excellence process for these areas. It detailed that the final yield and building envelopes would be determined through the preparation of proponent-led master plans informed by a place-led design process. Accordingly, the Plan did not include specific height or floorspace controls, as it was proposed these would be set by landowners working together through a masterplan process.

Landowners would be responsible for preparing detailed master plans for each character area in accordance with Department guidelines, which were released post-exhibition in November 2019. The successful plans would then be reviewed by design excellence panels and incorporated into Council's DCP for the relevant character areas.

The 2018 draft plan was accompanied by a draft State Infrastructure Contribution (SIC), which was the proposed state contribution scheme for the Precinct to collect levies from developers to fund state infrastructure.

The 2018 Plan also incorporated changes to address issues raised by submitters in the original 2017 exhibition, including:

- Reduced building heights at the waterfront to address concerns about view loss and visual bulk at the waterfront;
- Improved community access to the waterfront through a larger foreshore park;
- Identification of a new location for the school for up to 1,000 students in the Leeds Street precinct (near the waterfront); and
- Establishing a commercial core east of the Station to provide opportunities for employment activity and ensure there would be no additional residential contemplated for the existing Rhodes Business Park. This also responded to some submitters who requested that the Precinct contribute a greater number of jobs to align with the Greater Sydney Region Plan.



Figure 2: Precinct boundary and character areas for the 2018/19 Plan

The revised draft Plan received approximately 850 submissions in response to the exhibition. The feedback to the 2018 draft Plan exhibition included:

- Requests for greater certainty for development outcomes in the absence of completed character area master plans;
- Requests that the proposed additional development not create additional burden on infrastructure or amenity outcomes (including views and overshadowing);
- A mixture of views (both support and concern) about the appropriate height of development;
- Requests to ensure feasibility of development from landowners;
- A mixture of views about the proposed affordable housing rate and mechanisms, as well as concern about the potential impacts of affordable housing on the appeal of the area;
- Landowner submissions contesting the feasibility of the commercial core precinct proposed to the east of the station;

-
- Support for proposed improvements for pedestrians and cyclists as well as additional community facilities;
 - Requests for contamination to be addressed as part of the future waterfront development and any future swimming area;
 - Strong support for the proposed school, with a range of views about its location and format; and
 - Support for more open space, tree canopy and local infrastructure.

As demonstrated in the wider Finalisation Report, the final Place Strategy incorporates feedback from these prior two exhibitions and has sought to address matters raised.