Master Planning Process

Station Gateway West Character Area

Rhodes Planned Precinct | November 2019
Acknowledgement

NSW Department of Planning, Industry and Environment acknowledges the traditional custodians of the land and pays respect to all Elders past, present and future.

November 2019

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Introduction

The Rhodes Revised Draft Precinct Plan (the Draft Precinct plan) establishes a framework for urban renewal in the Rhodes precinct. It identifies four-character areas and prescribes a maximum dwelling yield, a maximum residential gross floor area and design requirements for each. The development of a Master Plan for each Character Area, has been identified as the design process to explore and inform potential variations to Canada Bay Local Environmental Plan 2013 (CBLEP) regarding height, and floor space controls.

The Station Gateway West character area (the Character area) is identified by the Draft Precinct Plan as having potential for up to 600 additional dwellings and a maximum 60,000m² residential gross floor area beyond what can be considered under the CBLEP. This document defines the master planning process that will determine the capacity of the Character area and the design parameters for any additional gross floor area.

Figure 1 – Station Gateway West character area

Legend

- Rhodes Precinct Boundary
- Rhodes Train Station
- Station Gateway West

The master planning process consists of three stages; initiation, preparation and design review. In the initiation stage the Department of Planning, Industry and Environment will communicate with landowners in the Character area to explain the master planning process and how they can participate. In the preparation stage, landowners prepare and submit a draft master plan and it is publicly exhibited. Any landowners that prepare a draft master plan must consult with all other landowners. In the design stage a panel of independent experts evaluate the draft master plan and provide advice to the Minister for Planning and Public Spaces on whether it achieves design excellence and is suitable for adoption.
Background

Planning within the Rhodes peninsula has been an evolving process. A timeline of planning for the area now known as the Station Gateway West planning character area is provided below.

1999-2013 Planning for Rhodes Peninsula

- SREP 29 ‘Rhodes peninsula’ is gazetted 19 November 1999 establishing a planning framework for Rhodes. Buildings 6 storeys in height are permitted on Marquet St and eight storeys in height on Walker Street.
- Canada Bay Council (Council) leads a master planning process to examine opportunities for additional height and density in Rhodes West, including a twenty storey building in the Station Gateway West area. The Character area is removed from the master plan to allow a broader review of planning controls in that area.
- Council and landowners develop a concept plan for the Character area through 2011 - 2012 which includes buildings up to 25 storeys in height. The community is consulted March - May 2012 and the plan is endorsed by Council on 6 December 2012. Following endorsement Council commences negotiations with land owners on benefits they can deliver to assist in meeting infrastructure needs.
- Council resolve to prepare a master plan that builds on the concept plan in August 2013. The master plan is endorsed by Council on 10 December 2013 and is the basis for a planning proposal that is issued Gateway determination on 23 December 2013.

2014 - 2015 Station Precinct Master Plan

- Council hold discussions with a landowner about amendments to the planning proposal to allow additional height and gross floor area.
- An amended master plan is prepared and forms the basis for a planning proposal that is endorsed by Council on 2 September 2014. The amended planning proposal proposes 1300 additional dwellings and buildings 10 - 36 storeys in height in the Character area.
- A gateway determination is issued 16 March 2015, exhibition May - June 2015 and gazetted on 18 December 2015.

2018 Draft Revised Rhodes Precinct Plan

- Precinct boundary revised to include Station Gateway West character area.
- The Precinct Plan identifies potential additional development potential of up to 600 dwellings and 60,000m2 of gross floor area and establishes a design excellence master planning process to assess additional capacity.
- The Precinct plan is publicly exhibited from 9 December 2018 – 28 February 2019.

Aim of master planning process

- To facilitate an equitable and transparent master planning process that allows all stakeholders to participate
- To determine whether there is additional development capacity within the Station Gateway West character area.
- To ensure any built form outcome achieves design excellence.
Station Gateway West Character Area
Rhodes Planned Precinct

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Master Planning Process

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1. **Initiation**

The Department of Planning, Industry and Environment (the Department) will establish a framework for the master planning process and will engage with landowners to support their participation in, and engagement with the process.

1.1 **Initiation Letter**

The Department will write to all landowners within the Character area to inform them the opportunity to master plan their land is now available. This letter will:

1.1.1 Advise them of the terms and purpose of the master planning process;

1.1.2 Provide a brief for any proposed master plan to adhere to;

1.1.3 Outline how they can participate in the process; and

1.1.4 Invite them to prepare a master plan.

1.2 **Group Landowner Hearing**

DPIE will facilitate a meeting for all landowners within the character area. This meeting will provide an opportunity to:

1.2.1 Explain the master planning process in greater detail;

1.2.2 Discuss the requirements for preparing a master plan;

1.2.3 Understand how landowners can participate in the master planning of their land; and

1.2.4 Encourage collaboration between landowners going forward.

2. **Preparation of Master Plan**

The responsibility for preparing a master plan and associated documents lies with the proponent.

2.1 **Landowner Support**

For a master plan to be considered for this process, evidence must be provided that the plan is endorsed by owners of 75% or more of the land within the character area. The initiating owners shall be referred to as the Proponent. Master plans that cannot demonstrate 75% support will not be considered.

2.2 **Content of the Master Plan**

The master plan must address the requirements of the Design Brief (Attachment B).
2.3 Landowners participation

Any master plan submitted for consideration must be accompanied by a consultation report that shows:

2.3.1 A record of each landowner within the Character area being consulted prior to the submission of original master plan;

2.3.2 A record of each landowner’s concerns regarding the master plan; and

2.3.3 An explanation as to how the master plan responds to each concern raised.

The report must be prepared by a suitably qualified expert and will be exhibited alongside the master plan.

2.4 Pre-Lodgement Review

The proponent may seek a meeting with the Department prior to formal submission of their master plan.

2.5 Submission Requirements

Any master plan submitted for review must include the following:

2.5.1 All components of the Master Plan as outlined in the Design Brief (Attachment B); and

2.5.2 A consultation report that reflects the content of the current design for review.

2.6 Exhibition of a Master Plan

All master plans will be publicly exhibited for a minimum 28 days. The submissions and feedback gathered during this period will be provided to the Design review panel for consideration.

Note: Should the submitted Master Plan change significantly during the design review process, this may trigger a subsequent exhibition of the plan at a later stage in the process.
3. Design Review

3.1 Panel members

Proponent submitted master plans will be reviewed by a Design Review Panel (the Panel). The Panel consists of design professionals and is chaired by a nominee of GANSW. The make-up of the Panel can be found in the Terms of Reference (Attachment A).

3.2 How the Panel will operate

The Panel will form on a regular basis to:

- analyse the submitted plan; and
- provide recommendations to the plan to influence an appropriate design outcome.

Where the Panel determines the submitted plan has not achieved design excellence, the master plan will be returned to the Proponent for revision.

The terms for which the Panel will review a submitted master plan can be found in the Terms of Reference (Attachment A).

3.3 Individual Landowner Hearing

During the design process landowners will be given the opportunity for a private hearing with the panel. Strata bodies may be required to meet with the Panel as a representative of the corporate entity with appropriate authorization from the strata committee.

3.4 Revision of master plan

The Panel will sit at least three (3) times to review any master plan submitted. The onus is on the Proponent to provide adequate information and respond to the advice of the Panel through the design review process.

4. Outcomes of Design Review Process

On completion of their design review, the Panel will provide a report to the Minister for Planning and Public Spaces with its advice on the merits of the master plan. The Minister will use the recommendation of the report to inform decision making regarding the Plan.

5. Implementing the Master Plan

Should a Master Plan be approved by the Minister or delegate, the plan will be provided to City of Canada Bay Council for application through an LEP amendment and a Development Control Plan, which will give effect to variations on height, FSR, affordable housing requirements, sustainability initiatives and other relevant matters outlined in Rhodes Precinct Plan.
6. Process Administration

Costs
All costs associated with the Master Planning process are the responsibility of the proponent. This includes preparation of any Master Plan or supporting documentation, administration costs of the review process and any costs incurred exhibiting a draft Master Plan. DPIE will be responsible for cost recovery and accounting for all expenditure.

Risk
The Design Review Panel is independent and has a sole focus on the urban design outcomes of any proposal. It has no obligation or responsibility to provide any return for money invested in this process in any way. Any risk, financial or otherwise, of starting and progressing through this process is exclusively that of the proponent.
7. Master Planning Process - Station Gateway West

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<thead>
<tr>
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<th>DPIE</th>
<th>Proponent</th>
<th>Design Review Panel</th>
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<tbody>
<tr>
<td>Letter to all landowners</td>
<td>Gather 75% support to become the Proponent</td>
<td>Prepare Master Plan in line with Design Brief</td>
<td>Consult with all Landowners</td>
</tr>
<tr>
<td>Pre-Lodgement Review (Proponent Optional)</td>
<td>Submit Masterplan to Review Panel</td>
<td>Is a good design outcome achievable?</td>
<td></td>
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</tbody>
</table>

**Preparation**

- Inform Land Owners
- Exhibit Plan
- Prepare Consultation Report
- Is further exhibition/consultation required?

**Design Review (Minimum 3 Panel Reviews)**

- Consider Master Plan and Consultation Report
- Conduct land owner hearings
- Is a good design outcome achievable?
  - NO
  - YES
    - Submit amended Master Plan to Review Panel
    - Amend Master Plan in line with recommendations and Design Brief
    - Review recommendations from Review Panel
- Does plan need amending to achieve outcome?
  - NO
  - YES
    - Prepare recommendations regarding Master Plan
    - Prepare report and recommendation for Minister
Station Gateway West Character Area
Rhodes Planned Precinct

Section B:
Terms of Reference – Design Review

This document lays out the Terms of Reference for the Rhodes Station Gateway West Character Area Design Review Panel and its constituent members.

The Design Review Panel will be delivered by the Government Architect NSW (GANSW) and is to be funded by the Proponent.

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1. Purpose

The role of the Rhodes Station Gateway West Design Review Panel (the Panel) is to provide independent, expert and impartial design advice on the design quality of the proposed proponent developed master plan for Station Gateway West (the site).

The Department of Planning Infrastructure and Environment (DPIE) exhibited the Rhodes Revised Draft Precinct Plan in 2018/19. The precinct plan included the Rhodes Station Gateway West character area, the site for investigation under this review. The site was identified to possibly consider the addition of 60,000 m² of addition residential yield, up to 600 additional dwellings beyond the Canada Bay Council endorsed Master Plan (2015) for the area which had identified 1100 to 1300 dwellings for the site.

The purpose of the review by the panel is to determine if an additional yield and how many additional dwellings can be supported on the site whilst achieving design excellence standards, and what improvements to the amenity of the area would be required to support the site and its role within the broader precinct.

The Panel will review the proposed Master Plan against the previously approved Plan (2015), the NSW State wide integrated design policy - Better Placed and the principles of the National Urban Design Protocol in forming their Urban Design advice to proponents and to the Minister for Planning & Public Spaces.

Details of the specific matters to be considered in this process can be found in the Brief (attachment B) and include but are not limited to:

- City of Canada Bay approved Master Plan (2015)¹ - is identified as the Baseline Design / Station Precinct Master Plan. A Planning Proposal was prepared to facilitate the redevelopment of the site for residential apartments, a new ‘laneway style’ shopping center, a Recreation Centre and new pedestrian links.
- Any increase in dwelling numbers, heights or Floor Space Ratio (FSR) beyond the baseline design master plan triggers design review as described in these terms of reference.
- Any proposed Master Plan put forward for review must demonstrate performance against the NSW Better Placed design objectives – an integrated design policy for the built environment of NSW’ (Appendix 1 - ii.) beyond the minimum criteria to satisfy the NSW Environmental Planning and Assessment Act 2017 Good Design Object of the Act (section 1.3). The result is to “(g) to promote good design and the amenity of the built environment”.
- Design Principles of the proposed Master Plan must address requirements outlined in the Revised Rhodes Draft Precinct Plan.
- Guided by the aims and principles of the Urban Design Protocol for Australian Cities (Appendix 1 - iii.)

The role of the Panel is advisory only. Recommendations or comments provided in response to proposals by the Panel will inform the Department of Planning, Industry and Environments report to the Minister of Planning and Public Spaces through the Government Architect NSW. Any recommendations or comments given by the Panel will be issued and endorsed by the Government Architect NSW or their nominated representative.

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¹ The Planning Proposal, draft Development Control Plan and Voluntary Planning Agreements were exhibited for public comment from 12 May 2015 to 16 June 2015. A report on the outcome of the exhibition period was considered on 15 September 2015 where Council determined that the proposal had enough merit to proceed to finalization.

When making this decision, Council determined that the land known as 1, 3, 5, 7 and 9 Marquet Street and 4 Mary Street was to be deferred from the Planning Proposal due to unresolved concerns in relation to the coordinated development of these sites.

It is noted that the previous approved Plan (2015) was developed prior to the current the NSW Environmental Planning and Assessment Act 2017, and its amendments.
2. Scope of review

The review is to determine:

- If an additional yield on the site is possible whilst meeting design excellence; and
- If additional yield is possible:
  - How many additional dwellings would be warranted; and
  - What improvements to the amenity of the area would be required to support the site and its role within the broader precinct.

During review sessions, the Panel will provide independent and impartial advice on the design quality of the master plan to the Chair, whose summary recommendations will be informed by the Panel members’ advice. The Chair will be the Government Architect or their appointed nominee. The Panel members will be able to review and comment on the chairs recommendations prior to issue to ensure the advice accurately reflects the collective view of the Panel.

The master plan will be critically reviewed holistically across four process and performance criteria as described in the Brief (attachment B section 7):

i. The Overall Approach
ii. Placemaking
iii. Built form
iv. Functional performance

The broad scope of the review is framed as:

- A design review of a proponent developed master plan for the site through the lens of the guiding documents.
- The master plan must apply and include all land holdings within the block bounded by Walker, Mary, Marquet and Gauthorpe Streets, including the interface and connections beyond the site, the road reserve and its function.
- The review will evaluate the amenity and liveability of the proposed site with respect of the role that it plays within the broader context and the proposed dwelling numbers of the site.
- The review will evaluate movement patterns and connections, including pedestrian, cycling, bus and rail infrastructure integration.
- The design outputs must exhibit consistency with the overall vision and planning principles established in the Revised Rhodes Draft Precinct Plan.
- The review will not consider any letter of offer for Developer Contributions received regarding the site.
2.1 Hierarchy of guiding documents

2.1.1. Benchmarks

The Panel will review the master plan against benchmarks to ensure design excellence is achieved against:

- The objectives of 'Better Placed - an integrated design policy for the built environment of NSW' (Appendix 1 - ii.).
- The Urban Design Protocol for Australian Cities (Appendix 1 - iii.) ; and
- State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development
- The Department of Planning, Industry and Environment Code of Conduct (Appendix 1 - i.).

2.1.2. Guidance

The Panel will be guided by the aims and principles of precinct specific documents which include:

- Master Planning process as described in this document (Station Gateway West Character Area Master Planning Process July 2019)
- Station Precinct Master Plan Canada Bay Council 2015.

2.1.3. Response

The Panel will review the master plan to confirm that the plan responds to site specific criteria set out in the key objectives for the site detailed in the Design Brief (See Attachment B) in section six and seven.

Accordingly, the Panel will evaluate the proposal to SEPP65, the design quality principles identified in SEPP 65 (State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development) will form the basis of design quality evaluation in concert with the objectives outlined in 'Better Placed.'

The Panel will also have due regard to any relevant local, state or national plans, policies and guidelines including, but not limited to City of Canada Bay approved Master Plan (2015) Local Environment Plans, Development Controls Plans, urban design strategies and the like. Such documents are to be specified by the GANSW when convening the Panel to review any project.
3. Panel Members

The Panel members will comprise a cross-section of built environment and design professionals. Members will be registered with relevant professional bodies (in their home state) and bound by respective codes of conduct.

Design Review Panel membership and support staff

<table>
<thead>
<tr>
<th>Role</th>
<th>Representative(s)</th>
<th>Seat(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chair</strong></td>
<td>GANSW nominee</td>
<td>1</td>
</tr>
<tr>
<td><strong>State Design</strong></td>
<td>Urban designers</td>
<td>3</td>
</tr>
<tr>
<td><strong>Panel Members</strong></td>
<td>Apartment design expert</td>
<td></td>
</tr>
<tr>
<td><strong>Council Advisor</strong></td>
<td>City of Canada Bay</td>
<td>1</td>
</tr>
</tbody>
</table>

- Observer: Probity advisor to be present at all meetings between the Panel and stakeholders (both Government and Private)
- Support staff:
  - Design Advisor: DPIE
  - Planning Advisor: DPIE
  - Administration – GANSW or DPIE

Review sessions will be attended by up to four active Panel members and the Chair with a minimum of two active Panel members and the Chair required. From time to time a smaller, informal desktop Review session may be convened, requiring a Panel of up to two members to attend with the Chair; quorum will be two Panel members and the Chair.

4. Panel management

The Panel is established in line with the Commission for Architecture and the Built Environment (CABE)’s internationally recognised design review best practice guidance. GANSW will convene the panel and will determine the appropriate location of the review sessions. GANSW or DPIE will provide secretariat support for the delivery of the Panel program (this is to be confirmed).

5. Role of the chair

The Chair is responsible for clarifying and summarising the Panel’s comments and issues. They are subsequently responsible for providing advice, informed by the Panel’s expertise, to the determining authority and the proponent team. As the Government Architect’s nominee, responsibility for final advice and recommendations rests with the Chair.

6. Meetings & advice

Throughout the duration of the review period the Panel will be convened as per the schedule in (Appendix 2). Three review panel sessions will be scheduled. Additional meetings may be made available should the proposed master plan need minor amendments after the minimum 3 review period.

Each standard session will comprise:
- Briefing to Panel members;
- Presentation from design lead presenting the proponent’s master plan;
- Panel questions
- Panel review
- Chair summary of advice
- Panel de-brief
Final advice and recommendations, as endorsed by the Chair, will be recorded by a GANSW nominated officer and will be distributed by the GANSW to the proponent team within seven working days of the review.

Where possible the Panel secretariat will arrange site visits for all proposals prior to initial review session.

All dates for review sessions will be set a month in advance.

7. Review session attendance

The design lead or project designer will present the proponent’s proposal to the Panel. Up to five key representatives of the proponent (including design lead) are invited to the review session.

Key stakeholders will also be invited to attend the review session as observers and may be invited to brief the Panel on specific issues relating to their respective agencies and individual land holdings. These stakeholders may include land owners, agency and Council representatives.

The schedule of review sessions for any project will be confirmed with the agreement of the proponent team, the GANSW and the DPIE.

8. Dealing with interests

All Panel members must adhere to DPIE policy – Managing Interests and Disclosing Conflicts of Interest. Please find a copy of the policy (Appendix 1 - vii).


9. Confidentiality

All information relating to any proposal undertaking Design Review is communicated to Panel members and review attendees in the strictest confidence. Upon lodgment of an application, the Government Architect’s final recommendations and advice which have been informed by the Panel will be made publicly available during the assessment exhibition period.

10. Panel member remuneration

Panel member remuneration will be on a fixed fee basis, determined by the number of review sessions they are required to attend. The following fees exclude GST and include preparation time and travel costs (except in the case of remote or interstate Panel members):

- Half day Panel member: $1,000
- Full day Panel member: $1,800

The Panel will be fully funded by the proponent.
This document communicates the scope of the master plan, the objectives for the Rhodes Station Gateway West Character Area, site specific requirements and policy directions that will inform the development of the master plan.

Included within this document is the overview of the design review process that will be engaged so that design excellence can inform the development of the master plan.

1. Introduction
2. Aim of the Station Gateway West Character Area Master Planning Process
3. Rhodes Vision Statement
4. Station Gateway West Character Area
5. The site
6. Statement of Key Objectives
7. Better Placed - NSW Integrated Design Policy
8. Framework for the critical review of the Master Plan
9. Master Plan Design Policy Documents
10. Requests for Further Information
11. Opportunities for Design Excellence
12. Format of the Design Review Session
13. Documents to be prepared by the proponent
1. **Introduction**

Rhodes Peninsula was identified as being suitable for urban renewal in 2015 because of its access to public transport, opportunities to provide new jobs for the future and the potential to deliver high quality new homes supported by infrastructure.

In late 2017, a draft Precinct Plan was released, and this was later followed by a draft Special Infrastructure Contribution (SIC) framework.

Following exhibition, the Department considered the views of the community, landowners and government stakeholders. It became evident that this plan presents an opportunity to bring together planning for the Rhodes peninsula and for the train station area in a holistic manner. It also provides an opportunity to respond to recent changes in the context of Rhodes, adapting to and incorporating the Greater Sydney Commission job targets, designing for future train station capacity and identifying a school site within the precinct.

The Revised Draft Plan also identifies four Character Areas comprising the precinct. These Character Areas are likely to develop sequentially with required infrastructure to support the precinct. The plan seeks to sequence the delivery of development in line with infrastructure, it also allows a degree of flexibility for design and built form outcomes. As a result, no height or floor space ratio (FSR) or setback controls were included in the Revised Draft Rhodes Precinct Plan.

2. **Aim of the Station Gateway West Character Area Master Planning Process**

The aim of the Master Planning Process is to facilitate fair, equitable and appropriate planning and urban design outcomes for Station Gateway West Character Area with respect to proponents, landowners and the community.

The process seeks to develop appropriate building height, density and integrated urban design into the Precinct through the engagement of an independent review process.

The design outputs will be consistent with the overall vision and planning principles established in guiding precinct specific documents, the Revised Rhodes Draft Precinct Plan, respond to the design objectives in section 6 and 7 (below) and achieve benchmarks set out in associated relevant Planning and Design Policies such as the NSW State-Wide integrated design Policy Better Placed (see Appendix 5.2 for the complete list). The master plan will be reviewed by an independent Design Review Panel, providing feedback on the plan and recommendations to the Minister of Planning and Public Spaces.

2.1 **The Design Excellence Review is to determine:**

If an additional yield on the site is possible, if so how many additional dwellings would be warranted and what improvements to the amenity of the area would be required to support the site and its role within the broader precinct.
3. Rhodes Vision Statement

The vision for the precinct reflects the important role that the Station Gateway West site needs to perform as an integrated station precinct and in increasing employment opportunities so that Rhodes will be a great place to live, work and visit. In doing so, the Station Gateway West will:

- Revitalise the station gateway area and provide an accessible location for new employment, homes and community facilities.
- Provide new homes that will meet the needs of a range of household types. It will also allow more jobs to be located near the station and give residents the opportunity to walk to work.
- Provide access to vibrant waterfront areas, green space and intimate plazas that will provide places to relax and enjoy. The area’s heritage will be evident and respected.
- Provide an improved network of streets that will support walking, cycling and use of public transport.
- Improve amenity encouraging residents and visitors to spend time in Rhodes and continue to take pride in the area.

(2018 Rhodes Revised Draft Precinct Plan)

4. Station Gateway West Character Area

The land on the western side of the rail, was previously occupied by heavy industrial uses, it has been progressively remediated and redeveloped over the last 18 years. The Station Gateway West Character Area is a 3-hectare mixed use site, located in the centre of the Peninsula, that provides an opportunity to integrate the site within the Rhodes Peninsula and improve connectivity to the station, community facilities and the foreshore. It is a landmark mixed-use site that will provide opportunities for living, working and playing near the Station and commercial and retail uses. Connection of the site to the east is important, providing safe pedestrian movement across the rail, Blaxland Road and Concord Road to McIlwaine Park will provide added amenity for those living and working in the area.

The Vision for this site is for a well-designed, mixed use development, with quality residential buildings, intimate laneways and a seamless public domain connecting to the railway station. The original intent of the site provides for approximately 1300 dwellings. However, given the strategic location of the site, the LEP may be amended to enable consideration of additional height and density, subject to a positive design review of the Master Plan proposal.

5. The site

The Station Gateway West Character Area (the site) is conveniently situated approximately 14 km northwest of the Sydney CBD, and approximately 8km east of Parramatta CBD. The Rhodes peninsula is defined by a rail corridor (North Shore, Northern and Western Lines) to the east, along the ridgeline with direct services to Sydney CBD, a change at Strathfield station is necessary to access Parramatta. Also, by the Parramatta River to the north, and overlooks Homebush Bay to the west.

The peninsula is served by Homebush Bay Drive/Concord Road, and several bridges connect the peninsula to adjoining areas, including Ryde Bridge (road, cycle, pedestrian) and John Whitton Bridge (rail, cycle, pedestrian) across Parramatta River connecting the peninsula to the north and northeast. The new Bennelong Bridge (bus, cycle, pedestrian) connects the west to the growing Wentworth Point community (Est. Pop. 11,403 (2019) and is forecast to grow to 17,810 by 2036.), to Homebush Bay and Sydney Olympic Park with its town centre, sporting facilities and recreational parklands.

Located in the middle of Rhodes West Peninsula, the Station Precinct adjoins Rhodes Railway Station to the east, established residential apartments to the south and west, including the recently completed Town Square, new residential apartments and the Central Park open space to the north.
The Rhodes Station Precinct is a rectangular parcel of land approximately 3.0 Ha in area, 270m long, north-to-south, and 110m wide, east-to-west. The precinct is defined by streets, including Mary Street to the south, Walker Street to the east, Gauthorpe Street to the north and Marquet Street to the west. Rider Boulevard connects the precinct to the south, whilst a pedestrian right-of-way, Annie Leggett Promenade, provides an additional mid-block connection west to Rhodes Foreshore Park.

The precinct slopes from a high point along the southern edge, at the junction of Mary Street with Rider Boulevard (RL 15.0), to the low point at the northwest corner, at the junction of Marquet Street and Gauthorpe Street (RL 8.0).

The study area is indicated in plan, see Appendix 4.

6. Statement of Key Objectives

6.1 Master Plan Objectives

The guiding objectives of the Station Gateway West Master Plan are:

**Civic Space**

- Create a lively and safe pedestrian experience through the creation of transit plazas that will also enhance bus and rail commuter experience and transit interchange at:
  - Mary Street.
  - Corner of Gauthorpe and Walker Street.
  - Walker Street opposite the Station.
- Any design solutions need to commit to Principle One of the City of Canada Bay Master Plan: The Village Town Centre destination as lively, viable, open, sunny and pedestrian friendly experience, City of Canada Bay.

**Connections**

- Provide a connection between the new Station Plaza and the Town Square (Union Square) through a widened verge or setback to Walker Street.
- Provide a pedestrian connection from Rhodes West to Rhodes East. Minimising highly engineered and costly solutions.

**Active frontages**

- Provide ground floor active frontages along:
  - the entirety of Walker Street.
  - key pedestrian and cycle routes.
- Allow for safe pedestrian movement through a widened verge or increased setback.

**Amenity**

- Any increase in dwelling yield is to be supported by:
  - Well located, publicly accessible open space.
  - Detailed design to minimise overshadowing and enhance solar access.
  - Increased public amenity at the ground level.
- Protect solar access to public and civic spaces – particularly during the winter hours (noon to 2:00pm) on the winter solstice.
- View corridors are to be maintained from the Station, between buildings and to McIlwaine Park and the Parramatta River.
• Landscapes and viewsheds across the wider area of Sydney Harbour, Parramatta River, Homebush Bay, Brays Bay and Sydney are not to be adversely impacted.

**Affordable Housing**

• Deliver a minimum of 5% of new floor space in the precinct as affordable housing.
• Affordable Housing is to be delivered within the study area and integrated with market housing.

**Sustainability**

• In line with the status of Rhodes as a Collaboration Area, precinct wide sustainability initiatives are to be incorporated into the Master Plan to increase energy and water efficiency.

### 7. Better Placed – NSW Integrated Design Policy

Better Placed is an integrated state-wide design policy for the built environment of NSW. Better Placed provides clarity on what the NSW Government means by “Good design” included in the NSW Environmental Planning and Assessment Act 1979. The result of any proposal should be not just how a place looks, but how it works and feels for people. Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. To achieve this, good design needs to be at the centre of all development processes from the project definition to concept design and through to construction and maintenance.

Seven distinct objectives have been created to define the key considerations in the design of the built environment. Achieving these objectives will ensure our cities and towns, our public realm, our landscapes, our buildings and our public domain will be healthy, responsive, integrated, equitable, and resilient.

#### 7.1 Better Fit contextual, local and of its place

Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, and communal aspirations. It also contributes to evolving character and setting.

##### 7.1.1 Urban Structure

• The urban structure is to reinforce the transport interchange function of the precinct.
• A fine grain network of lanes and civic spaces should be provided to maximise pedestrian amenity.

##### 7.1.2 Connections to Wentworth Point and the Station

• A transit interchange (Bus, Train, Cycle, Pedestrian, Motor Vehicle or Light Rail) is to be provided in a convenient location with an publicly open open space and solar access.
• The most efficient and direct paths of travel to and from Rhodes railway station from the transit interchange should be provided. Unnecessary turns should be mitigated.
7.1.3  **Connections to East Rhodes + Beyond to Concord Hospital**

- The master plan should consider the role of the site in providing connections to the station and from the station to Rhodes East.
- At grade crossings and street activation is a priority and is to be implemented on streets with an interface with the station.
- All connections need to be integrated with the surrounding street and pedestrian network beyond the site.

7.1.4  **Urban Grain + Block Size**

The plan must provide a network of activated, interconnected places with a clear public space strategy, including the:

- existing town square (Union Square).
- potential station arrival square/transport interchange.
- market town/village town centre.
- open space/green space and foreshore parks.

7.1.5  **Improve Connections Between the Station and The Western Precinct**

- The Master Plan should demonstrate public benefit on the ground plane that is accessible, adaptable, public in nature and not privatised or purely commercialised.
- Permeable links for pedestrians must be provided with streets and through-site links no further than 60m apart.
- A 24/7 connection from Annie Leggett Promenade to Walker Street is to be retained.
- The precinct is to include a 24/7 north-south connection from the Town Square (Union Square) to Gauthorpe Street.

(A9 Providing safe and secure public spaces, pedestrian pathways and cycleways. Rhodes West Development Control Plan 2015, City of Canada Bay)

7.1.6  **Site Ownership Collaboration**

- The Master Plan is to include the entire block bounded by Walker, Mary, Gauthorpe and Marquet Streets.
- Development within the precinct is to be considered as a whole and deliver the best design solution having regard to the location and orientation of the site.
- The amenity of existing apartment buildings within the precinct that are not proposed to change is to be respected and where possible enhanced.

7.1.7  **Street Hierarchy and Legibility**

The precinct is defined by streets, including Mary Street to the south, Walker Street to the east, Gauthorpe Street to the north and Marquet Street to the west. Rider Boulevard connects the precinct to the south, whilst a pedestrian right-of-way, Annie Leggett Promenade, provides an additional mid-block connection west to Rhodes Foreshore Park. These streets play a particular role around the boundaries of the site and the functional requirements of these streets serve the broader precinct and those coming from Wentworth Point. Detail of the street hierarchy is to be made clear in the master plan.

7.1.8  **Streets Designed for People**

- The master plan is to improve the quality of the public domain by increasing setbacks of podiums, articulation of facades, legible through site access that is 24/7 in nature and an active transport square (North East corner) of the site.
7.2 **Better Performance - sustainable, adaptable and durable**

Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.

7.2.1 **Sustainable Design**

- The precinct and building design and performance needs to be in accord with best practice sustainable design and construction benchmarks. This should incorporate solar passive design and maximise cross ventilation of apartments.
- The Master Plan area is to deliver a low carbon precinct through the inclusion of precinct based initiatives to increase energy generation and energy and water efficiency.

7.2.2 **Adaptable Design**

- The adaptability of all spaces at ground level, and floor to floor heights at the lower level should be consistent with universal design principles and the ability to be modified over time if required for different uses.

7.3 **Better Working - functional, efficient and fit for purpose**

Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to changes over time. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.

7.3.1 **Height + Massing + Scale of development**

- Tower buildings should step up from the west to the east of the precinct with a clear differential of building height between those buildings fronting Marquet Street and those buildings fronting Walker Street.
- The height of tower buildings is to be clearly varied so as to provide the precinct with a distinctive character.
- All buildings over 8 storeys in height are to be slender with a maximum floor plate of 750sqm gross floor area to maximise solar penetration and cross ventilation and to minimise overshadowing.
- All towers over 14 storeys are to be staggered or be a minimum of 60m apart to achieve a distant outlook.
- Low street wall heights should be pursued for the podium of tower buildings to improve the pedestrian experience at ground level.
- Building depth, separation and the maximum number of apartments per floor should be consistent with the Apartment Design Guide.
- Landscaped and view sheds across the wider area of Brays Bay, Homebush Bay and Sydney should not be adversely affected.

(O63 Encourage built form that optimises sun access to new and existing streets and public open spaces. O64 Minimise the bulk of tower and tall buildings to protect amenity of adjoining residential areas and parklands. A3 High quality architectural design that creates a visually interesting skyline as well as pleasant streetscapes. A8 Establishing an urban design framework that optimises views, sunlight access and natural air movement and that minimises environmental impacts within Rhodes West and adjacent residential areas, Rhodes West Development Control Plan 2015, City of Canada Bay)
7.3.2 *Designed for Pedestrians and Bicycles, With Pleasant, Safe Connections Between Attractions.*

- Car park entries, service entries and waste removal are to be minimised on Walker Street. No increase in vehicle generation is to occur on Walker, Gauthorpe or Mary Streets as consequence of the Master Plan.
- At grade, zero threshold connections should be provided at all boundaries of the site.
- Gauthorpe, Walker Street and Mary Street near the Town Square are to be prioritised for pedestrian and cyclists.
- Adequate public transport pick up and drop off areas are to be accommodated within the site.
- Cycle parking/storage and end of trip facilities are to be provided on site in recognition of the location of the precinct near a transport interchange.

(A5 Providing pathways and cycleways that link public spaces and activity areas through and between residential and mixed-use areas and that link with adjacent residential areas, A6 Enhancing existing connections and creating new connections between Rhodes West and Rhodes East, Wentworth Point and Sydney Olympic Park which supports the proposed construction of the Homebush Bay Bridge between Rhodes West and Wentworth Point. Rhodes West Development Control Plan 2015, City of Canada Bay)

7.3.3 *Towers Develop a Distinctive Character*

- Each tower within the Master Plan area is to have a distinctive design to create visual interest and deliver a variety of architectural outcomes.

7.3.4 *Promote A Modal Shift to Active and Public Transport*

- The maximum number of visitor and resident car parking spaces is to align with the maximum parking rates contained within the Rhodes Revised Draft Precinct Plan 2018.
- Designated car share spaces are to be provided on site in accordance with best practice.

Demonstrate the ability for the proposed design scheme to reduce reliance on private motor vehicle and traffic impacts to the precinct; with particular focus on peak hours.

(A12 Promoting sustainable transport, reduce car use and increase use of public transport, walking and cycling. Rhodes West Development Control Plan 2015, City of Canada Bay)

7.4 *Better Look + Feel – engaging, inviting and attractive*

The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement

7.4.1 *Streetscape + Landscape*

- Deep soil planting should be designed into the scheme. If it cannot be achieved, alternative solutions will be required to achieve the ADG requirements using membranes on underground car parking at grade and roof top areas.
7.4.2 **Green Space + Tree Canopy**

- The master plan should demonstrate adequate open space provision access. It is expected that delivery occurs on site and at street level.
- Should physical and technical barriers make deep soil planting within the site unviable, the proponent must seek for alternative solutions within walking proximity (400m radius) to meet green space and tree canopy targets.

(A7 Promoting and providing a well-connected network of public, private and communal areas which offer a range of recreational needs including places with high amenity for workers, residents and other visitors to enjoy. A13 Providing high quality open spaces and a range of recreational facilities. Rhodes West Development Control Plan 2015, City of Canada Bay)

7.5 **Better Value - creating and adding value**

Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.

7.5.1 **Facade + Interface - Setbacks and Alignment**

- Buildings should be set back from boundaries so as to improve the width of the public domain for pedestrian, cyclists and public transport.

7.6 **Better for Community - inclusive, connected and diverse, and Better for People**

The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.

- The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people

7.6.1 **Affordable Housing**

- The Master Plan is to assume that a minimum of 5% of new floor space will be provided as affordable housing.
- Affordable housing apartments are to achieve comparable amenity as market housing.

7.6.2 **Public Realm - Streets, Plaza’s + Squares**

- Protect solar access to public and civic spaces – particularly during the winter hours (noon to 2:00pm) on the winter solstice.
- Natural sunlight is to be provided to the Town Square (Union Square), Peg Paterson Park, the elliptical plaza located within the centre of the precinct and any new public open space.
- The use of heliostats or other engineered solutions is to be avoided.
7.6.3  Context Sensitive Street Design A Balance of The Objectives of Traffic Capacity with Place Amenity.

- Ground level, at grade treatments and solutions are to be implemented first and not neglected in favour of any engineered, high level connection. To be clear, at grade crossings and street activation are to prioritised and implemented over upper level crossings (pedestrian bridges).
- The Master Plan is to demonstrate how a lively, viable, open, space, sunny and pedestrian friendly experience will be delivered.
- Where no other alternative exists, any bridge solutions must consider the unintended consequences of the engineered solution and impacts on ground level activity. Such an elevated structure is to be characterised by elegance, transparency, lightness and refined detailing.

The design scheme should seek to deliver an active corridor articulating transit interchange and pedestrian movement across the peninsula.

(A9 Providing safe and secure public spaces, pedestrian pathways and cycleways. Rhodes West Development Control Plan 2015, City of Canada Bay)

8. Framework for the critical review of the Master Plan

The Design Excellence Master Plan Process for Rhodes Station Gateway West Character Area is framed and informed by Policies, Supporting Documents and project specific Design Objectives. The master plan will seek to address the policies, principles and specific design objectives of the listed items in Appendix 5 and section 6 and 7 of this document by demonstrating design excellence. The review is to consider the master planning process and plan holistically across four categories as described (Station Gateway West Character Area Master Planning Process July 2019):

8.1  Overall Approach

This includes and is not limited to the process as described in the document above (Station Gateway West Character Area Master Planning Process July 2019) engagement with landholders, the review panel, the entire site, the role of the site and its connections beyond.

8.2  Placemaking

This includes and is not limited to the site considerations within the precinct and the station, the civic spaces, public realm etc.

8.3  Built Form

This includes and is not limited to the Heights, FSR, setbacks, massing, transitions etc.

8.4  Functional performance

This includes and is not limited to the 24/7 site access, foot path widths, continuous paths of travel, seating, lighting, landscape, waste removal off street, min parking requirements etc.

9. Master Plan Design Policy Documents

General principles, and further project specific design requirements that will apply to the Master Plan development can be found in Appendix 5. When considering the four categories above the associated relevant documents should be referred to in developing the master planning process and the master plan itself.
10. Requests for Further Information

Any requests for information or clarification should be addressed to the Planning Advisor at the Department of Planning Industry and Environment.

Requests for information should be made in writing to:

**Zoi Flannery**

Planned Precinct Manager
Place and Infrastructure
Eastern Harbour City

Level 27 | 320 Pitt Street Sydney
GPO Box 39 Sydney NSW 2001

zoi.flannery@planning.nsw.gov.au

Requests for further information will be responded to within 14 days of receiving the request in writing.
11. Opportunities for Design Excellence

The Station Precinct Master Plan approved by Canada Bay Council is referred as the Baseline Design to a Master Plan for the Station Gateway West Character Area. Any increase in yield from this Base Line must consider adequate amenity provisions supporting a proportional uplift proposed.
12. Format of the Design Review Session

12.1 Pre-briefing package issued to Panel

A pre-briefing package will be issued to the Design Advisor five working days prior to the review session. This information is included in agenda papers to provide the Panel with the overall context and objectives of the project and an indicative summary of what will be presented to the Panel.

12.2 Information Session and Individual Landholder discussions

Prior to the Design Review commencement, DPIE may organize initial information sessions with key stakeholders. Individual land owner hearings that will be available at the first review session. The purpose being an opportunity to discuss matters of each site in confidence; these sessions will be allocated by DPIE upon request.

12.3 Initial Review Session

Before the project team arrives, the Design Advisor and Planning Advisor will brief the Panel on your project, including the planning context provided by the Planning Advisor. When the project team arrives, the Chair will introduce proceedings.

12.4 Project Introduction

The Proponent will introduce the project to provide an overview of the brief, main aims and objectives. This may include an outline of the procurement strategy for selecting the design team and should summarise any previous advice from internal or other design review Panels.

12.4.1 Presentation

The Design Lead presents the scheme including how they have responded to the key objectives of the project as well as the site and its context, the Better Placed objectives for good design, and any feedback provided at previous review sessions. This presentation should also include input from other key consultants where appropriate. The Panel members have an opportunity to ask questions for clarification by the project team.

12.4.2 Panel Review and summary

Following questions, the Panel will review the project, with comments and discussion moderated through the Chair. As per the terms of reference, all projects will be reviewed against the Objectives for Good Design as defined by Better Placed, the Urban Design Protocol, and any other design guidelines relevant to the project or local government area.

12.4.3 Right of Reply Project team

After inviting any right of reply responses from the project team, the Chair will conclude the review by summarising key points of advice and provide clarification on any differences of opinion within the Panel to ensure the project team is left with a clear understanding of the Panel’s view.

12.4.4 De-briefing

After the project team have left, the Chair and Panel will confer with the Design Advisor to ensure all comments and feedback are captured. The advice arising from the review will then be summarised in a letter from GANSW which will be distributed to the proponent, the project team and the DPIE Planning Advisor within seven working days of the design review session. No new issues will be introduced during this closed discussion.
12.4.5 Panel review recommendations

Final advice and recommendations, as endorsed by the Chair, will be recorded by a GANSW nominated officer and will be distributed by the GANSW to the proponent team within seven working days of the review.

12.5 Updates to Master Plan

The proponent will prepare updates to the design scheme and return to Design Advisor prior to all Subsequent Review Sessions.

12.6 Subsequent Ordinary Review Sessions (a minimum of 2 ordinary sessions)

Two ordinary review sessions will be carried out subsequently. The lead architect or project designer will present the proponent’s proposal to the Panel, up to five key members of the proponent team (including lead architect) are invited to the review session.

Key stakeholders will also be invited to attend the review session as observers and may be invited to brief the Panel on specific issues relating to their respective agencies, including but not limited to: the precinct assessment teams, representatives of the relevant local Council, other NSW Department of Planning, Industry and Environment (DPIE) staff, and representatives of other agencies as required.

12.7 Extraordinary Review Sessions (as required by the Panel)

The Panel holds the right to call for additional Extraordinary Review Session(s), when it is perceived the proponent is inclined to resolve outstanding issues in the Master Plan.

12.8 Final Draft Master Plan

After completion of all Review Sessions, the panel shall issue a report and recommendations to the Minister for Planning and Public Spaces regarding the proposed Master Plan.

13. Documents to be prepared by the proponent

13.1 Submission of Draft Master Plan Package

A draft Master Plan package should be prepared by the proponent and issued to the Design Advisor five working days prior to the review session. This information is included in agenda papers to provide the panel with the overall context and objectives of the project and an indicative summary of what will be presented to the Panel.

The package should include:

- Location and site plan
- Summary site and context analysis
- Key plans / sections / elevations that support design statement
- Key 3D view/s or massing studies

This should be submitted as a PDF document suitable for printing at A4 or viewing on screen.
13.2 Initial Review Session/Panel Presentation

This presentation should be assembled to clearly articulate the story of the project from analysis to concept development. Unless otherwise agreed with your Design Advisor this should include:

13.2.1 Detailed overview of the site and context including:
- Location plan indicating the proposal in relation to its surroundings
- Key site photographs
- Site & context analysis

13.2.2 Options considered during the concept design process including:
- Concept diagrams
- Massing and shadow analysis and street views, as relevant

13.2.3 Concept proposal including:
- Diagrams to explain the conceptual framework and key design moves
- Site plan and key section(s) indicating the proposal in relation to its surroundings
- Plans, sections, elevations at suitable scale and detail to describe the proposal
- 3D views, visualisations at a suitable level of detail for the scale of the proposal and stage of the design process. Note: It is not anticipated that these will be photo-realistic at concept design stage
- Key appropriate precedent images and other material as relevant to explain the scheme

All drawings should be clearly legible when viewed on an LCD screen or projection.

The presentation should be saved as a single PDF file. The file should be saved in a manageable size up to 300dpi standard resolution. There is no minimum or maximum number of pages but please bear in mind the time constraint for presentations. If a physical model is available, we strongly recommend that it should form part of the presentation. Simple massing models through to detailed design models are very useful in describing the scheme, supporting informed discussion and review.

Limited video content can be accommodated, though this should not be relied upon for the presentation. Files should be supplied in a standard video format.

On the day of the design review session, the design team should also bring a selection of key drawings, printed at appropriately legible scale. Maximum: 10 pages. Allow five copies for distribution to the Panel.

13.3 Subsequent Review Sessions (Ordinary and Extraordinary)

Subsequent presentations to the Panel should be assembled to demonstrate design development based on previous advice.

Key changes should be clearly identified and summarized including comparison views and plans (where relevant). As per initial presentation, if a physical model is available, we recommend that it is updated and brought to the presentation.

The presentation should follow the format outlined above in addition to any drawings or further analysis requested by the panel. Your Design Advisor will be available to provide advice on what should be included in your presentation.
Station Gateway West Character Area
Rhodes Planned Precinct

Section D: Attachments

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Appendix 1: Schedule of references

i. Code of conduct

ii. Better Placed
governmentarchitect.nsw.gov.au

iii. National Urban Design Protocol
urbandesign.org.au

iv. Principles of Good Design Review

For Design Review to bring benefits to everyone, it must offer consistently high standards in the quality of the advice it offers. These high standards are summarised as eleven principles of good Design Review:

1. Independent

Good Design Review is independent. It is conducted by people who are separate from the project promoters, decision-makers or any other parties that may have an interest. The Review Panel acts as an independent body to provide advice free from any potential conflict of interest. It offers impartial advice which is not influenced by the client, the local authority or the design team and is based solely on the design quality.

2. Accountable

The Panel records and explains the advice it gives and is transparent about potential conflicts of interest. The members are bound by the codes of conduct applicable to their profession.

3. Expert

The Panel must be comprised of a diverse range of individuals with an equally diverse variety of professional skills and backgrounds. They are experts who are highly competent in their fields and can appraise master plans objectively. Members must be registered with relevant professional bodies (in their home state).

4. Advisory

the Panel does not make decisions but offers impartial advice to decision-makers that will lead to improvement of master plans reviewed. The Panel will help assess designs from a broader perspective and identify any fundamental weaknesses while supporting decision-makers to construct a strong design-based argument to resist poorly designed master plans.

5. Accessible

Findings must be clearly expressed in language that decision-makers and clients can understand and use. Local residents, action groups and the media are likely to be interested in the Panel’s views. Design Review staff and Panel members should be prepared for scrutiny of their work, so the process needs to be as transparent as possible.
6. Proportionate

Design Review is used where projects are significant enough to warrant the investment needed to provide the service (taxpayer-funded or otherwise). Other methods of appraising design quality should be used for less significant projects.

7. Timely

Review takes place as early as possible in the life of a design – ideally at concept design stage – because this is when changes can be made with minimal time and cost implications. The Panel feedback is communicated through the GANSW recommendations quickly so that these can be incorporated into the project.

8. Objective

The Panel appraises projects ‘in the round’, according to reasoned, objective criteria. It is not influenced by the stylistic tastes of individual Panel members. The Panel can assess a master plan within the widest context of good practice and exemplars from further afield. It offers an objective critique of the quality of the design, whatever its style. The expert advice given by the Panel is unbiased and free of subjectivity.

9. For public benefit

Design Review is focused on outcomes for people. It evaluates how a building or place can better meet the needs of the people using it and of anyone who is affected by it.

10. Improves quality

The Panel constructively seeks to raise the quality of all design-based projects. When reviewing design quality, it considers how master plans will realise best value from public investment.

11. Consistent

Every effort will be made to keep the same Panel members on the SDRP throughout the life of the project. This will ensure consistency of comments as the project evolves.

v. Local / State / National Guidance Docs

(as required)

vi. SEPP (State & Regional Development) 2011

Schedule 2

vii. SEPP (State & Regional Development) 2011

Schedule 1

viii. Managing Interests and Disclosing Conflicts of Interest Policy

NSW Department of Planning, Industry and Environment (DPIE)

## Appendix 2: Estimated Timelines

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<th>Week</th>
<th>Item</th>
<th>Description</th>
<th>Responsibility</th>
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<tr>
<td>Week 1</td>
<td>Brief and TOR Approvals</td>
<td></td>
<td>DPIE Planning</td>
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<tr>
<td></td>
<td>Project Information Form</td>
<td>Upon referral, the project information form will be filled in by the Design Advisor with the support of the proponent and design team. Details to be included in the form include project and planning information, the functional brief and project background along with details of the project team including participants in design review sessions. A short design statement is also required.</td>
<td>Design Advisor Proponent lead Master Planning Proponent</td>
</tr>
<tr>
<td>Week 4</td>
<td>Panel members invited to be engaged into the Master Plan Review</td>
<td></td>
<td>GANSW Proponent Master Planning Provided to DPIE Proponent</td>
</tr>
<tr>
<td>Week 5</td>
<td>Proposed Master Plan Received Briefing package received from proponent</td>
<td></td>
<td>DPIE Planning or Design Advisor? Exhibition Proponent</td>
</tr>
<tr>
<td>Week 6</td>
<td>Pre-briefing package issued to Panel</td>
<td>A pre-briefing package should be issued to the Design Advisor five working days prior to the review session. This information is included in agenda papers to provide the Panel with the overall context and objectives of the project and an indicative summary of what will be presented to the Panel.</td>
<td>Design Advisor</td>
</tr>
<tr>
<td>Week 7</td>
<td>Panel Information Session + Site Visit + Individual Landholder discussions</td>
<td>(3 days prior to Review Commencement)</td>
<td>Planning + Design</td>
</tr>
<tr>
<td>Week 8</td>
<td>First Panel Review Session</td>
<td>Before the project team arrives, the Design Advisor and Assessment Officer will brief the Panel on the basic facts of your project, including the planning context provided by the Assessment Officer. Welcome When the project team arrives, the Chair will introduce proceedings.</td>
<td>Design Advisor</td>
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<tr>
<td>Week</td>
<td>Item</td>
<td>Description</td>
<td>Responsibility</td>
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<tr>
<td>Project Introduction</td>
<td>5 minutes</td>
<td>The client or their representative will introduce the project to provide an overview of the brief, main aims and objectives. This may include an outline of the procurement strategy for selecting the design team and should summarise any previous advice from internal or other design review Panels.</td>
<td>Proponent?</td>
</tr>
<tr>
<td>Week 8</td>
<td>Presentation</td>
<td>The Design Lead presents the scheme including how they have responded to the key objectives of the project as well as the site and its context, the Better Placed objectives for good design, and any feedback provided at previous review sessions. This presentation should also include input from other key consultants where appropriate.</td>
<td>Proponents Consultant</td>
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<td></td>
<td></td>
<td>Panel Questions – 10 minutes</td>
<td>The Panel members have an opportunity to ask questions for clarification by the project team.</td>
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<td></td>
<td>Panel Review and summary – 30 minutes</td>
<td>Following questions, the Panel will review the project, with comments and discussion moderated through the Chair. As per the terms of reference, all projects will be reviewed against the Objectives for Good Design as defined by Better Placed, the Urban Design Protocol, and any other design guidelines relevant to the project or local government area.</td>
<td>GANSW</td>
</tr>
<tr>
<td>Right of Reply</td>
<td>Project team</td>
<td>After inviting any right of reply responses from the project team, the Chair will conclude the review by summarising key points of advice and provide clarification on any differences of opinion within the Panel to ensure the project team is left with a clear understanding of the Panel’s view.</td>
<td>GANSW</td>
</tr>
<tr>
<td>De-briefing</td>
<td>10 minutes</td>
<td>After the project team have left, the Chair and Panel will confer with the Design Advisor to ensure all comments and feedback are captured. The advice arising from the review will then be summarised in a letter from GANSW which will be distributed to the proponent, the project team and the DPIE Assessment Officer within seven working days of the design review session. No new issues will be introduced during this closed discussion.</td>
<td>GANSW</td>
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<td>Week</td>
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<td>Week 9</td>
<td>Panel review recommendations</td>
<td>Final advice and recommendations, as endorsed by the Chair, will be recorded by a GANSW nominated officer and will be distributed by the GANSW to the proponent team within seven working days of the review.</td>
<td>GANSW</td>
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<td>Week 10</td>
<td>Proponent Updates to Master Plan - and return to Design Advisor.</td>
<td></td>
<td>Proponent</td>
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<td>Week 12</td>
<td>Second Panel Review Session</td>
<td>As above: The lead architect or project designer will present the proponent’s proposal to the Panel, up to five key members of the proponent team (including lead architect) are invited to the review session. Key stakeholders will also be invited to attend the review session as observers and may be invited to brief the Panel on specific issues relating to their respective agencies, including but not limited to: the precinct assessment teams, representatives of the relevant local Council, other NSW Department of Planning, Industry and Environment (DPIE) staff, and representatives of other agencies as required.</td>
<td>As Above</td>
</tr>
<tr>
<td>Week 13</td>
<td>Panel review recommendations</td>
<td></td>
<td>GANSW</td>
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<tr>
<td>Week 14</td>
<td>Proponent Updates to Master Plan - and return to Design Advisor.</td>
<td></td>
<td>Proponent</td>
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<td></td>
<td>Proponent + Design Advisor</td>
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<td>DPIE Planning</td>
</tr>
<tr>
<td>Week 15</td>
<td>Final Panel Review Session</td>
<td>As Above</td>
<td>GANSW</td>
</tr>
<tr>
<td>Week 16</td>
<td>Report to Minister.</td>
<td></td>
<td>DPIE Planning</td>
</tr>
</tbody>
</table>
Appendix 3: Guiding documents to prepare a Master Plan

Reference | Item
--- | ---
D: 5.1 | EP&A Act 2017, section 1.3 “(g) to promote good design and the amenity of the built environment”.
D: 5.2 | Better Placed, An integrated design policy for the built environment of New South Wales.
D: 5.3 | Urban Design Protocol for Australian Cities
D: 5.4 | State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development
D: 5.5 | Station Precinct Master Plan (Baseline Design), Canada Bay Council 2015
D: 5.6 | Rhodes Revised Draft Precinct Plan 2018
- Planning principles – Pg 18 & 19
- Key objectives – Pg 22
- Design Excellence Consideration – Pg 48 & 49
- Character area specific requirements, Station Gateway West – Pg 50 & 51
C: 6.1 | Master Plan Objectives
C: 7.1 | Better Fit contextual, local and of its place
- Urban Structure
- Connections to Wentworth Point and the Station
- Connections to East Rhodes + Beyond to Concord Hospital
- Urban Grain + Block Size
- Improve Connections Between the Station and The Western Precinct
- Site Ownership Collaboration
- Street Hierarchy and Legibility
- Streets Designed for People
C: 7.2 | Better Working - functional, efficient and fit for purpose
- Height + Massing + Scale of development
- Towers Develop a Distinctive Character
- Adaptable Design
- Promote A Modal Shift to Active and Public Transport
C: 7.3 | Better Look + Feel – engaging, inviting and attractive
- Streetscape + Landscape
- Green Space + Tree Canopy
C: 7.4 | Better Value - creating and adding value
- Facade + Interface - Setbacks and Alignment
- Designed for pedestrians and bicycles, with pleasant, safe connections between attractions.
C: 7.5 | Better for Community + Better for People - inclusive, connected and diverse
- Public Realm - Streets, Plaza’s + Squares
- Context Sensitive Street Design A Balance of The Objectives of Traffic Capacity with Place Amenity.
Appendix 4: Station Gateway West Character Area

The Character Area includes the block adjacent to Rhodes train station and bound by Mary Street, Walker Street, Gauthorpe Street and Marquet Street (refer to map diagram below). This site was subject to a previous Master Plan lead by Canada Bay Council in 2015 and referred to Station Precinct Rhodes. The Revised Rhodes Draft Precinct Plan (2018) identifies this site as the Station Gateway West Character Area.

Legend

- Rhodes Precinct Boundary
- Rhodes Train Station
- Station Gateway West
### Appendix 5: Benchmark Policies and Guiding Documents

#### a. Benchmark policies

<table>
<thead>
<tr>
<th>Reference</th>
<th>Policy</th>
<th>Weblink</th>
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</thead>
<tbody>
<tr>
<td>D: 5.2</td>
<td>Better Placed – an integrated design policy for the built environment of NSW</td>
<td><a href="governmentarchitect.nsw.gov.au">governmentarchitect.nsw.gov.au</a></td>
</tr>
<tr>
<td>D: 5.3</td>
<td>Urban Design Protocol for Australian Cities</td>
<td><a href="urbandesign.org.au">urbandesign.org.au</a></td>
</tr>
</tbody>
</table>

#### b. Guiding documents

<table>
<thead>
<tr>
<th>Reference</th>
<th>Document</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>D: 5.5</td>
<td>City of Canada Bay approved Master Plan (2015)</td>
<td>Also, referred as the Baseline Design / Station Precinct Master Plan. A Planning Proposal was prepared to facilitate the redevelopment of the site for residential apartments, a new ‘laneway style’ shopping center, a Recreation Centre and new pedestrian links. <a href="canadabay.nsw.gov.au/development/plans-policies-and-controls/planning-proposals">canadabay.nsw.gov.au/development/plans-policies-and-controls/planning-proposals</a></td>
</tr>
</tbody>
</table>
| D: 5.6    | Revised Rhodes Draft Precinct Plan (2018) | The proposed Master Plan must address requirements outlined in the Revised Rhodes Draft Precinct Plan:  
  a. Planning principles – Pages 18 & 19  
  b. Key objectives – Pages 22  
  c. Design Excellence Consideration – Pages 48 & 49  
  d. Character area specific requirements, Station Gateway West – Pages 50 & 51  

- Master Planning process (2019)  
  Principles for Greater Sydney’s centres – Rhodes Page 88  

- Our Greater Sydney 2056  
  Station Precinct Master Plan (Baseline Design), Canada Bay Council 2015  

- Eastern City District Plan  
  Greater Sydney Commission | Eastern City District Plan – Action 50
Appendix 6: Site Context Maps

a. Movement patterns and concentrations at the site

The collector networks focus movement into Rhodes Station Gateway West Character Area from within the peninsula and from the Wentworth Point precinct. The concentration of pedestrians and public transport movements on the site boundaries are considerable. Any development on the site will need to mitigate conflict between motor vehicles and highly activated pedestrian areas. All waste and service areas need to be carefully managed.

The connection and access to Concord Hospital should be considered when assessing the role that the site will play when developed.

Legend

- Station Gateway West Character Area
- Wentworth Point
- Rhodes West
- Rhodes East
- Future Rhodes
- Future HP Site
- Concord Hospital
b. Site edges and critical connections

The collector networks focus public transport, bicycle and pedestrian traffic into areas to the north east of the site and to the south west corner. The current width of these roads and their associated reserves may not be adequate for the projected nature of the street type required and therefore adequate setbacks of building elements will need to be provided.

Overshadowing issues need to be considered for the green spaces on either shoreline of the peninsula and for the small pocket park within West Rhodes.
c. Urban structure comparison

Rhodes is a Peninsula, with singular access and egress points. From the west the population is funnelled toward the railway station. Southbank is multi-nodal, with multiple distribution points across the river to the CBD with a choice of transport modes within walking distance to the CBD (Light Rail, Cycle, Walking, Heavy Rail and Bus). The roles that the two sites with similar densities play for each of the regions is starkly different. The way that the site within Rhodes West can distribute the population will be critical to its success.
d. Rhodes Station

At grade crossings and proposed high level crossings for the road network with one bridge connecting neighbourhoods within 800m. 33 intersections within the 800m radius.
e. Urban structure

Legend
- Station Gateway West Character Area
- Green public open space
- Bridge connections
- Existing active travel paths