

Department of Planning, Industry and Environment

Rhodes Place Strategy

September 2021

Find out more:

dpien.nsw.gov.au

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Cover image: Leeds Street foreshore park (artist impression courtesy RobertsDay)

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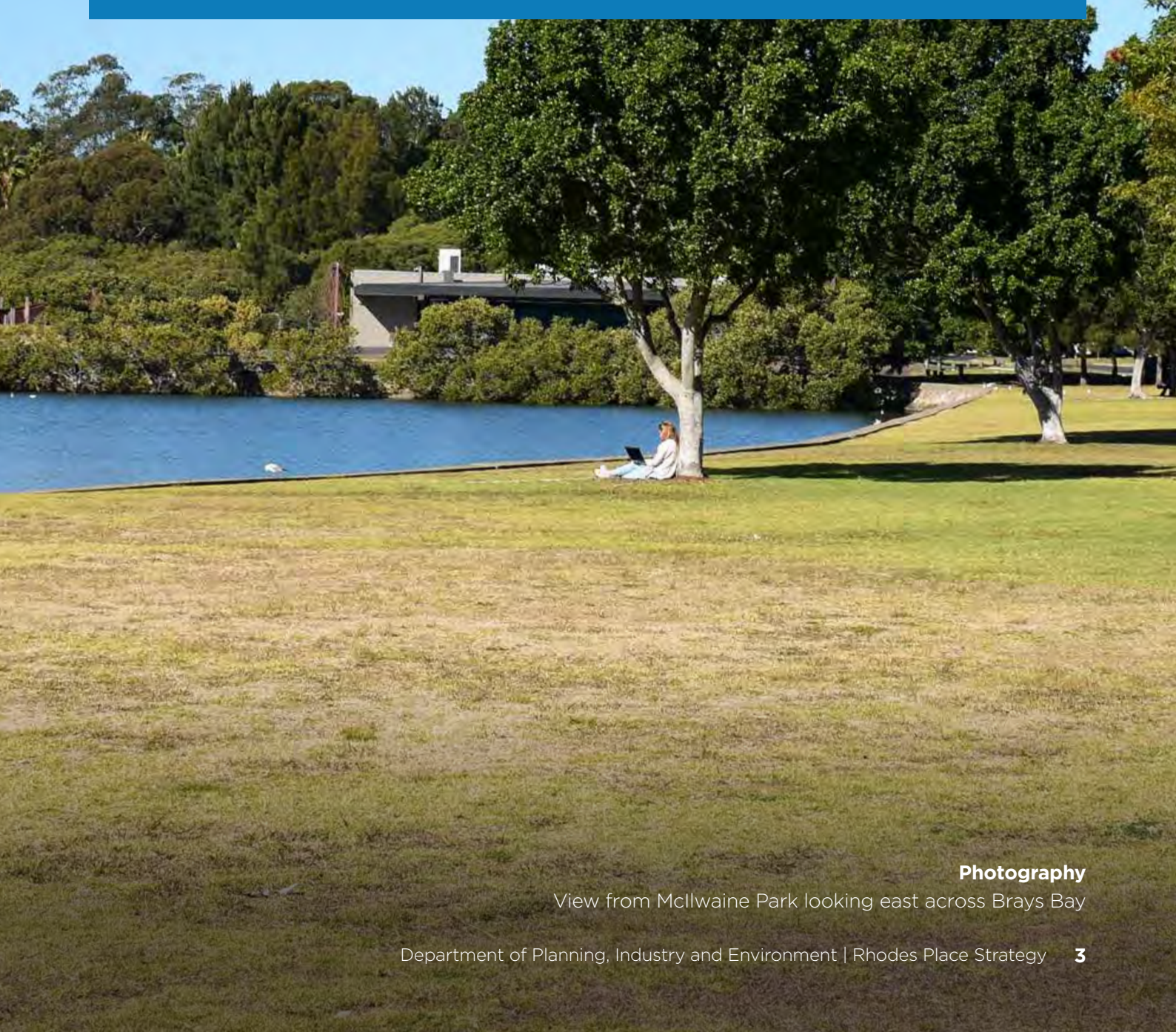
Acknowledgement of Country

We acknowledge the Traditional Custodians of the land, the Wangal clan of the Eora Aboriginal people, and pay respect to all Elders past, present and future. We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society.

The Rhodes Place Strategy is based on the premise upheld by Aboriginal people that if we care for Country, it will care for us. Country is at the core of every Aboriginal person's identity and sense of belonging; it is the place from which Aboriginal language and culture is derived, which determines families and kinship and communities.

Through these relationships, Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation to each other.

The Place Strategy acknowledges and values Aboriginal cultural knowledge and this holistic approach to thinking about Country. It takes inspiration from the thousands of years that Aboriginal people have used Parramatta River as a source of food and transport, and a place of spiritual significance.



Photography

View from McIlwaine Park looking east across Brays Bay



Photography

Rhodes from the air, looking south west

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Artist impression

Leeds Street foreshore (courtesy RobertsDay)

Executive summary

The Rhodes peninsula is located between the Parramatta and Sydney CBDs and serviced by the Northern rail line. Sitting on the foreshores of the Parramatta River and offering opportunities to transition former industrial uses to public spaces and new housing, the area is ideal for revitalisation through a place-based approach to land use planning and infrastructure provision.

This Place Strategy is developed by the Department of Planning, Industry and Environment, in partnership with City of Canada Bay Council, State agencies, industry and the community. It builds on extensive consultation, technical analysis and planning processes of the last few years and represents the latest thinking in terms of the area's potential.

The Place Strategy is based on a premise of new connections and making it easier for people to choose a transport option other than their car. It plans not just for new connections, but sets out the long term vision for the Rhodes precinct, with a variety of new land uses, including up to approximately 4,200 new homes, workspaces for over 1,100 new jobs, 23,000sqm of public space and a new primary school.

Illustrating the connection between the staging of development and infrastructure, the Place Strategy ensures no more than 3,000 new homes can be developed prior to major transport intervention. This means development can only occur beyond the threshold once more is known about traffic patterns and passenger behaviour in light of the shift to working from home, the introduction of better walking and cycling connections and a new ferry service, and the influence of other major transport services such as Sydney Metro West and potentially Parramatta Light Rail Stage 2.

Five big moves

The Place Strategy establishes five big moves and related initiatives, to unlock the area's potential:



1. Create a vibrant, integrated precinct

This big move aims to extend the current mix of uses to include the new primary school, aged care services and more shops, restaurants and potential for 4,000sqm of new public space west of the station, bringing services and facilities closer to the community. A new pedestrian bridge and plaza on the eastern side of the station over Concord Road will make it easy for people to connect to McIlwaine Park and Brays Bay.



2. Liberate the Parramatta River foreshore and green space

This big move opens public access to the Parramatta River foreshore, with a new 7,500sqm park, a 15m wide promenade between John Whitton Reserve and Uhrs Point Reserve, additional public pedestrian connections from Leeds Street to the foreshore and a new ferry wharf.



3. Connect places, promote walking and cycling

This big move recognises that shifting from private car use requires safe and interesting walking and cycling connections to the key places people need to travel to, supported by greater public transport capacity.

In addition to the connections along the foreshore and across to McIlwaine Park, people will benefit from upgrades to walking and cycling paths across the precinct, and to the station; a shared connection between Averill Street and Leeds Street; and three new roads and active transport routes between Blaxland Road and Cavell Avenue.



4. Better designed buildings, for more people

This big move ensures new development is designed for people, protecting views and sunny spots and creating variety in the skyline. New apartments will meet the highest standards of architectural design and sustainability, and the mix of new housing will cater for a diversity of people, with more one and three (or more) bedroom apartments, and affordable housing.



5. An exemplar of sustainable development

This big move focuses on incentives for energy and water efficiency, sustainable travel, enriching the tree canopy, protecting waterways, and building in adaptability and resilience. This includes precinct-wide utility infrastructure such as on-site electricity generation and distribution and recycled water and private sewer network, including an on-site recycled water plant.

Structure plan

The Rhodes Precinct Structure Plan defines land uses and movement and open space networks with a focus on the staged integration of development and infrastructure.

This Structure Plan seeks to achieve:



A green, connected public domain



Enjoyment of the Parramatta River



An integrated movement network



People-focused building and neighbourhood design



A mix of activities at key destinations



Artist impression

Station Gateway West (courtesy RobertsDay)

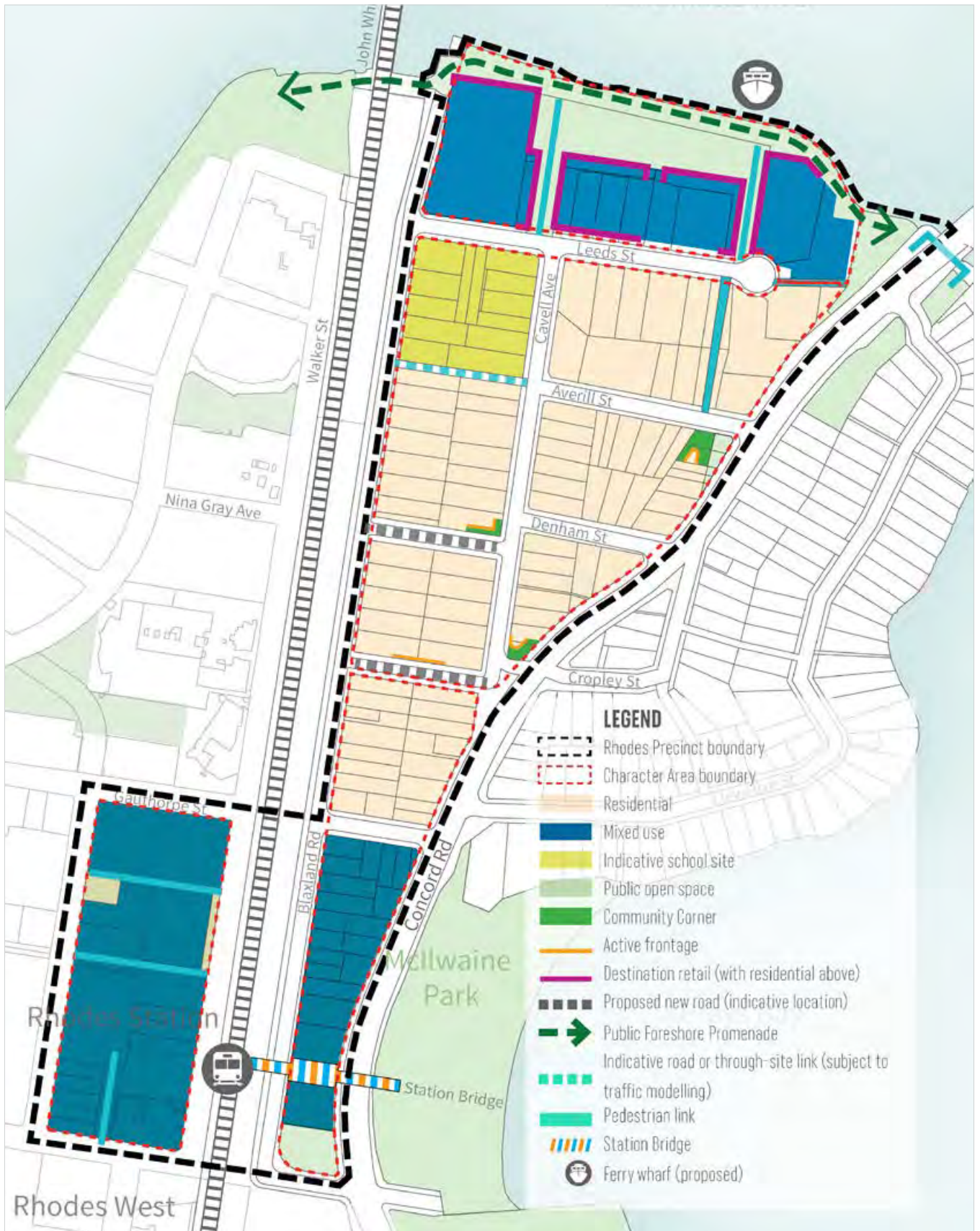


Figure 1
Rhodes Precinct Structure Plan

Character areas

The four character areas will be master planned as:

- the mix of uses around the rail station (Station Gateway West, Station Gateway East)
- a transition of fine grain residential uses with better connections (Cavell Avenue)
- the renewed foreshore area including a park, promenade and a mix of uses (Leeds Street).

Station Gateway West will include Marquet Street Forecourt, a sunny area for shopping and relaxing, and a transit plaza through to Walker Street.

A pedestrian connection south to Rider Boulevard and traffic signals at the intersection of Gauthorpe and Walker streets will make this an easier place to move around.

Station Gateway East will offer the new Station Bridge Plaza, an elevated spot for gathering and connecting to and from the station. New buildings will be designed to protect the sunlight on McIlwaine Park, while providing plenty of activity at ground level and an attractive skyline.

Cavell Avenue will be the physical, visual and social link between the station and the foreshore, with a mix of densities and building types that coexist with heritage housing. The new primary school will adjoin Leeds Street, Cavell Avenue and Blaxland Road.

Leeds Street will be the new destination on the Parramatta River, featuring the foreshore park, promenade, ferry wharf and a hub of shops, recreation, cafés and restaurants.

Infrastructure

A detailed infrastructure schedule (Appendix A) sets out the required infrastructure required to support development in the precinct over the next 20 years.

It reflects new thinking about how people and goods will move around Rhodes, with a focus on places for people — the foreshore park and other open space, improvements to the rail station, road and intersection upgrades, and new or improved cycle paths and footpaths.

Staged development

A collaborative approach between the public and private sector will influence how development is sequenced and coordinated with the necessary infrastructure.

The infrastructure schedule will inform an infrastructure phasing strategy and funding plan that interrogates infrastructure costs, prioritisation over the short, medium and long-term, delivery partners and mechanisms.



Artist impression

View from Brays Bay Reserve looking north west (courtesy RobertsDay)

Introduction

This *Rhodes Place Strategy* sets a lasting vision for the future of Rhodes; that is shifting from a working waterfront to a thriving centre at the heart of Greater Sydney.

It applies to the Rhodes precinct, an ideal location for renewal. It sits on a stunning waterfront, and is serviced by a main rail line and other amenities such as retail, services and open space.

Just 12km from Sydney CBD and 8km from Parramatta, Rhodes can be a place for the jobs of the future, with a mix of different housing, better local connections, sustainable transport options and a beautiful new foreshore park.

This Place Strategy — developed by the Department of Planning, Industry and Environment in collaboration with City of Canada Bay Council, State agencies, the community and industry — draws on an extensive process of analysis, public consultation and master planning that commenced in 2015.

Successful renewal will occur by unlocking capacity within the transport system, helping more people to walk and cycle on new, safe and attractive networks and aligning the staging of development with infrastructure enhancements.

To this end, the Place Strategy clarifies how and when the staging of development and infrastructure can work. While we have established the ability for Rhodes to accommodate an additional 4,200 homes, we will monitor infrastructure capacity and demand as the precinct develops over time to ensure new growth is matched with infrastructure.

This extra level of oversight means that full development will only occur once the future capacity of the transport network to accommodate further development is better understood in the context of changing work patterns, new Sydney Metro West services, a new ferry service and better walking and cycling connections.

This Place Strategy creates a 20-year vision, and a planning and infrastructure delivery framework, to guide this work. It establishes a design-led approach, with guiding principles that will inform the future design and development in four ‘character areas’. We’ve also established five ‘big moves’ that represent the transformational change that will occur on the peninsula.

The Place Strategy refers to the Rhodes precinct, as identified in Figure 2, which forms part of the broader Rhodes peninsula.



■ Rhodes suburb ■ Rhodes precinct

Figure 2
Rhodes precinct within the broader suburb

Purpose

This Place Strategy, as a cohesive plan for redevelopment and supporting infrastructure, will optimise this opportunity for urban renewal by planning for upgrades and improvements to infrastructure, existing and new open space areas and an extension of the harbour foreshore link.

The Place Strategy draws on detailed technical information undertaken for previous investigations and exhibitions for the Rhodes precinct and ongoing public feedback and advice from Council and State agencies.

To drive this transformation, the Place Strategy sets out the approaches that will bring government, the community and industry together to strengthen

Rhodes as a strategic centre. Master planning for unique character areas will guide the approach to growth, change and infrastructure staging.

Development proposals must respond to the Place Strategy’s vision, objectives, big moves, urban design principles, overall master plan and priorities for character areas and infrastructure requirements.

This is a contemporary, best practice approach that focuses on the right mix of development, open spaces, walking and cycling connections, sustainable growth and outstanding urban design. This Place Strategy will require enduring collaboration across State and local government, landowners and the community over many years, including ongoing assessment, monitoring and review.

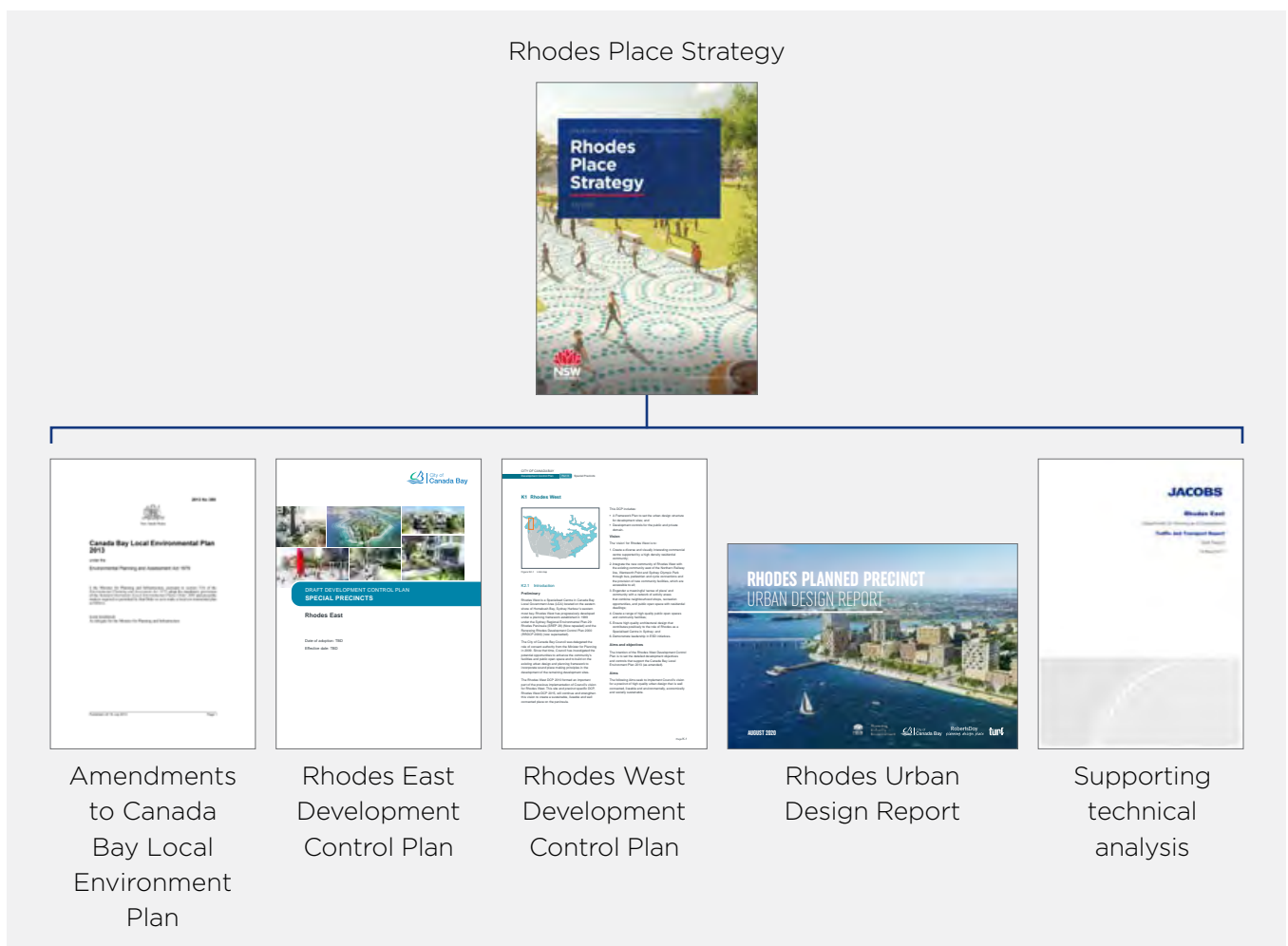


Figure 3
Rhodes Place Strategy and supporting documents



Photography
Rhodes East, looking south west

Rhodes today

Rhodes has a rich industrial, residential and commercial history with layers of functions, uses and activities that make it an interesting and attractive place. It enjoys a Sydney Harbour location on the southern side of the Parramatta River between Brays Bay and Homebush Bay.

Rhodes is well connected to other places on the harbour: west by the Bennelong Bridge to Wentworth Point and Sydney Olympic Park, north to Meadowbank by the John Whitton Bridge, north east to Ryde by the Ryde Bridge, and south via the Kokoda Track Memorial Walkway to Concord.

Rhodes is two distinct localities to the east and west of the rail line, where Rhodes West has transformed from a former heavy industrial area into a high density residential, retail and business area and Rhodes East, by contrast, mainly single storey homes with some office and industrial areas.

Rhodes is well serviced by public transport being on the Northern Line and the regional road network, however this infrastructure is itself under pressure and is also a barrier to walking and cycling and movement between east and west.

Rhodes in the future

The Place Strategy will transform Rhodes from a site of heavy industrial uses to a busy and exciting residential area, where people enjoy easy access to retail and business services. Infrastructure planning will be orientated around walking, cycling and public transport networks, as well as connections to the waterfront and high quality public spaces.

The big picture



4,200
new homes



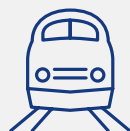
More than 1,100
new jobs



23,000sqm of new
public space



A new
primary school



Upgrades to
Rhodes station



3km of new
walking and cycling
connections

A new bridge over Concord Road will make it easier for people to access the foreshore and enhanced open spaces such as McIlwaine Park. People will be more likely to choose an active option to get around — as well as broader walking and cycling connections to major hubs like Rhodes rail station and Concord Hospital. We're also planning for better local links between blocks to create safe, leafy streets for pedestrians and cyclists.

In addition to a new primary school and open spaces, people will have a range of housing options, with a mix of diversity, choice and affordability and design choices that respect the area's heritage. The area around Rhodes rail station will be improved and a new ferry wharf near Leeds Street will give people the option to travel to Sydney CBD on one of the most iconic waterways in the world. Development in the precinct will be limited to 3,000 dwellings until essential public transport and road upgrades are on track for delivery.

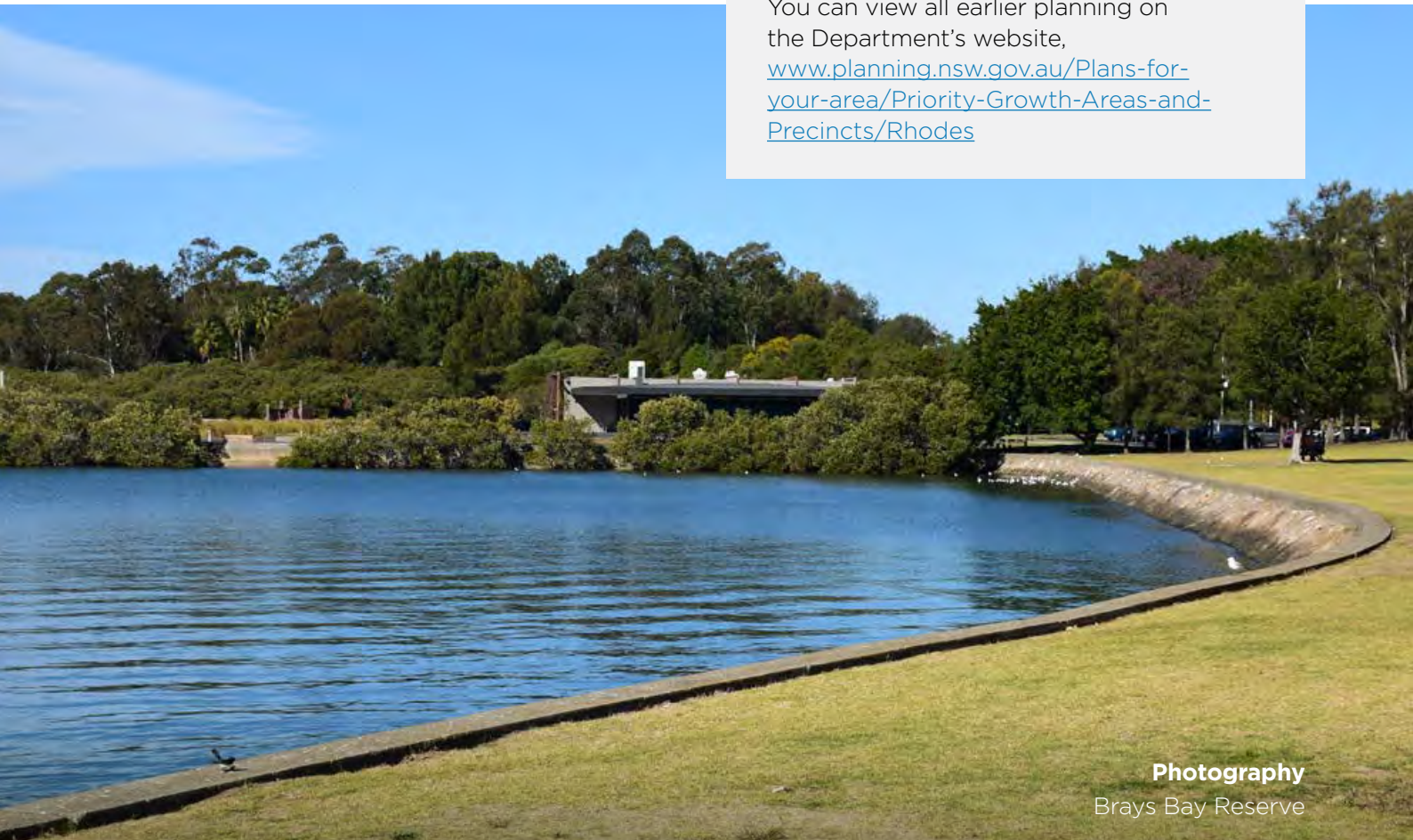
Engagement

Planning investigations for Rhodes began in 2015. These investigations were the subject of two exhibitions in 2017 and 2018, culminating with the exhibition of the draft Place Strategy during 2020.

Our work has consistently incorporated public feedback. Key opportunities incorporated into this final Place Strategy include:

- planning controls and development outcomes for each character area
- urban design principles that address issues such as protecting views and avoiding overshadowing
- a mix of building heights, with transitions that respect the existing housing
- affordable housing mechanisms
- vast improvements for pedestrians and cyclists
- more open space, a richer tree canopy and a refined infrastructure schedule.

You can view all earlier planning on the Department's website, www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Rhodes



Photography
Brays Bay Reserve



Photography

Example of foreshore playground (courtesy Salty Dingo 2018)

Setting the scene

Strategic planning framework

The planning for Rhodes precinct occurs within the context of higher-level strategic planning for Greater Sydney and the Eastern City District, of which Rhodes is a part.

The *Greater Sydney Region Plan* establishes a vision for Greater Sydney as a metropolis of three cities, where more people can commute to their nearest metropolitan or strategic centre within 30 minutes. The Region Plan and *Eastern City District Plan* classify Rhodes as a strategic centre – a place expected to attract private sector investment, enabling growth and evolution.

Rhodes is also identified as a Collaboration Area, which requires the ongoing collaboration from across government, industry and the community. Here, the collaboration process should focus on long-term sustainability initiatives for water and energy.

One of the key principles of *Future Transport 2056*, the State’s transport strategy, is to encourage a shift in travel by car to public transport.

Future Transport also introduces the Movement and Place Framework, which will shape investment decisions in and around the station, new ferry wharf, foreshore areas and the network of walking and cycling paths.

Canada Bay Local Strategic Planning Statement is Council’s plan for growth to 2036. It reinforces the priorities for Rhodes outlined in the District Plan: a well connected, sustainable, high quality place, supported by infrastructure. Supporting the Statement, the *Canada Bay Local Housing Strategy* sets out priorities for the LGA’s housing growth to 2036.

These documents acknowledge that Rhodes will be a place for higher density housing that will make a significant contribution to the broader LGA’s housing requirements. The combination of affordable housing targets, the planned mix of dwellings, better walking and cycling connections and access to public transport will help to realise Council’s ambitions for Rhodes.

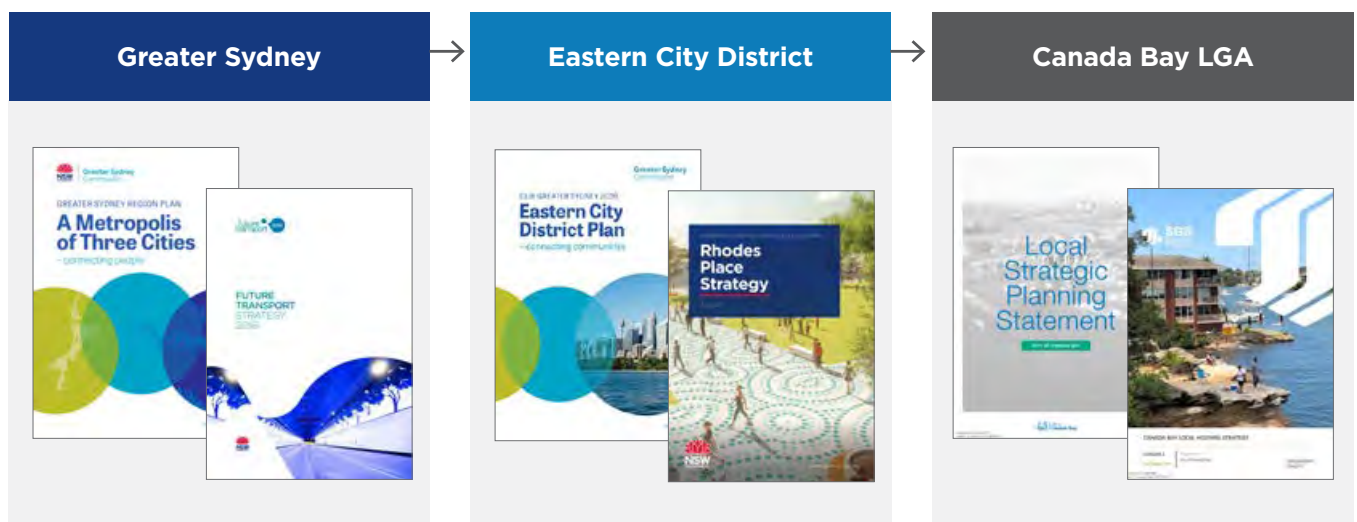
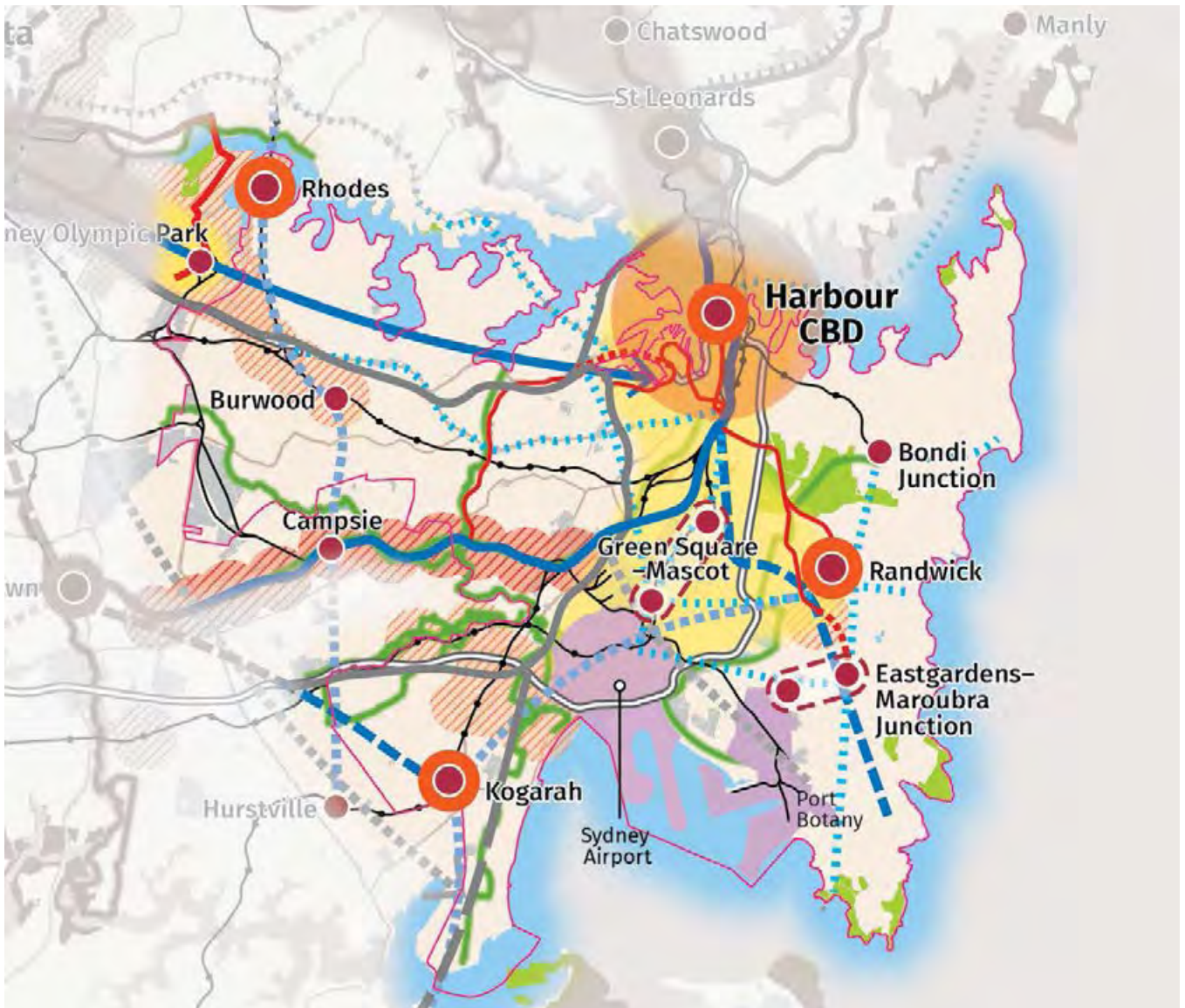


Figure 4
Strategic policy documents



Legend:

- | | | | | | |
|--|-------------------------------|--|------------------------------------------------------------|--|---------------------------------|
| | Metropolitan centre | | Urban area | | City serving transport corridor |
| | Health and education precinct | | Major urban parkland including national parks and reserves | | Light rail |
| | Strategic centre | | Waterways | | Light rail investigation |
| | Local centre | | Green grid priority corridor | | Motorway |
| | Economic corridor | | Train station | | Committed motorway |
| | Trade gateway | | Committed train link | | Road investigation 0-10 years |
| | Industrial land | | Train link/mass transit investigation 10-20 years | | Road visionary |
| | Transit oriented development | | Train link/mass transit visionary | | District boundary |
| | Urban renewal area | | | | |

Figure 5
Eastern City District Structure Plan (Greater Sydney Commission, 2018)

Challenges and opportunities

To bring this strategic framework to life, the Place Strategy focuses on several transport challenges in Rhodes: namely, that the road network — including Concord Road, an important regional corridor — is operating close to capacity, as are public transport services. Further, with Concord Road and the rail line creating physical barriers to movement, and larger street block sizes, Rhodes does not present an efficient nor safe walking and cycling network.

This Place Strategy creates opportunities to address these impediments.

People will be more likely to shift to more sustainable transport with new east-west connections, smaller street blocks, and new road and pedestrian links, particularly between Cavell Avenue and Blaxland Road. This will ensure services, open space, and facilities are within a short walk of every home.

Rail station improvements, service upgrades and a new ferry wharf will improve public transport capacity, and investment in public open space will encourage more people to connect on foot or by bike to their place of work or study, or just to get around new foreshore areas.

Development also brings opportunities for housing that better suits market demand; the Place Strategy ensures that this new diversity of housing is planned for in a way that protects heritage areas and valued community assets.

The amalgamation of land sites will be promoted to ensure a more cohesive approach to development that addresses current constraints and plans for higher density housing closer to the station. Taller buildings allow for more public space at ground level, particularly in busy areas such as near the station and along the foreshore. Design excellence provisions protect or improve views to and from the peninsula, taking advantage of the topography and ensuring appropriate spaces between buildings.

Thinking about the entire precinct also allows for opportunities such as the new primary school to be properly integrated with the area's movement networks and building types. Connections to the foreshore, and over the rail line and Concord Road through to McIlwaine Park, will complement investment in completing the foreshore promenade to John Whitton Reserve and other improvements such as enriching the tree canopy and water sensitive urban design that helps to improve Parramatta River's water quality.

Considered collectively, these approaches then allow for broader opportunities — for example, addressing contamination through remediation or potential flooding in the Leeds Street character area also creates opportunities to generally improve the water, soil and groundwater environment as we open up connections to the foreshore.



Artist impression

View from Brays Bay Reserve looking North West, (Courtesy RobertsDay)

Vision and objectives

Vision

In 2041...

Rhodes will be a sustainable thriving people-focused place that respects heritage and is supported by a forward-thinking transport strategy and meaningful connections to the water.

The way buildings relate to the street and the rich amenity of Rhodes will encourage residents and visitors to walk further, stay longer, enjoy and take pride in the community identity of this place.

Objectives

We have established the following objectives to meet the vision for Rhodes:

- 1. Plan for a sustainable future:** Build sustainability and longevity into planning, design and commercial capability from the start.
- 2. Prioritise active transport:** Design integrated transport services and experiences that prioritise walking, cycling and the use of public transport.
- 3. Provide public access to the waterfront:** Provide new public access to the Parramatta River foreshore, including housing and public open space with views to the water.
- 4. Plan for affordable housing:** Provide affordable housing options for lower income residents, including those working in teaching, child care, policing or nursing.
- 5. Create opportunities for new jobs:** Encourage commercial floor space near the station for future employment.
- 6. Improve east-to-west connections:** Improve accessibility around the rail station and between east and west Rhodes so that people can easily move between homes, jobs, shopping, recreation and entertainment areas.
- 7. Integrate infrastructure and land use:** Plan to have the necessary infrastructure (including social facilities) in place as the number of residents and workers increase.
- 8. Plan for a mix of building densities and street-level activity:** Design a range of buildings, from terraces to apartment buildings, that bring activity and interest to lower levels of buildings, helping to create more open space, more sunlight and a closer connection to the street, other people and amenities.



Photography

Rhodes rail station (courtesy Salty Dingo 2018)

Five big moves

This Place Strategy proposes five big moves to unlock the area's potential over the next 20 years and bring the vision to life. They are purposefully ambitious and require ongoing commitment and coordination across the public and private sector over the long-term.

Each big move is supported by a list of related actions, many of which are supported through the development process. The *Bringing it together* section provides more detail on the actions, responsibilities and prioritisation.





Create a vibrant, integrated precinct

Rhodes is already home to employment activities like Rhodes Waterside Shopping Centre, Rhodes Corporate Park and Concord Hospital. We can extend this mix of uses with the new primary school, aged care services, and a rich, busy hub of shops, restaurants and open spaces around the rail station. This will be a true mixed use strategic centre, where people can easily walk or cycle to get to and from key places.

The 3,000 dwelling threshold for development, combined with a place-based approach that will consider the entire needs of the Rhodes precinct, will see infrastructure provision sequenced with forecast growth. The development of new housing beyond 3,000 dwellings will only occur with additional public transport capacity and changes to travel behaviour.

To achieve this, we must create an environment that will make it easier and safer for people to move around Rhodes and access the rail station — this is critical to enable the development of 3,000 dwellings. Transport analysis indicates that only increased rail network capacity, combined with a shift away from the use of private cars, will support the ultimate vision for around 4,200 new homes in Rhodes.

The rail line and Concord Road act as barriers to movement. We will improve pedestrian access, safety and comfort around Rhodes rail station, and better integrate development east and west of the station to create a cohesive, exciting hub for the growing population. With this, we'll also upgrade the station with a new station bridge and extend the platform to make it easier to get into and out of the station and provide more space for passengers as they wait for their train.

People will enjoy better connections and places to linger, with:

- a new pedestrian bridge and plaza on the eastern side of the station over Concord Road, making McIlwaine Park within easy reach
- up to 4,000sqm of new public space west of the station
- shops and other active uses on the ground floor of new buildings, to bring life and activity to the street.

In terms of jobs, the improved connections to existing employment hubs will be combined with requirements for a minimum amount of employment space in new developments. This will ensure new retail, office, health, community and education jobs, so that more residents can work, shop and socialise closer to where they live.

A place supported by infrastructure

We need to make the best use of existing infrastructure assets and coordinate infrastructure upgrades with new development, in accordance with the *Eastern City District Plan* Planning Priority E1 *Planning for a city supported by infrastructure*. This requires us to align forecast growth with available infrastructure, build infrastructure where and when it is needed, and leverage and manage existing infrastructure.

For example, encouraging people to walk, ride and catch the train, will take pressure off key roads like Concord Road.

Opportunities for residential aged care facilities within mixed use buildings near the station will mean people can stay in their community as they get older, with easy access to daily conveniences, public transport and health services.

This will all be supported by a new public primary school, meaning people will not need to leave the area to get to or drop off to school. Students, teachers, parents and carers will be encouraged to walk or cycle for school drop off, helping to alleviate bursts of congestion and create a new community hub.

Actions

1.1 Work with agencies on a joint infrastructure phasing strategy that considers:

- o the infrastructure schedule (local, regional and State items)
- o infrastructure staging and development thresholds linked to transport investment
- o short, medium and long-term priorities
- o costs
- o agency infrastructure budgets and funding options
- o responsibilities (public, private, joint)
- o timing
- o implementation mechanisms.

1.2 Implement travel demand management measures, such as a potential transport management association, green travel plan, reviewing on-street parking, and innovative parking solutions such as unbundled and decoupled parking.

1.3 Create a housing approvals and completions monitor.

1.4 Investigate transport catalysts to unlock development beyond the dwelling threshold (e.g. Sydney Metro West, potential Northern Line quadruplication, Concord Road/ Homebush Bay Drive intersection, potential Parramatta Light Rail Stage 2).

1.5 Monitor travel behaviour change and commuter trip generation.

Artist impression

Marquet Street Forecourt (courtesy RobertsDay)





Liberate the Parramatta River foreshore and green space

The *Greater Sydney Region Plan* sets an ambition for more people to live within an easy walk of quality open space. At Rhodes, the potential is there; however, the existing uses, street layout and development patterns hinder connections.

By reinstating public access to the Parramatta River foreshore we can give people access to a new, 7,500sqm sun-filled park at the head of the peninsula, with views to Meadowbank and vistas east and west along the Parramatta River. This will be a lasting legacy that demonstrates the area's transition from an ageing industrial hub to a clean, sustainable mixed use development.

Greener Places

Greener Places is a design guide for green infrastructure — the networks of green spaces, natural systems and semi-natural systems. This includes waterways; bushland; tree canopy and green ground cover; and parks and open spaces.

This is supported by the draft *Greener Places Design Guide* performance indicator for all apartments to be within 200m of a local park. New open space and connections across existing barriers, such as Concord Road, will ensure all residents are within an easy walk of green space.

Find *Greener Places* on the Government Architect NSW's website.

By opening up access to the foreshore at Leeds Street, we can link John Whitton Reserve and Uhrs Point Reserve. This new 15m wide promenade will fill a missing link in the wider connection from Homebush Bay to Brays Bay. Two new public pedestrian connections from Leeds Street to the foreshore will create further connections and offer views to Parramatta River.

The foreshore park will be home to a new ferry wharf offering services to Sydney and Parramatta CBDs.

We'll support community access to the waterfront with investment in recreation, culture and public art, and sustainability initiatives such as tree planting and green cover.

This will be part of the networked open spaces, including the new pedestrian bridge over Concord Road to McIlwaine Park and Brays Bay.

Premier's Priorities

12 Greener Public Spaces aims to increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open, and public spaces by 10% by 2023.

In line with the Premier's Priorities, we're improving access to green space and the foreshore.

Photography

View from McIlwaine Park looking east across Brays Bay

Greater Sydney Green Grid

“...the Greater Sydney Green Grid will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve resilience.”

Eastern City District Plan

The Greater Sydney Green Grid will evolve incrementally over decades, as opportunities arise and detailed plans for connections are refined.

The *Eastern City District Plan* Planning Priority E17 *Increasing urban tree canopy cover and delivering Green Grid connections* identifies the Rhodes and Concord Open Space and Hospital Precincts as an important Green Grid project for the District.

The project will connect Parramatta River foreshore open spaces between Rhodes and Concord, including McIlwaine Park, Brays Bay Reserve, the Kokoda Track Memorial Walkway, and the Thomas Walker and Concord Hospital grounds.

Actions

2.1 Undertake an Aboriginal cultural heritage assessment to understand and interpret the broader Aboriginal cultural landscape of the peninsula and its relationship to the Parramatta River, including consultation with local knowledge holders. This should include an interpretation strategy outlining ways to build on the cultural significance of the area, for example through landscape design, interpretive signage and place naming.

2.2 Prepare a public art strategy for the foreshore park, promenade and public links, including opportunities for Aboriginal cultural heritage interpretation and ecological experiences.

2.3 Prepare detailed landscape and public domain plans for new open spaces to ensure landscape design is of the highest quality and the spaces meet the needs of all users, including consideration of the draft *Greener Places Design Guide*.





Connect places, promote walking and cycling

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. We can build on this while overcoming key barriers and investing in new connections, such as:

- the new bridge over Concord Road and rail line via the existing Rhodes rail station concourse
- upgrades to walking and cycling paths, meaning a wider catchment of people will more easily access public spaces and the rail station
- capacity upgrade of Rhodes rail station that will improve safety and comfort, as well as access
- the link between John Whitton Reserve and Uhrs Point Reserve
- better pedestrian connections in Station Gateway West character area, making it easier for people to walk to the station or access bus services
- new footpaths from Leeds Street and the new primary school to the foreshore park and promenade and new ferry wharf
- a shared connection between Averill Street and Leeds Street that will align with the foreshore link from Leeds Street to the ferry wharf
- new roads and active transport routes between Blaxland Road and Cavell Avenue, well-spaced to provide consistent street block sizes and better east-west connections.

Movement and place

We're thinking differently about the functions of roads and streets. The *Practitioner's Guide to Movement and Place* (Transport for NSW and Government Architect NSW, 2020) advocates designing transport networks with a greater emphasis on the importance of creating great places. It sets out a framework to classify, analyse and plan for road-based transport.

This Place Strategy aligns with the framework and the following transport objectives:

- create a local street network that is designed for people first and vehicles second
- prioritise active and public transport, as well as demand management measures to support sustainable travel behaviour and encourage people away from their cars
- provide a diversity of land uses so that people can walk to a variety of services and facilities to discourage unnecessary car trips
- make Rhodes part of Sydney's connected network of jobs and recreation, taking advantage of its central location.

Streets will be defined by a continuous tree canopy, including the protection of existing heritage trees along Cavell Avenue, making an important contribution towards a 25% tree canopy cover target.

The look and feel of streets contributes to walkability. Street character will be developed in accordance with the following hierarchy:

- Commuter Streets — Blaxland Road and Walker Street
- Community Spine — Cavell Avenue
- Destination Street — Leeds Street
- Local Streets and through-site links (secondary streets).

With these infrastructure upgrades, people will be able to walk comfortably and safely to more places, such as Rhodes Station and McIlwaine Park, which will promote a healthy, sustainable lifestyle.

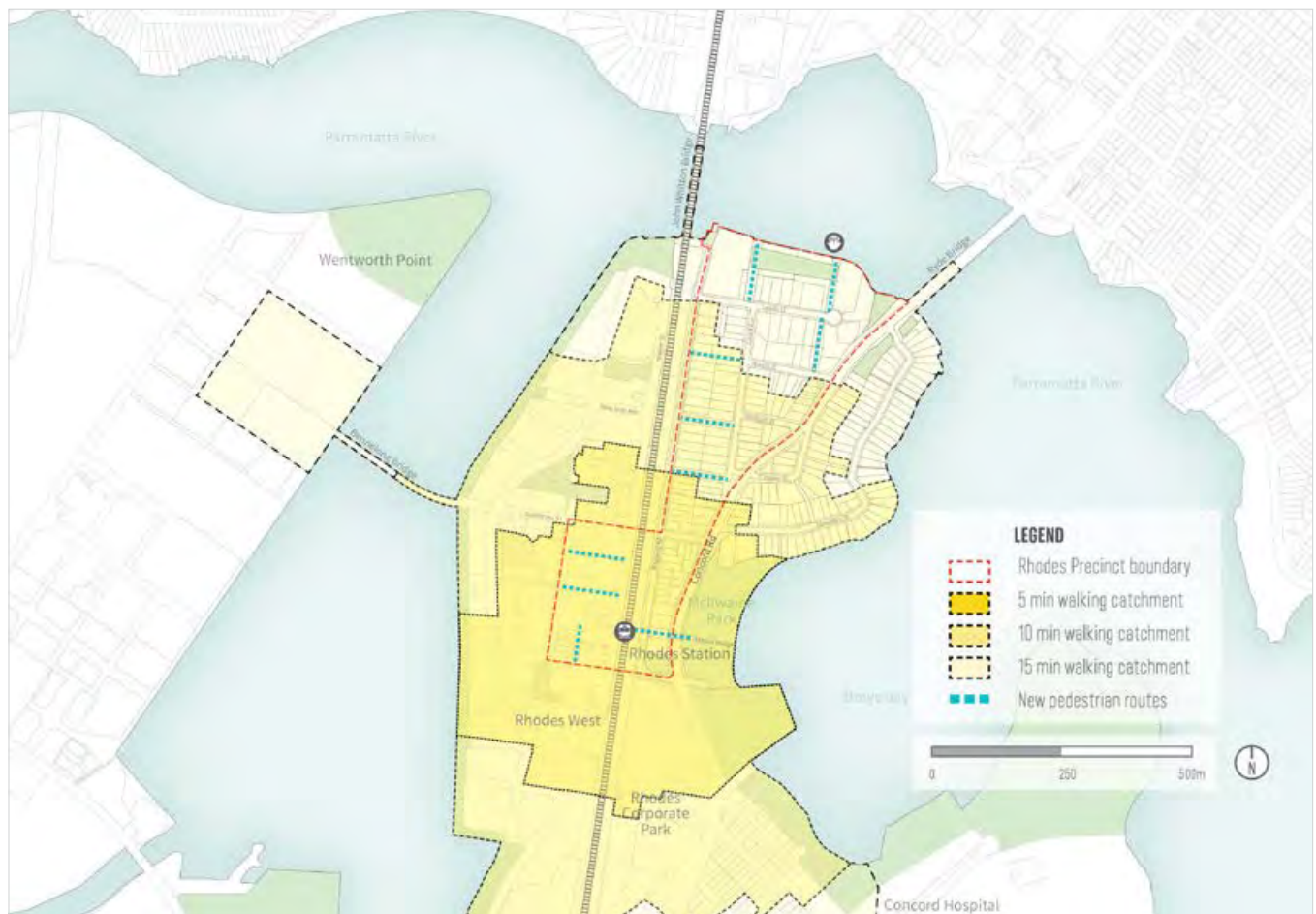


Figure 6
Improved station pedestrian catchment

Actions

- 3.1 Investigate improved bicycle parking facilities at transport nodes and key destinations, such as at the rail station and ferry wharf and at other mixed use sites.
- 3.2 Prepare a wayfinding strategy, including consistent design of signage, to make it easier for people to navigate the network of paths.
- 3.3 Investigate widening of the rail underpass at Walker Street to improve pedestrian and cyclist access.

Big Move 4



Better designed buildings, for more people

We need to think differently in terms of the precinct's revitalisation and the types of housing and places where people want to live.

This is a location that deserves a best practice urban design approach that puts people first. We want to instil a design ethos for apartments and other new developments that protects views, creates sunny public spaces, achieves a mixed and attractive skyline while also providing quality, sustainable places to live.

A design excellence process for apartments will ensure a high standard of architectural design as well as an intricate mix of places and spaces, with a feeling of openness.

Housing 2041

Housing 2041 is the NSW housing strategy. It aims to “facilitate the delivery of housing in the right locations, addressing the needs of people living in metropolitan and regional NSW.”

The strategy supports innovative housing solutions, such as affordability mechanisms and new ways of living.

The Rhodes Place Strategy can support this approach with a diversity of housing near public transport and services, as well as requirements for affordable housing and extensive sustainability requirements.

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, we may see 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 threshold 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 for residential flat buildings and shop-top housing, meaning there will be more one and three (or more) bedroom apartments. Affordable housing will cater for very low- to low-income households, and housing for older people will be available near the station.

The high-low building model — Cavell Avenue character area

The urban design report proposes a ‘high-low’ density model. This is an innovative design that allows us to increase densities while retaining a quality urban environment that blends terrace-style housing with new apartments.

Taller buildings open up more space for people — parks, wider footpaths, spaces for outdoor dining, for example. The high-low density model allows this while also opening areas to light and sunshine, creating view corridors between buildings and encouraging vibrant facades or lively uses at ground level.

Taller building elements are planned for the south west of blocks, with the balance of development being low to mid rise. In practice, some buildings in the Cavell Avenue character area will be 9-11 storeys, but many will be low rise terraces, particularly addressing the street.

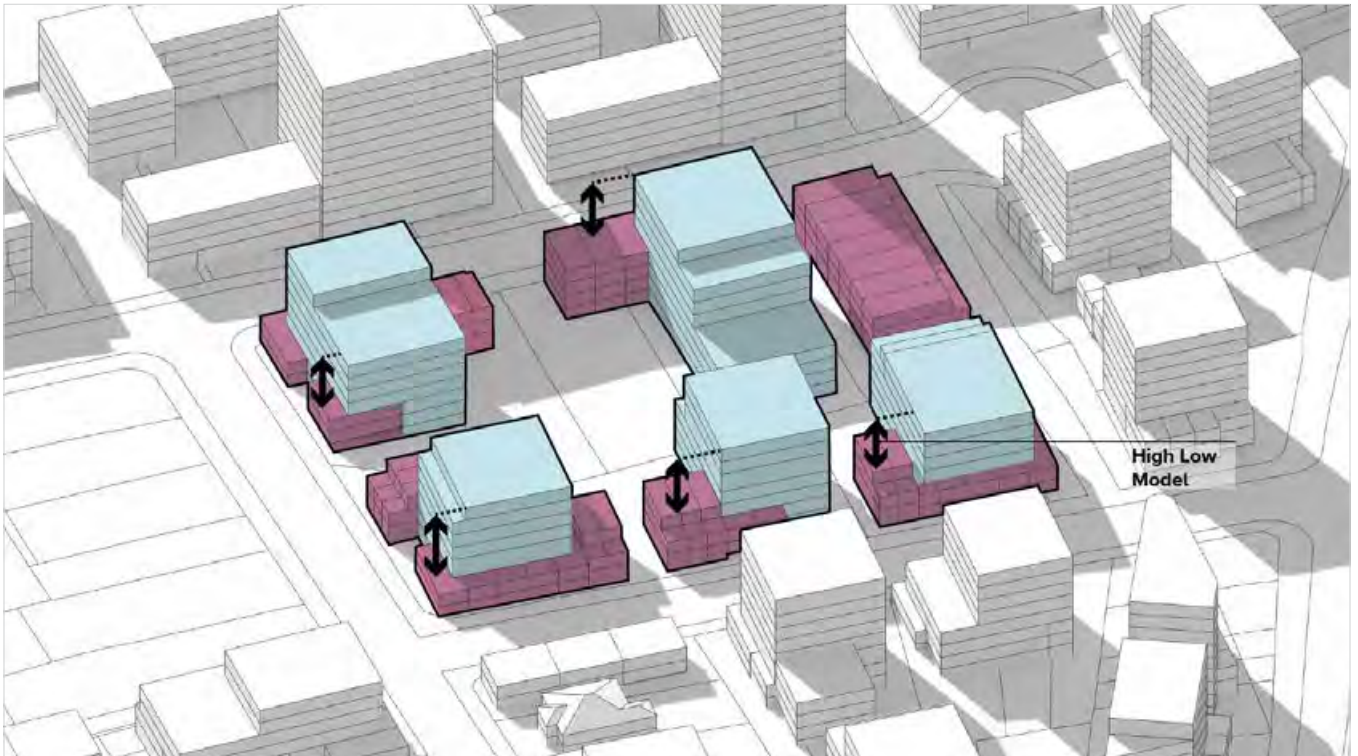


Figure 7
Potential built form under the high-low model

Actions

4.1 Implement City of Canada Bay Council's Affordable Housing Contribution Scheme introducing a contribution rate of:

- o 5% of total gross residential floor area
- o 5% of additional gross residential floor area in Station Gateway West; and 3.5% for 4 Mary Street and 1-9 Marquet Street.



Design excellence

Design excellence provisions ensure the highest standard of architectural and urban design during the development process.

The design excellence provisions for Rhodes require development to address:

- land suitability and land use mix
- heritage and streetscape
- building separation, setbacks, amenity and urban form
- bulk, massing and modulation of buildings
- street frontage heights
- sustainable design, overshadowing, wind and reflectivity
- pedestrian, cycle, vehicular and service access, and circulation
- improvements to public areas, including the interface between different types of land uses, and excellence in landscape design.

A design review process will ensure adequate oversight and independent review of development design.



An exemplar of sustainable development

Sustainability will be embodied in the design of the precinct's neighbourhoods, buildings and infrastructure, in line with the NSW Government's goal of net-zero carbon emissions by 2050.

Collaboration and sustainability

The *Eastern City District Plan* identifies Rhodes as a collaboration area with a focus on long-term sustainability initiatives. Accordingly, the City of Canada Bay Council has investigated precinct-wide sustainable infrastructure options to minimise the carbon footprint and water usage.

The draft Rhodes East Development Control Plan encourages sustainable district-wide utility infrastructure that supplies low carbon and/or renewable electricity and water recycling, including:

- solar panels on a proportion of roof areas
- a private wire network that distributes and meters electricity from the solar panels
- a recycled water and private sewer network, including recycled water plant
- green roofs supporting deep soil planting of the rooftop space
- electric vehicle charging stations.

The Place Strategy sets out incentives for the efficient use of energy and water within buildings and prioritises walking, cycling and public transport ahead of private vehicles. The emphasis on energy and water self-reliance will build adaptability and resilience to drought and heat waves. New developments (excluding Station Gateway West) will need to provide separate reticulation (or pipes) for potable and non-potable water (for example, recycled water for toilet flushing and irrigation) and space for on-site electricity generation and distribution.

The dwelling cap will ensure the alignment of transport infrastructure with new development, which is also designed to encourage more sustainable travel choices. There will be facilities for car sharing, electric and hybrid vehicles, including car spaces and charging stations; bicycle parking; end-of-trip facilities in commercial areas; and parking rates that support the downward trend in car ownership.

Tree canopy cover will be increased along streets, in open space and in deep-soil zones on development sites from around 18% today to more than 25%, in line with the *Greener Places*. We will also encourage green elements on buildings, such as green roofs or walls.

Photography

Rhodes East, looking south

Smart Places

The NSW Government's *Smart Places Strategy* encourages 'smart' solutions to urban problems in precincts such as Rhodes. This might include programs to build in connected technology and infrastructure. For example, walking sensors could be rolled out across Rhodes to collect data on pedestrian movements to encourage active transport.

Building Sustainability Index (BASIX)

BASIX targets are calculated as a percentage of savings against NSW average benchmarks (being the average per-person water consumption and greenhouse gas emissions levels across the State). These percentage savings are then expressed as a target — for example, BASIX 20 represents a 20% saving against the benchmark.

In Rhodes, an additional 5% floor space is available when exceeding current BASIX targets (excluding Station Gateway West), as follows:

- 40% for energy (increased from 25%)
- 60% for water (increased from 40%).

Healthy waterways

The *Eastern City District Plan* aims to protect and improve the health and enjoyment of Sydney Harbour and the District's waterways (Planning Priority E14). This includes actions to:

- improve and manage access to waterways, for recreation, tourism, cultural events and water-based transport
- improve waterway health through a risk-based approach to managing and monitoring the cumulative impacts of development
- make sites along the Parramatta River swimmable by improving waterway health in the catchment.

This is supported by the NSW Government's *Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions* (NSW EPA, 2017).

The planning controls will strengthen and protect natural and recreational values of the Parramatta River by limiting development in the foreshore park and promenade to compatible public uses, enabling public access and minimising impacts on natural foreshore processes, cultural significance and amenity.

Ultimately, work to protect the foreshore and waterways could translate into creating a potential new swim site at McIlwaine Park in accordance with the *Parramatta River Master Plan*. This will be facilitated through a change to *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* to permit swimming pools in Brays Bay.

Development proposals will also need to consider flood risk and avoid impacts on flood behaviour, particularly in the Leeds Street character area, Parramatta River foreshore, and land in the Station Gateway East and Cavell Avenue character areas that are subject to flooding.

Actions

5.1 Work with industry to test and deliver sustainable utilities infrastructure.

5.2 Increase tree canopy cover within the private and public domain to more than 25% and implement measures to increase the amount of green perceived by an individual at street level to 25% such as through landscaping and facade greening.

5.3 Explore the potential for a new Parramatta River swim site at McIlwaine Park by 2025, in accordance with *Duba, Budu, Barra: Ten steps to a living river — the Parramatta River Masterplan* (Parramatta River Catchment Group).

5.4 Take a water sensitive urban design approach to precinct development to improve waterway health.

5.5 Investigate 'Smart Places' solutions to infrastructure and the delivery of services.

Urban design principles

The Place Strategy is supported by an extensive urban design report, which sets out the matters that must be addressed in development proposals through design excellence requirements.

Development will also need to adhere to the 10 urban design principles, established to balance NSW Government priorities, community aspirations and best planning practices for a sustainable future.

Table 1

Urban design principles



1. Design open space for amenity

- Existing and proposed open space should be designed for amenity rather than relying on interventions, improvements and/or retrofits that compromise the intent or quality of the space.



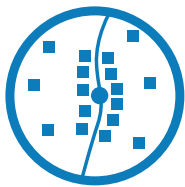
2. Prioritise pedestrians

- The pedestrian experience must be prioritised to improve transport outcomes.



3. Minimise overshadowing of open space

- An overall height strategy must minimise overshadowing of existing and future open space, as well as existing and future residential.



4. Plan for density near public transport

- The highest concentration of new residents and development will be nearest to public transport.

Table 1

Urban design principles (continued)



5. Balance of density and public benefit

- Deliver neighbourhoods where the public realm is greatly improved and density it matched with amenity.



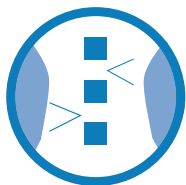
6. Celebrate new open space on Parramatta River

- New open space should celebrate the peninsula location and amenity of Parramatta River by emphasising view lines and proximity to the waterfront.



7. Create a varied and permeable skyline

- People will see a varied skyline and blue sky between buildings when looking from McIlwaine Park, Rhodes West Park, Brays Bay, Bennelong Bridge, Concord Road south and Parramatta River.



8. Share views across the precinct

- Planning and design will prioritise views of the water, destinations and wayfinding while acknowledging the historic and holistic redevelopment intent and protecting privacy.



9. Design streets and public areas for human comfort

- People walking in or using public areas should feel a sense of openness and activity with taller buildings set back from active building podiums.



10. Create a sense of variety and uniqueness in character areas

- Each of the character areas will be designed to have their own sense of charm and personality, while being developed in a way that is consistent with the overall vision for Rhodes.

Structure plan

The Rhodes Precinct Structure Plan is the spatial illustration of the vision, big moves and character area master plans. It sets a framework for the future of Rhodes, defining land uses and activities, as well as movement and open space networks that will link character areas and places.

The allocation of different densities and land uses is based on a place based urban design analysis that protects and celebrates elements such as public areas and the Parramatta River and takes an integrated view of infrastructure constraints and opportunities. This approach builds on the existing urban fabric and character to create a pedestrian friendly, people-focused place.

This Structure Plan seeks to achieve:



A green, connected public domain



Enjoyment of the Parramatta River



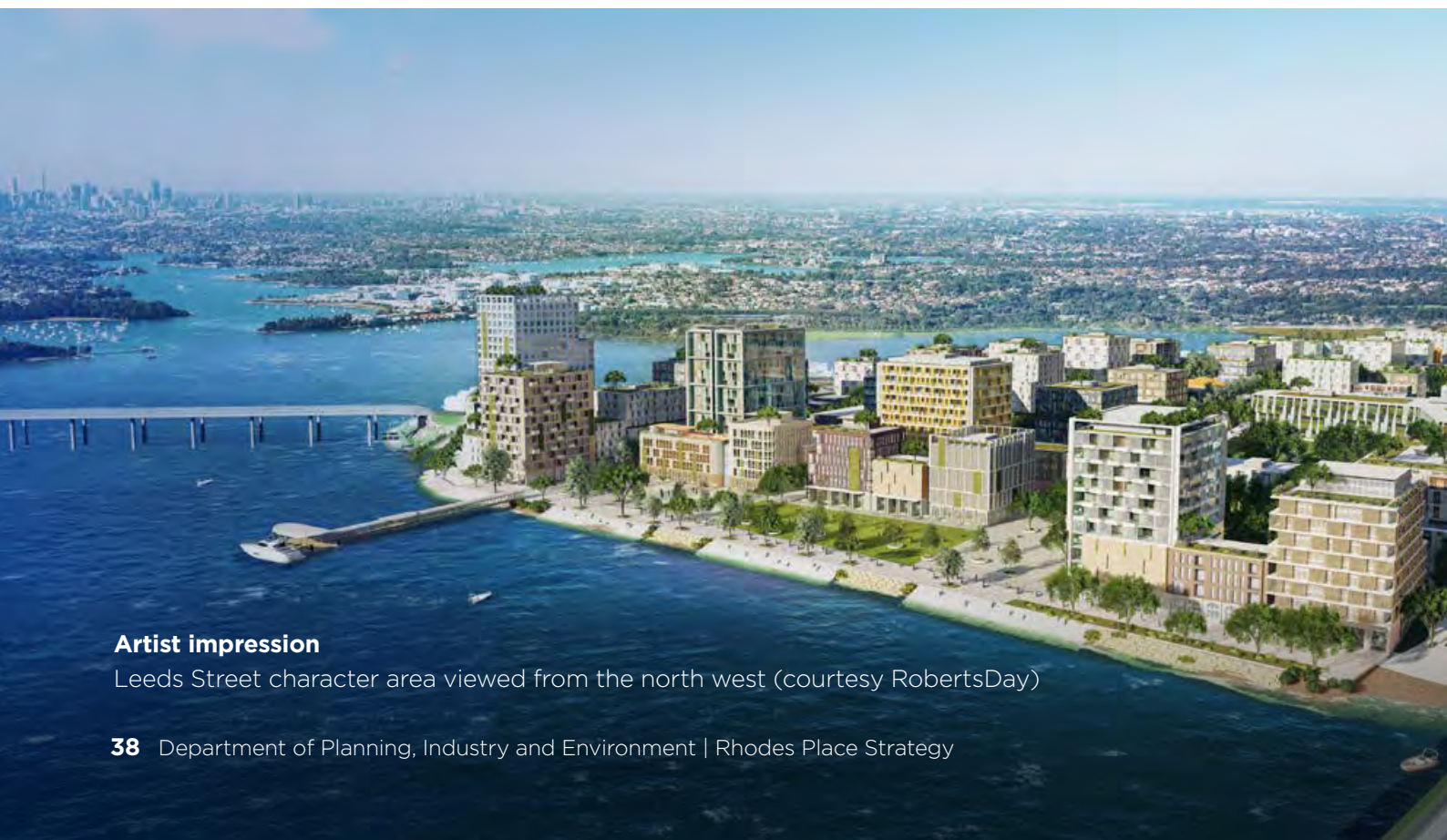
An integrated movement network



People-focused building and neighbourhood design



A mix of activities at key destinations



Artist impression

Leeds Street character area viewed from the north west (courtesy RobertsDay)

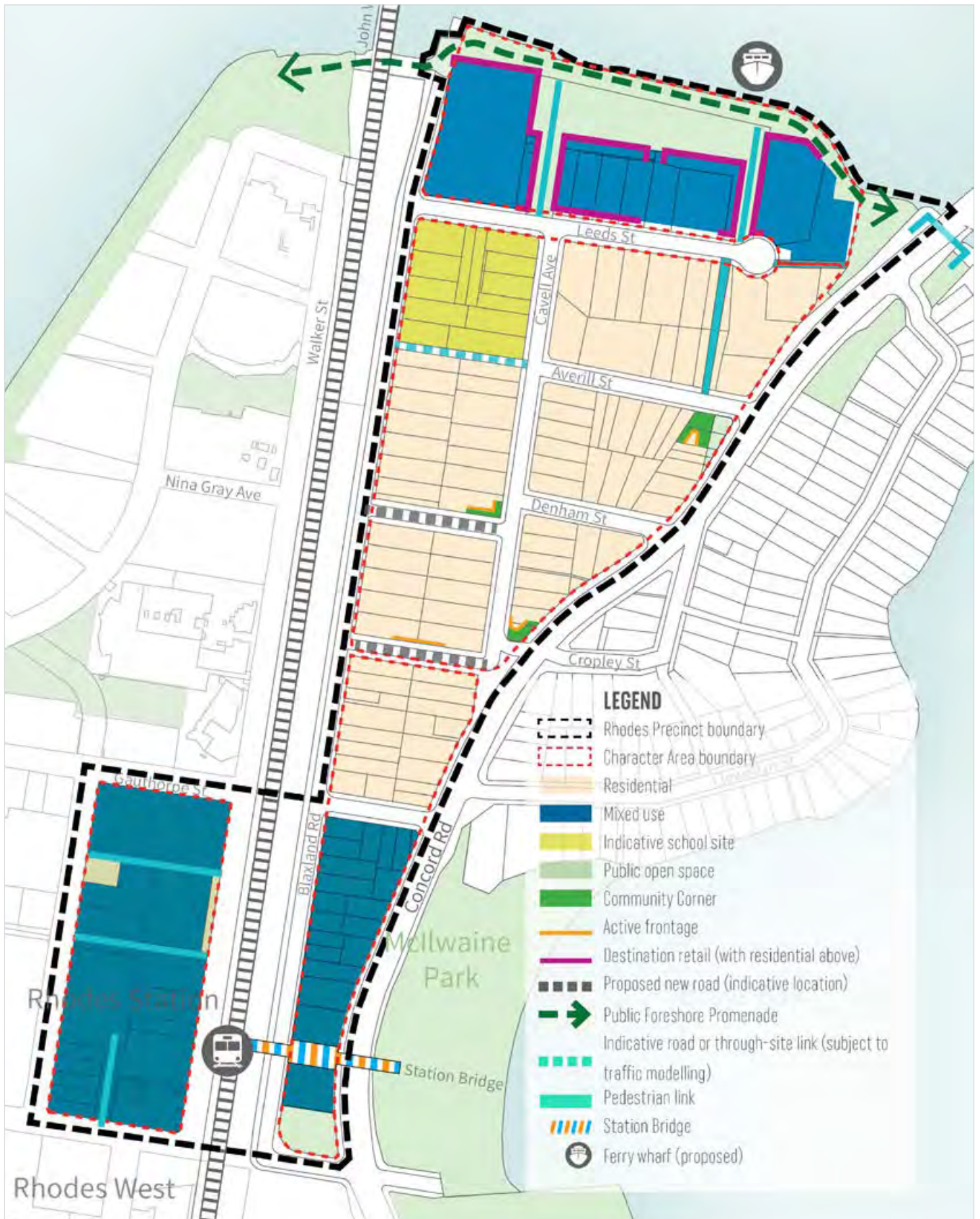


Figure 8
Rhodes Precinct Structure Plan

Character areas

For each character area, we have considered its look and feel today and envisioned its identity and built form in the future. We also define priorities for each character area as a guide for detailed design, growth and change. Priorities include important design features and infrastructure improvements.

The precinct has been divided into four character areas to ensure each part of the precinct has its own identity and role creating a sense of place. The plan provides dwelling choice and varies development scale to create neighbourhoods within Rhodes east and west areas.

The four character areas reflect an approach that aims to create:

- a mixed use gateway area around the rail station (Station Gateway West, Station Gateway East)
- a retained sense of character, with clever transitions between different residential uses and better connections (Cavell Avenue)
- a renewed foreshore area including a park, promenade and a mix of uses (Leeds Street).

Each character area is supported by priorities that will need to be considered in future development applications.



Figure 9
Character areas



Figure 10
Illustrative master plan and features

Station Gateway West

A place of connection, at the heart of Rhodes

The numbers

By 2041 there could be:



700
additional dwellings



1,700
people



370
jobs

Station Gateway West today

The Station Gateway West character area adjoins the western side of Rhodes rail station, bounded by Mary Street to the south, Walker Street to the east, Gauthorpe Street to the north and Marquet Street to the west.

Renewal has already begun in the immediate area; this includes the recently completed Town Square, with newer residential apartments and Central Park to the north. The character area also includes established residential apartments in the south and west.

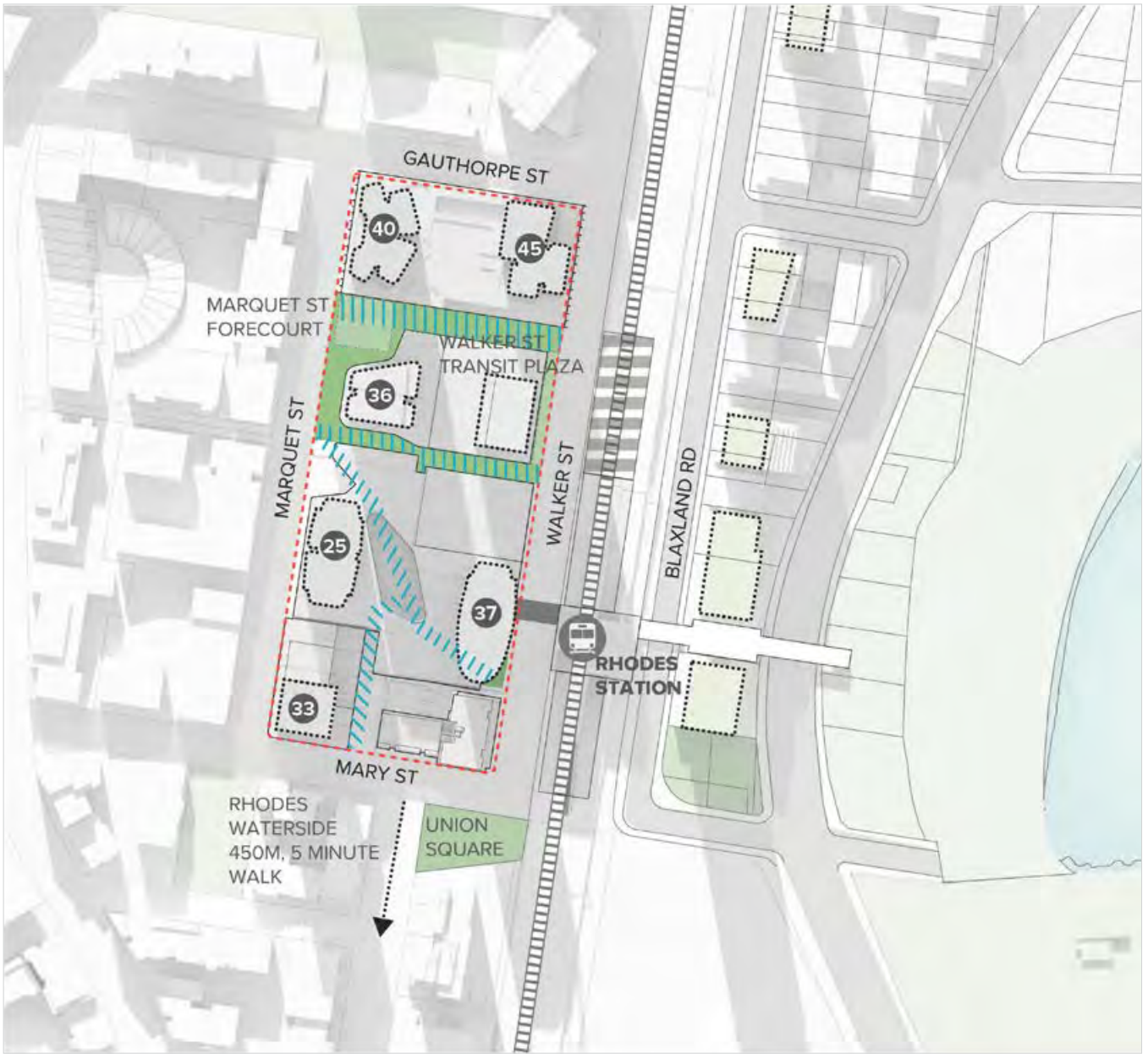
People can connect south and north along Rider Boulevard and Walker Street. Anne Leggett Promenade, a boulevard prioritised for pedestrians, provides links west to the foreshore.

Station Gateway West in the future

The provision of new places to live will be supported by attractive public spaces, including the Marquet Street Forecourt, a sunny urban oasis with a mix of retail spaces, forecourt areas and greenery, as well as a transit plaza through to Walker Street, full of activity and further connections to and from the rail station.

Pedestrian connections include an open-air right of way to Walker Street, new through-site links that allow people to easily move between buildings within nicely landscaped areas and a further pedestrian connection south towards Rider Boulevard. Traffic signals at the intersection of Gauthorpe and Walker streets will make this area easier to cross and the cycleway along Walker Street will be extended.

Buildings will be designed and located to contribute to a sense of a gateway area while also creating an interesting and diverse skyline.



Legend:

- Station Gateway West Character area boundary
 - Existing streets
- Open space
 - Forecourt/Plaza
 - Height of buildings (in storeys)
- Tower location
 - Through-site link

Figure 11
Station Gateway West character area

Priorities

1. Create the Marquet Street Forecourt as a dynamic urban public space within Rhodes West, featuring:

- a consolidated area of up to 4,000sqm with a minimum of 2,000sqm on Marquet Street with at least a 10m depth along the frontage
- a clear usable space of minimum dimensions 20 x 20m
- quality landscaping and tree canopy to meet the greening targets
- public art installations, in accordance with the urban design report
- at least two hours of sunshine over half the space between 9am and 3pm
- activity at the forecourt edges, including at least 60% vibrant ground floor retail frontage and 15-20 doors per 100m of the street front
- 24/7 public access
- integration with Walker Street Transit Plaza and links to Walker and Mary streets
- a pedestrian laneway (south) of at least 8m wide between the Forecourt and Walker Street.

2. Create the Walker Street Transit Plaza, building on the planned Walker Street bus interchange and cycle route along Walker Street, featuring:

- a clear, safe open-air pedestrian laneway (north) between Walker Street and the Marquet Street Forecourt that is at least 12m wide for its entire length
- a clear, direct link to other pedestrian laneways in the character area
- visual and physical integration with the bus interchange, cycle route and the station
- at least two hours sunshine over half the space between 9am and 3pm
- no additional awnings or cover to that of the 3m groundfloor setback
- in-built awnings on new building podiums
- quality landscaping and tree canopy to meet the greening targets
- activity around the edges, including minimum 60% vibrant ground floor retail frontage and 15-20 doors per 100m of the street front
- 24/7 public access
- seamless integration with the Marquet Street Forecourt and links to Walker Street and Mary Street.



Artist impression

Marquet Street Forecourt (courtesy RobertsDay)

3. Enable an additional through-site link to Mary Street towards Rider Boulevard.

4. Increase tree canopy cover along Gauthorpe, Walker, Mary and Marquet streets spaced to provide a continuous canopy, where practicable.

5. Create buildings and public spaces that:

- exhibit high quality architectural design, commensurate with a 'gateway' location
- physically and visually connect east and west of the station
- encourage people to use public transport, or walk or cycle
- locate and design towers to avoid a bulky feel when viewed from public areas; respect important views; and mitigate wind impacts, both at a site level and taken together, including east and west of the station
- create an interesting skyline, with blue sky between towers
- separate tall towers; provide smaller floorplates to promote slender towers; encourage height variations between adjoining towers; use a consistent podium

height and ground and upper level setbacks; promote blue sky access; and mitigate wind and solar impacts

- take advantage of views to the Parramatta River and beyond
- prioritise activity at ground level in the podium design on Marquet, Walker and Mary streets, Marquet Street Forecourt and Walker Street Transit Plaza, meeting a target of 15-20 doors per 100m
- prevent overshadowing open space during key periods of the day, including Union Square, Reg Patterson Park Playground, McIlwaine Park, Market Street Forecourt, Walker Street Transit Plaza and new open spaces
- introduce wayfinding to make it easier for cyclists and pedestrians to navigate their way to and from the station, commercial uses within the broader area, McIlwaine Park, Parramatta River foreshore, Brays Bay Reserve and Concord Hospital.

6. Undertake detailed wind impact assessment as part of the detailed design of new tower elements.



Station Gateway East

A place that links Rhodes east and west, connecting people with transport, jobs and green space

The numbers

By 2041 there could be:



1,500
dwellings



3,600
people



310
jobs

Station Gateway East today

The Station Gateway East character area is bound by Blaxland Avenue to the west and south, and Concord Road to the east. A new road is proposed near the northern boundary. The land is characterised by its narrow wedge shape, creating an opportunity for innovative urban design.

The character area features Churchill Tucker Reserve, shops, a business centre and low-rise homes. People can connect from here to the rail station, McIlwaine Park and Concord Hospital to the south east.

Station Gateway East in the future

This character area is positioned between two landmarks of Rhodes precinct — the station and McIlwaine Park. The new Station Bridge Plaza will be a unique, elevated spot for people to gather and connect easily on foot or by bike to and from the station, to new mixed use buildings, and on to the Park, Brays Bay Reserve, the Kokoda Track Memorial Walkway and beyond.

The design of new buildings will avoid overshadowing and a congested skyline, instead retaining sunlight on McIlwaine Park and providing generous separation of buildings, with a mix of activity at ground level. Formal landscaping will complement the existing open space. People will also enjoy views over McIlwaine Park and Parramatta River.

With plenty of activity at street level and safer paths, people will use this area not just as a key connector but also an attractive place to spend some time.



Legend:

- Station Gateway East Character area boundary
- Existing streets
- Open space
- Height of buildings (in storeys)
- New streets
- Station Gateway West tower locations
- Station platform extension
- Bridge
- Tower location
- Station Bridge Plaza

Figure 12

Station Gateway East character area

Priorities

1. Build a new elevated Station Bridge Plaza

as part of integrated mixed use development linking east and west Rhodes, including McIlwaine Park, which features:

- an integrated bridge and public accessway from the station concourse, over Blaxland and Concord roads to McIlwaine Park, providing a safe, comfortable connection for pedestrians and a separated cycleway
- 24/7 public access
- a minimum 16m-wide bridge for the entire length, subject to detailed design
- a minimum width of bridge stubs over Blaxland and Concord roads to achieve a seamless transition, subject to pedestrian modelling and best practice design
- a public plaza between Blaxland and Concord roads of at least 550sqm, with landscaping on the northern and southern edges
- activity within the plaza, with at least 80% vibrant retail frontage and 15-20 doors per 100m of the façade
- design that accords with the *NSW Pedestrian Bridge Design Standards for Built up Areas*, in particular the minimum clearance height of 5.5m.

2. Facilitate a new fire station as part of an integrated development, with suitable access to the surrounding road system, subject to the requirements of Fire and Rescue NSW.

3. Encourage landowner collaboration and amalgamation of development sites to enable an integrated approach to the delivery of the Station Bridge Plaza, staged development and appropriate building design and form.

4. Create buildings and public spaces that:

- exhibit high quality architectural design, commensurate with a 'gateway' location
- mark the arrival from the south and guides people to and from the station, McIlwaine Park, Brays Bay and the Parramatta River foreshore
- physically and visually connect east and west of the station
- encourage people to use public transport rather than their cars
- locate and design towers to avoid a bulky feel when viewed from public areas; respects views; and mitigates wind impacts at a site level and taken together, including east and west of the station
- incorporate an interesting skyline, with blue sky between towers



Artist impression

Station Bridge Plaza (courtesy RobertsDay)

- ensure generous separation between tall towers; provide smaller floor plates to encourage slender towers; height variations between adjoining towers; a consistent podium height and ground and upper level setbacks; and plenty of blue sky, with minimal wind and solar impacts
- take advantage of views over McIlwaine Park and the Parramatta River
- create activity through the design of the tower podiums addressing the station, Blaxland Road, Llewellyn Street, Churchill Tucker Reserve and the Station Bridge Plaza edges, meeting a target of 15-20 doors per 100m
- prevent overshadowing of existing and proposed new open space during key periods of the day, including McIlwaine Park, Brays Bay Reserve and Union Square
- enhance Blaxland Road as a 'people street'
- introduce wayfinding to make it easier for pedestrians and cyclists to navigate their way to and from the station, commercial uses within the broader area, Leeds Street in the north, McIlwaine Park, Parramatta River foreshore, Brays Bay Reserve, the Kokoda Track Memorial Walkway and Concord Hospital

- enable the development of a substantial amount of non-residential floor space in podiums, such as medical services or residential aged care.

5. Investigate and respond to environmental constraints, such as wind, flooding and approaches to water sensitive urban design.

6. Respond to the noise, visual and air quality of Concord Road and the rail line with:

- landscape buffers with appropriate tree planting and screening vegetation
- generous building setbacks, incorporating shared pathways
- bus stop plazas at through-site links and key building entries
- appropriate building design and layout, and uses at the podium level
- appropriate mitigation measures, in line with NSW Government policy for development near rail corridors and busy roads
- alignment with similar interfaces in the Cavell Avenue character area.



Cavell Avenue

A place for living and learning, where density and design is focused on people

The numbers

By 2041 there could be:



1,100
dwellings



2,600
people



260
jobs

Cavell Avenue today

The Cavell Avenue character area is bound by Blaxland Avenue and the Northern Line to the west, Leeds Street to the north, Concord Road to the east, and the St Mary and St Merkorious Coptic Orthodox Church to the south. The point between Blaxland and Cavell avenues is the natural high point of the broader Rhodes Precinct.

The character area is zoned for low density residential uses and industrial uses. Cavell Avenue is the connector in this area, with attractive public areas bookended by the heavily trafficked Concord Road corridor on one side and the rail line on the other.

The mix of low density homes are interspersed with community spots such as the Coptic Church, RFBI Concord Community Village, child care centres, and Rhodes Community Centre. Industrial uses in the block bound by Cavell Avenue, Leeds Street, Concord Road and Averill Street include a mattress shop, pet shop, mechanics, steel fabricator and self-storage facilities.

A row of heritage-listed palm trees line Cavell Avenue; other heritage items include a former school building, several heritage houses and a historic warehouse on Cavell Avenue.

Cavell Avenue in the future

With the Cavell Avenue spine providing the physical and visual link between the station and the foreshore, this character area will be a place of community and residential uses.

The high-low built form model will create a mix of lower density terrace-style housing and mid-rise apartments that complement existing heritage housing. From this diversity, people will enjoy a balance of new homes, better public and private places and an active and safe pedestrian environment.

Cavell Avenue binds the Rhodes precinct together, providing the basis for an attractive framework of walking and cycling connections and a mix of old and new housing and places that will connect people to new destinations and services.

The new public primary school at the northern end of the character area will adjoin Leeds Street, Cavell Avenue and Blaxland Road.

The character area will feature 'community corners. Community corners are mixed use corners combined with public plazas that could become home to small cafes, wine bars, art galleries or other uses.



Legend:

- | | | |
|------------------------|----------------------------------|---------------------------------------------------------------------|
| Cavell Avenue boundary | Height of buildings (in storeys) | Cycle route |
| Existing streets | New streets | Through-site link |
| Open space | Community centre | Indicative road or through-site link (subject to traffic modelling) |
| Heritage items | Coptic Church | |
| School site | Taller building location | |

Figure 13

Cavell Avenue character area

Priorities

1. Work with School Infrastructure NSW (SINSW) to provide for a new primary school:

- preferably on the site bound by Leeds Street, Cavell Avenue and Blaxland Road, given that three sides front the street and the southern boundary offers potential for a public road or pedestrian/bicycle link (subject to further traffic modelling)
- that blends in with surrounding development, including low to mid-rise development with activity at the street front and potential for surveillance, while respecting privacy and minimising overshadowing and overlooking.

2. 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.

3. Celebrate Cavell Avenue's heritage character

using heritage design controls in the urban design report to help protect heritage items, support adaptation to new uses and ensure the right interface with adjacent development, including height transitions and setbacks. Ensure new development adequately considers heritage impacts, in accordance with the requirements of the Canada Bay LEP.

4. Create a mix of low to mid-rise apartments in line with the 'high-low model' outlined in the urban design report, including:

- active, busy streets, shorter blocks and quality private and public places by reducing overshadowing and long walls of buildings
- predominantly low-rise buildings up to nine storeys
- a few strategically located taller building elements on the south west of blocks and at key corners on Blaxland Road (adjacent to the rail corridor)
- a targeted 85% terrace-style housing fronting Cavell Avenue, Blaxland Road and Leeds Street with a 4m setback for taller building elements adjoining the terraces
- a target of 60% terrace-style housing fronting secondary streets.



Artist impression
Cavell Avenue (courtesy RobertsDay)

5. Facilitate new east-west connections

between Cavell Avenue and Blaxland Road as part of new development to create more interesting and safe areas for people to weave between. The preferred locations subject to further investigation are:

- a new local road just south of the intersection with Denham Street
- a new local road at the southern edge of the character area adjoining Station Gateway East, approximately opposite Cropley Street
- a new local road immediately south of the proposed school site, approximately opposite Averill Street (a shared pedestrian and cycle route may be appropriate here, subject to further transport modelling).

6. Facilitate a new north-south link through sites between Leeds Street and Averill Street as part of new development, designed to emphasise the visual and physical connection into the Leeds Street character area, foreshore and ferry wharf.

7. Create at least three 'community corners' where development provides corner plazas, quality public spaces, and small commercial activities, taking advantage of:

- open space moments and associated non-residential active edges at the ground floor

- opportunities to celebrate heritage buildings through adaptive re-use
- existing heritage planting and green space
- Cavell Avenue as a 'people street' that guides visitors to the station, foreshore and the ferry wharf
- opportunities to create public pocket parks to improve access to local green space in accordance with the draft *Greener Places Design Guide*, particularly west of the Denham Street and Cavell Avenue intersection.

8. Promote a generous landscape buffer and high quality building design along Concord Road in line with the urban design report, as follows:

- a landscape buffer to new development comprising large trees and understorey planting to act as screening vegetation
- a building setback of at least 9m to incorporate landscaping and shared pathways
- bus stop plazas at through-site links and key building entries to connect with Concord Road.

9. Consider noise and air quality and other impacts when designing and laying out new homes near Concord Road and the rail line in accordance with NSW Government policy for development near rail corridors and busy roads.



Leeds Street

A place to enjoy the Parramatta River and vibrant, waterfront living

The numbers

By 2041 there could be:



900
dwellings



2,200
people



210
jobs

Leeds Street today

Leeds Street is a light industrial area on the waterfront bound by Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. Water-based transport and recreation, as well as John Whitton Bridge (rail) and Ryde Bridge (road), feature in the outlook over the river. John Whitton Reserve and Uhrs Point Reserve bookend the character area, the latter housing the DSA Dragon Boat Club.

The land is zoned IN1 General Industrial and includes low-scale industrial buildings, both old and new, accommodating a variety of activities such as coffee roasters, construction material manufacturers and warehousing.

Leeds Street in the future

Leeds Street will be a vibrant, high amenity, mixed use destination on the Parramatta River. It will feature a foreshore park, public promenade and destination retail — a social hub of recreation, cafés and restaurants.

People will enjoy meaningful visual and physical connections to and from the Parramatta River, celebrating its cultural and environmental values. The ferry wharf will provide a new transport mode for work and leisure trips.

The foreshore park will be designed to promote public access, support community gatherings and events, and will complete the missing green link along the foreshore.

The mix of building heights will transition to the foreshore and public spaces, orientated to ensure pedestrian-level views to the river, while capitalising on the opportunity for high amenity living.



Legend:

- Leeds Street boundary
- Existing streets
- Foreshore Park
- Active edges
- Height of buildings (in storeys)
- Extension of the Foreshore Promenade
- Tower/Taller building location
- Cycle route
- Through-site link
- P Pedestrian/Cycle railway line crossing

Figure 14
Leeds Street character area

Priorities

1. Create a public waterfront park with the following minimum requirements:

- a consolidated land area of 7,500sqm attached to the foreshore promenade
- 100% deep soil to enable tree planting
- new multipurpose community facilities, kids play and kick-about areas
- enable soft launching of non-motorised water craft to celebrate the Parramatta River
- design solutions to address the performance criteria and indicators in the draft *Greener Places Design Guide*.

2. Link John Whitton Reserve and Uhrs Point Reserve to create a public foreshore promenade as a continuation of the Green Grid from Rhodes West that meets the following minimum requirements:

- a 15m wide shared pathway
- a continuous row of mature trees while enabling eye-level water views.

3. Investigate a foreshore public art trail, including opportunities to celebrate and interpret Aboriginal and intercultural heritage, as well as water and environmental values.

4. Facilitate active, safe north-south connections from Leeds Street to the foreshore park and promenade with the following minimum requirements:

- a 20m wide public link that provides a direct line of sight to the Parramatta River from Cavell Avenue. The design of buildings on the eastern edge of the link should facilitate sight lines to and from Cavell Avenue to the water
- a ferry wharf with complementary programable spaces and characteristics
- an 18m wide ferry wharf link aligning with the Averill Street to Leeds Street pedestrian link (in Cavell Avenue character area)
- 24/7 public access
- ground floor destination retail and other active uses.

5. Build a ferry wharf opposite to and integrated with the foreshore park and promenade and consider the potential conflicts between ferries and recreational water users such as dragon boats.

6. Enable the provision of approximately 2,000sqm of community space as part of new development, including library and multipurpose community space, and child care. This should be informed by a community needs assessment in consultation with Council.



7. Work with SINSW to explore joint use opportunities with the new primary school, including administration parking and offices or multipurpose community rooms as part of an integrated private development fronting the school on Leeds Street.

8. Facilitate amalgamation into four development sites to enable public space, staged development and an appropriate mix of buildings and space.

9. Create a mix of buildings and public spaces that:

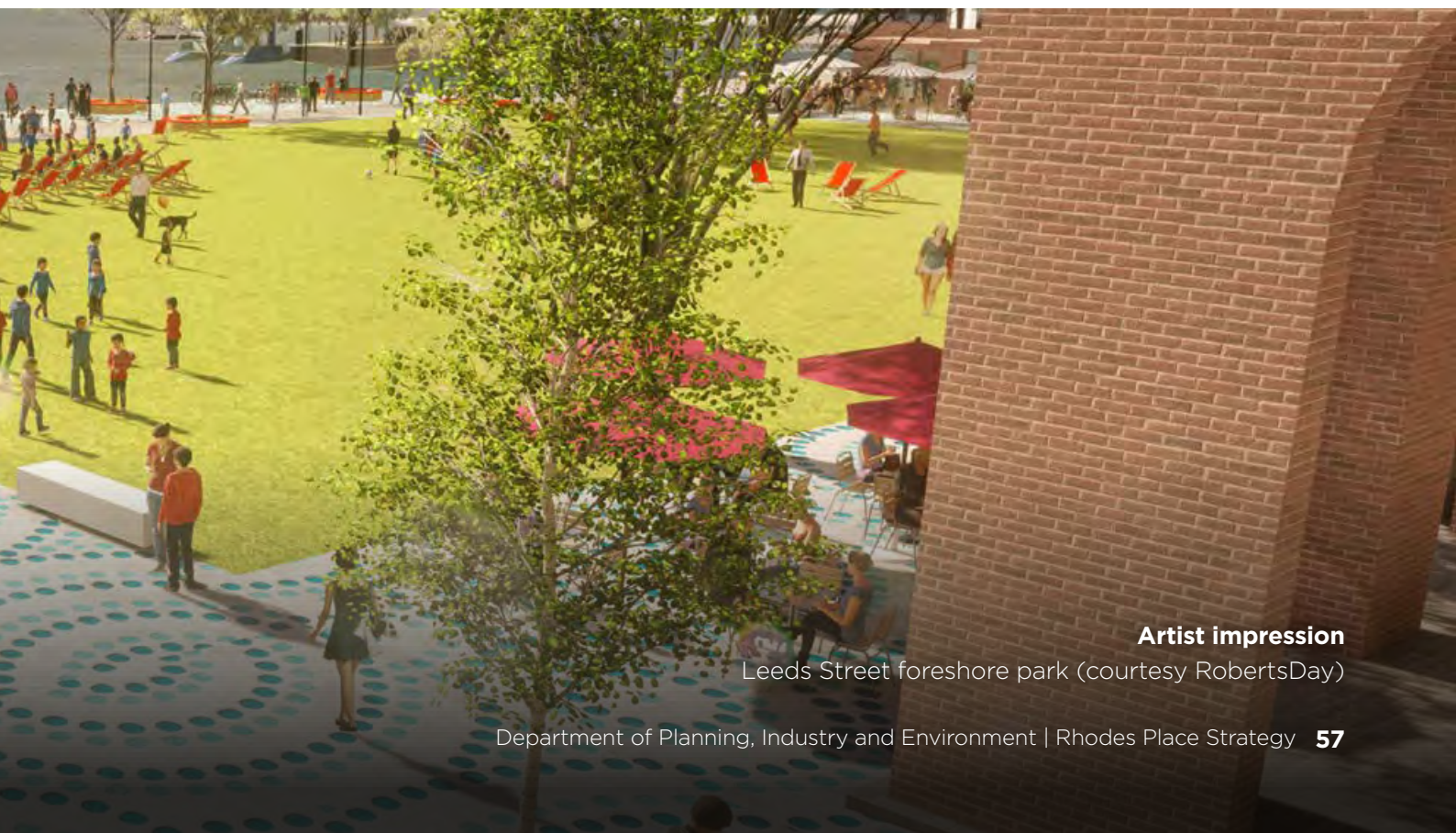
- exhibit high quality architectural design, commensurate with the foreshore location
- bring a human-scale to development and its interface with the foreshore
- physically and visually connect the Precinct to the Parramatta River
- enhance the view of the foreshore from the river
- celebrate and enhance Blaxland Road and Cavell Avenue as ‘people streets’, which provide strong axial, spatial structuring elements
- introduce a wayfinding vista along the new Averill Street to Leeds Street through to the ferry wharf

- connect Concord Road with the ferry wharf
- consider views to the peninsula when arriving via the road and rail bridge
- locate taller building elements close to the rail and road bridges, and to a new road to the south, to minimise the impact of their bulk, scale and overshadowing, transitioning down to the water
- ensure open space and through site links are clearly defined public spaces
- provide active frontages to the public domain, including shops, restaurants and cafes, and community uses, meeting a target of 10–15 doors per 100m, which will contribute to diversity and a sense of place.

10. Undertake an Aboriginal cultural heritage study for the peninsula, with a focus on connections to the waterfront, including an interpretation strategy.

11. Consider innovative responses to site topography and groundwater constraints in basement design and construction, for example, no more than a single level of underground parking or decoupled parking.

12. Investigate and respond to environmental constraints related to previous uses and waterside location, such as flooding, site and groundwater contamination, acid sulphate soils and water quality.



Artist impression

Leeds Street foreshore park (courtesy RobertsDay)



Artist impression

Walker Street Transit Plaza looking west (courtesy RobertsDay)

Infrastructure

Needs

We have identified both the range of infrastructure required to support our vision for Rhodes, (see Figure 15 and Table 2) as well as the relevant delivery mechanism (see Appendix A for the infrastructure schedule). We've developed this infrastructure schedule in consultation with Council, State agencies and other stakeholders based on supporting technical analysis.

The infrastructure schedule reflects our approach to think differently about how people and goods move around, and the incentives that need to be in place to encourage people to shift to public transport, walking or cycling rather than their car.

Ultimately, bringing more people to live in the area can be managed through an approach that gives people more sustainable options. This will help to limit development impacts across the peninsula, including along the Concord Road corridor.

Our approach to planning for and providing infrastructure is focused on:

- the new major foreshore public park and promenade on the Parramatta River
- new and upgraded pedestrian and cycle links that will make it easier for people to connect within the precinct and surrounding areas
- improvements to Rhodes rail station to increase its capacity and level of comfort
- upgrades to road intersections, including along Concord Road.

Other major transport interventions will also support the increase in people and activity on Rhodes peninsula, beyond the 3,000 dwelling threshold in the long-term including:

- Sydney Metro West
- potential upgrades to other intersections in the arterial road network, such as the intersection of Concord Road and Homebush Bay Drive
- future upgrades to the Northern Rail Line to four tracks
- potential Parramatta Light Rail Stage 2.

These infrastructure solutions will be supported by 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 planning controls will include a provision ensuring development applications demonstrate satisfactory arrangements are in place for infrastructure. This will require a collaborative approach between the public and private sector to coordinate development with the necessary infrastructure.



Note: Indicative locations. Subject to further investigation, funding and confirmation by respective agencies.
 *State government comprises the different relevant state agencies.

Legend:

- New and upgraded roads
- Pedestrian and cyclist infrastructure
- Open space and recreation
- Public transport
- School
- Community and emergency services

Figure 15
 Infrastructure opportunities and upgrades (indicative location, subject to further investigation)

Table 2

Summary of infrastructure items

ID	Infrastructure item	Responsibility
R1	Concord Road public domain upgrades	Planning Controls/Council
R2	Concord Road/Averill Street intersection upgrade	State Government
R3	Cavell Avenue upgrade	Council
R4	Leeds Street upgrade	Council
R5	Local streets upgrade (Precinct-wide no specific location)	Council
R6	New road: Blaxland Road to Cavell Avenue (south)	Planning Controls
R7	New road: Blaxland Road to Cavell Avenue (central)	Planning Controls
R8	New road or share way (subject to traffic modelling): Blaxland Road to Cavell Avenue (north)	Planning Controls
R9	Cavell Avenue/Averill Street intersection upgrade	Council
R10	Cavell Avenue/Leeds Street intersection upgrade	Council
R11	Concord Road/Averill Street intersection upgrade	Council
R12	Concord Road/Homebush Bay Drive intersection upgrade	State Government
P1	Blaxland Road upgrade including pedestrian and cycle path	State Government
P2	Widening of railway underpass (subject to further investigation)	State Government/Council
P3	Rhodes Station to McIlwaine Park pedestrian bridge	Planning Controls/State Government
P4	Leeds Street (east) pedestrian link extension to foreshore	Planning controls
P5	Averill Street to Leeds Street link embellishment	Planning controls
P6	Cavell Avenue pedestrian link extension to foreshore	Planning controls
P7	Station Gateway West public domain upgrades (Mary, Gauthorpe and Marquet streets)	Council
P8	Walker Street Bus Interchange and cycleway	State Government/Council
P9	Walker Street Transit Plaza	State Government
P10	Station Gateway West through-site connections (Marquet Street – Walker and Mary streets)	Planning Controls
OS1	Leeds Street foreshore park and promenade	State Government
OS2	Marquet Street Forecourt	Planning Controls
OS3	Uhrs Point Reserve upgrade	Council/State Government
OS4	Community corner embellishment	Planning Controls
OS5	McIlwaine Park upgrades	State Government
OS6	River activation (Brays Bay)	State Government
OS7	Blaxland Road terminus (north end)	State Government
OS8	Local infrastructure outside precinct	Council
E1	Dedication of land for new primary school	State Government
T1	Rhodes Train Station upgrades	State Government
T2	Rhodes ferry wharf	State Government
C1	New fire station	Planning Controls/State Government
C2	Multipurpose community space	Planning Controls



Photography

Courtesy Salty Dingo 2018

Funding options

Contributions

The NSW Government and City of Canada Bay Council will leverage development contributions collected through development in Rhodes to partly fund required infrastructure. This includes contributions levied by Council as a condition of development consent under its local development contributions plan. Local contributions must fund local public infrastructure and facilities required because of development.

NSW Productivity Commission's Review of Infrastructure Contributions in NSW (November 2020)

The Productivity Commission's review recommends a number of reforms to the contributions system, including:

- allowing for the local government rate peg to reflect population growth
- introducing a direct land contribution obligation for landowners following rezoning
- using benchmark costs for section 7.11 local contributions plans
- limiting the use of state and local planning agreements
- implementing a broad-based regional charge, with the addition of new transport contribution charges for major transport projects, such as around new Sydney Metro stations.

The NSW Government has conditionally accepted all of the recommendations and is working through the reform agenda. This will require legislative change, with reforms expected to be implemented in 2022. This will impact how infrastructure in Rhodes is funded and delivered, including the value of contributions towards State infrastructure.

Voluntary planning agreements

Voluntary planning agreements can be entered into between a developer and a planning authority to provide infrastructure associated with a change to planning controls or a development application. Councils can use these agreements in lieu of local contribution schemes, and the State can use these when satisfactory arrangements apply.

Satisfactory arrangements

A 'satisfactory arrangements' clause will apply to Rhodes precinct. This will require developers to make satisfactory arrangements to contribute to the provision of State infrastructure prior to development occurring.

As provided above, such arrangements can be made under a State voluntary planning agreement. Typically, contributions made under these agreements are provided in the form of monetary contribution to government (which then builds the infrastructure) or through the direct provision of land or works.

Opportunities through development

Other infrastructure opportunities may be delivered or partly funded by development proponents as a consequence of the normal development process, such as upgrades to the public domain and land dedication for through-site links.

Agency budgets

The State Government is required to fund infrastructure, particularly for schools, health services, transport infrastructure and regional open space.

Regional infrastructure projects can be funded, in full or in part, under the annual state budget process, which is the principal mechanism for identifying, prioritising and delivering infrastructure projects. The Department is working with relevant agencies to contribute to agency budgets and programs in line with infrastructure needs.



Artist impression

Marquet Street Forecourt looking east to the transit plaza (courtesy RobertsDay)

Bringing it together

Infrastructure delivery

Feedback from the community, Council, State agencies and landowners makes it clear that people and businesses only want to see future development if it is supported by the logical rollout of supporting infrastructure.

This must happen alongside place improvements, such as the new foreshore park, new walking and cycling routes or the new station plaza, as well as design excellence provisions that will ensure the highest quality built form.

The next step is to refine the infrastructure schedule into an infrastructure phasing strategy that interrogates infrastructure costs, prioritisation over the short, medium and long-term, sequencing, delivery partners and mechanisms. This will occur in collaboration with Council, Transport for NSW, SINSW and other infrastructure agencies, to ensure agency budgets and programs are established in line with the identified infrastructure.

Planning controls

Key elements of this Place Strategy have been implemented through changes to the planning controls contained in *Canada Bay Local Environmental Plan 2013* (Canada Bay LEP).

Minor changes to *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP Sydney Harbour Catchment) address master planning requirements and an amendment to the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) will ensure development applications demonstrate consistency with the Place Strategy.

In summary, the following changes have been made to Canada Bay LEP:

- rezoning land to B4 Mixed Use and R4 High Density Residential
- amending the height of buildings and floor space ratio standards to enable the urban design strategy
- introducing design excellence provisions
- delineating the precinct as a key site
- introducing minimum non-residential floorspace requirements for certain sites
- identifying active street frontages for mixed use areas and community corners
- providing maximum car parking rates
- introducing a resilient development clause to facilitate sustainable water and energy infrastructure
- applying a satisfactory arrangements clause for state infrastructure
- adding water supply systems as a permitted use across the precinct
- identifying small areas of land for acquisition for road infrastructure
- applying affordable housing provisions to the precinct
- introducing residential flat buildings as an additional permitted use in the Leeds Street character area
- including incentive provisions to encourage terrace housing in the Cavell Avenue character area
- introducing a cap of 3,000 dwellings for the precinct.

Transport capacity and the 3,000-dwelling cap

Transport and traffic modelling undertaken by Jacobs indicates that, using reasonable assumptions about the types of trips people are likely to take, 3,000 dwellings is the limit of additional dwellings that can be accommodated in the precinct without additional major transport infrastructure, such as the quadruplication of the Northern Line to enable more trains to stop at Rhodes.

On this basis, we have included a provision that limits development to 3,000 dwellings to ensure the rate of new dwellings does not exceed the capacity of the transport network. It provides the opportunity for development to occur in the short-medium term, while recognising the need for ongoing monitoring, investigation, and consultation with Transport for NSW to move beyond 3,000 dwellings in the longer term.

The 3,000 dwelling cap is supported by a number of actions (Action 1.1 to 1.5) in this Strategy to ensure ongoing monitoring and assessment is undertaken to track dwelling approvals, monitor travel patterns and demand over time, and to work with Transport for NSW to progress regional transport upgrades to unlock additional dwelling capacity.

This Place Strategy, including the actions, will be a matter for consideration under clause 275D of the *Environmental Planning and Assessment Regulation 2000* and will guide future development and infrastructure delivery.

Transport capacity will be impacted by major transport upgrades and the influence these interventions have on travel behaviour and traffic generation. The shift to working from home, improved walking and cycling connections and major public transport improvements, such as Sydney Metro West, will all influence travel demand and transport capacity over time.

The major transport upgrades that will support additional dwellings, include:

- Sydney Metro West
- Sydney Metro City & Southwest which will increase capacity on the Northern Line by customers north of Rhodes diverting on to the Metro at Epping, and allowing people in Rhodes to travel north to Epping to join the Metro line
- future upgrades to the Northern Rail Line to construct the fourth track, allowing more line capacity with the separation of local, intercity and freight services through Rhodes
- potential extension of Parramatta Light Rail (PLR 2) to Wentworth Point and Sydney Olympic Park would increase accessibility for Westworth Point customers currently travelling via Rhodes Station reducing demand at Rhodes Station.

Before allowing the final 1,200 dwellings to be approved in the precinct, the NSW Government will consider if adequate transport infrastructure is committed or constructed, or whether a Traffic and Transport Assessment, prepared in consultation with Council and Transport for NSW demonstrates there is sufficient capacity to accommodate the total of 4,200 dwellings in the precinct.

To realise the additional 1,200 dwellings, an amendment to the Canada Bay LEP will be required. The amendment will facilitate the full growth in the precinct as set out in this Place Strategy.

Staging

Aligning infrastructure provision with the rollout of development is a complex task, given existing infrastructure capacity constraints, high land costs, landownership patterns and available funding options. At the same time, existing infrastructure such as public transport makes Rhodes an ideal location for growth. Overcoming infrastructure constraints will be a key consideration for future development staging.

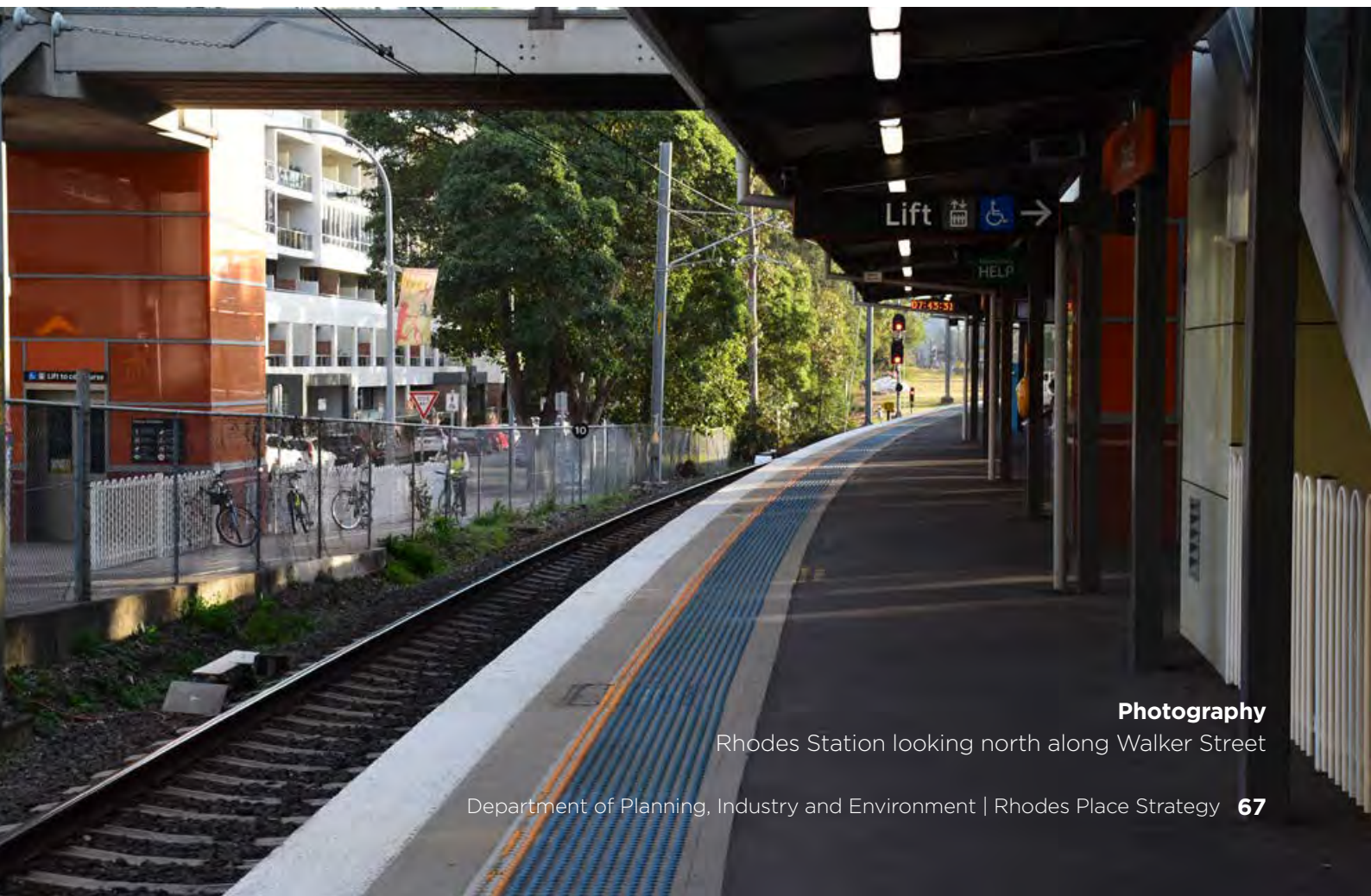
The staging of development will align with the infrastructure phasing strategy, with infrastructure priorities based on available implementation mechanisms and funding options. The evidence base will include transport modelling and analysis, including an assessment of the ongoing need for the 3,000 dwelling cap.

Guidance for applicants

Applications for new development in Rhodes Precinct must respond to:

- this Place Strategy, including the actions outlined above, urban design principles, priorities for each character area and infrastructure requirements
- the supporting urban design report
- *Canada Bay Local Environmental Plan 2013*, as amended to reflect this Place Strategy
- Rhodes West Development Control Plan (when adopted)
- Rhodes East Development Control Plan (when adopted).

The detailed design of development sites can proceed with a clear understanding of the infrastructure required to service that development and the broader character area and precinct. Applications will need to demonstrate satisfactory arrangements are in place to contribute towards State infrastructure, whilst also meeting Council's local infrastructure requirements.



Photography

Rhodes Station looking north along Walker Street

Actions

The realisation of the five big moves will require the collaboration and commitment of multiple stakeholders over the next 20 years. Under each big move, we have identified actions that will bring these to life; some of these are already underway.

The table below indicates who will lead and support each action and potential timing.

Table 3

Actions summary

Actions	Lead	Support	Timing*
1.1 Work with agencies on a joint infrastructure phasing strategy	DPIE	TfNSW, SINSW, Council	Short
1.2 Implement travel demand management measures	Proponents	TfNSW, Council	Short-medium
1.3 Create a housing approvals and completions monitor	Council, DPIE	TfNSW	Short, then ongoing
1.4 Investigate transport catalysts to unlock development beyond the 3,000 dwelling cap	DPIE	TfNSW, Council	Medium-long
1.5 Monitor travel behaviour change and commuter trip generation	Proponents, Council	TfNSW	Medium-long
2.1 Undertake Aboriginal cultural heritage assessment	Proponents	DPIE, GANSW, Heritage NSW, Council	Short
2.2 Prepare a public art strategy for the foreshore park, promenade and public links	Council	DPIE	Short-medium
2.3 Prepare detailed landscape and public domain plans for new open spaces	Proponents	GANSW	Short-medium

Table 3

Actions summary (continued)

Actions	Lead	Support	Timing*
3.1 Investigate improved bicycle parking facilities at transport nodes and key destinations	TfNSW, Council, Proponents**	TfNSW, Council, Proponents	Medium
3.2 Prepare a wayfinding strategy	Council	TfNSW, Proponents	Short
3.3 Investigate widening of the rail underpass at Walker Street	TfNSW, Council	DPIE, Proponents	Medium
4.1 Implement City of Canada Bay Council's Affordable Rental Housing Scheme	Council	DPIE	Short
5.1 Work with industry to test and deliver sustainable utilities infrastructure	Council	Proponents	Medium
5.2 Increase tree canopy cover and the amount of green at street-level to more than 25%	Council	DPIE, Proponents	Ongoing
5.3 Explore the potential for a new Parramatta River swim site at McIlwaine Park by 2025	Parramatta River Catchment Group	Council	Short
5.4 Take a water sensitive urban design approach to precinct development to improve waterway health	Council	DPIE, Proponents	Ongoing
5.5 Investigate 'Smart Places' solutions to infrastructure and the delivery of services	DPIE	Council, Proponents	Medium

* short: 1-5 years, medium: 5-10 years, long: 10 years plus, ongoing: over the life of the strategy or as opportunities arise

** TfNSW at transport nodes, proponents for destinations on private land and Council for destinations on council land (i.e. open space).

DPIE: Department of Planning, Industry and Environment; TfNSW: Transport for NSW; SINSW: School Infrastructure NSW;

GANSW: Government Architect NSW

Appendix A – Infrastructure schedule

The infrastructure schedule sets out the list of required infrastructure items in the precinct to be delivered over the next 20 years. It also sets out the delivery responsibilities and mechanism, and the ongoing responsibility and management of infrastructure items. As an example, new local roads in the Cavell Avenue character area will be delivered through development and dedicated to Council. Once dedicated, Council will be responsible for the ongoing management and maintenance of local roads.

ID	Item	Description	Character area
Roads			
R1	Concord Road public domain upgrades	Public domain upgrades integrated with new development on the western side of Concord Road to create a green buffer with improved amenity outcomes. Works include a generous landscape buffer, tree planting, and shared pathway, and bus shelters linked to plazas/through-site links. No works are proposed to the existing carriageway or eastern side verge.	Cavell Avenue
R2	Concord Road/Averill Street intersection upgrade	The intersection upgrade works will include a new left turn lane on the Averill Street approach and extension of the Concord Road southbound right turn bay. This upgrade will require approximately 100sqm of land acquisition along the northern edge of Averill Street.	Cavell Avenue
R3	Cavell Avenue upgrade	Upgrades required to create a 'community spine', including tree planting, landscaping, pavements, rain gardens, street furniture, surface treatments and in ground service works.	Cavell Avenue
R4	Leeds Street upgrade	Upgrades required to create a 'destination street' including tree planting, landscaping, pavements, rain gardens, street furniture, surface treatments, inground service works and Leeds Street line markings.	Leeds Street
R5	Local streets upgrade (Precinct-wide, no specific location)	Upgrades required to local streets including tree planting, landscaping, pavements, rain gardens, street furniture, surface treatments and inground service works.	Precinct-wide
R6	New road: Blaxland Road to Cavell Avenue (south)	New local road including land, demolition, surfacing, tree planting, landscaping, rain gardens and street furniture.	Cavell Avenue
R7	New road: Blaxland Road to Cavell Avenue (central)	New local road including land, demolition, surfacing, tree planting, landscaping, rain gardens and street furniture.	Cavell Avenue
R8	New road or share way (subject to traffic modelling): Blaxland Road to Cavell Avenue (north)	New local road or through-site link (subject to traffic modelling), including land, demolition, surfacing, tree planting, landscaping, rain gardens and street furniture.	Cavell Avenue
R9	Cavell Avenue/Averill Street intersection upgrade	New single lane roundabout.	Cavell Avenue
R10	Cavell Avenue/Leeds Street intersection upgrade	Minor widening of the intersection.	Leeds Street

Delivery mechanism	Ongoing responsibility	Considerations
Opportunity through development	Council	Delivered on a site-by-site basis as development progresses along Concord Road over the medium to long term. The public domain interface and treatment along Concord Road will need to be coordinated to achieve a consistent design outcome.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	TfNSW	Delivered to align with development within the Station Gateway West character area, given this will bring short-term traffic relief.
Section 7.11 Contributions	Council	Delivered as development progresses in the character area in the medium term. Cavell Avenue will be an important spine connecting the station and Leeds Street. Early activation of this road would be beneficial to support active transport initiatives.
Section 7.11 Contributions	Council	Delivered in line with development in Leeds Street and considering the safety concerns associated with the adjacent primary school.
Section 7.11 Contributions	Council	Delivered as development progresses over the life of the Place Strategy to achieve a consistent public realm and street design in line with the Movement and Place Framework.
Section 7.11 Contributions/opportunity through development	Council, Proponents	Delivered as part of new development to improve permeability and encourage walking and cycling. New local road to be dedicated to Council.
Section 7.11 Contributions/opportunity through development	Council, Proponents	Delivered as part of new development to improve permeability and encourage walking and cycling. New local road to be dedicated to Council.
Section 7.11 Contributions/opportunity through development	Council, Proponents	Delivered as part of new development to improve permeability and encourage walking and cycling. A potential shared pedestrian and cycle way will need to be investigated to facilitate the delivery of the school and subject to traffic modelling. New local road to be dedicated to Council.
Section 7.11 Contributions	Council	Delivered as part of new development to improve the performance of the intersection.
Section 7.11 Contributions	Council	Delivered as part of new development to improve the performance of the intersection coordinated with the overall upgrades to Leeds Street, likely in the short to medium term.

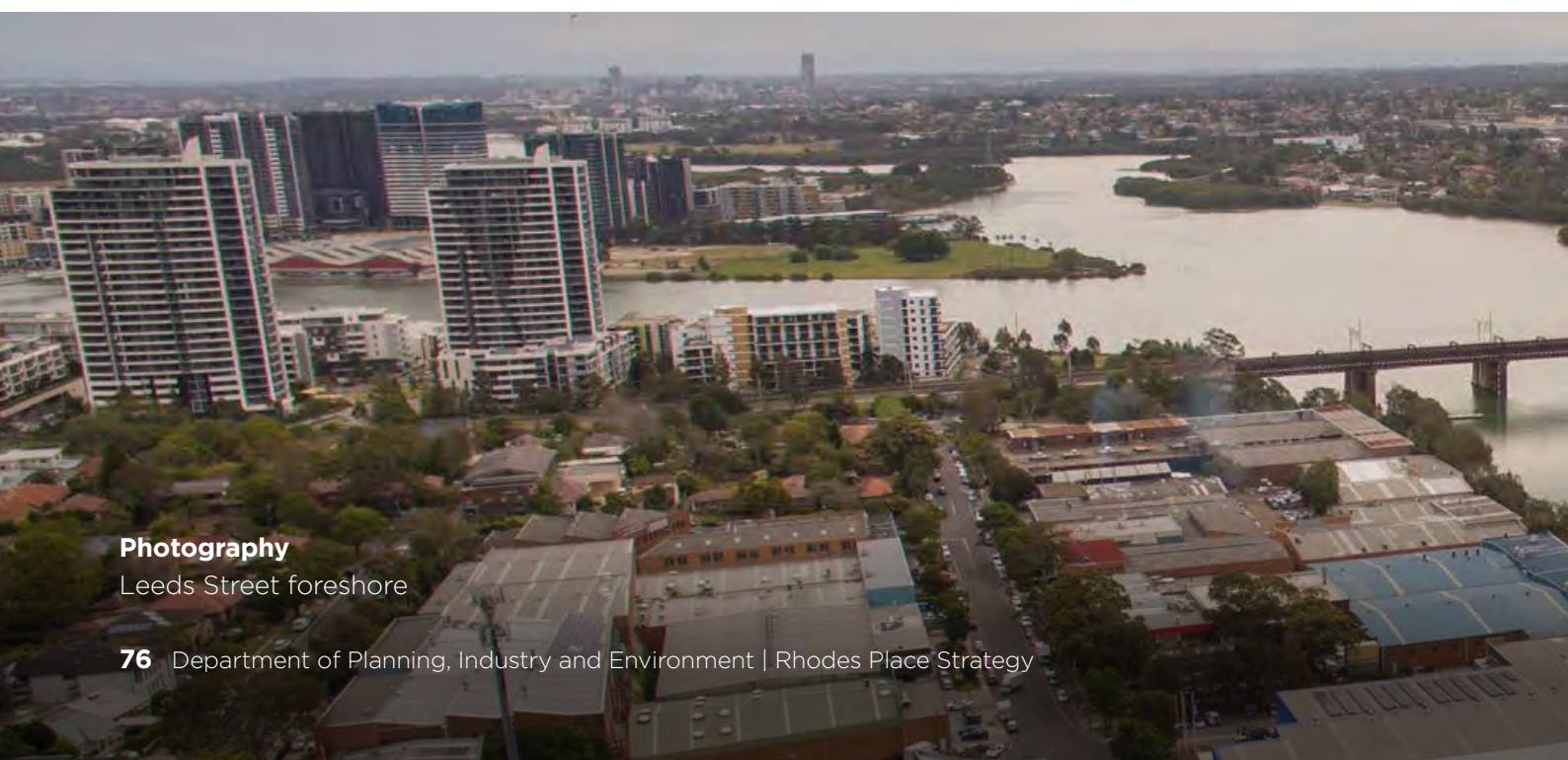
ID	Item	Description	Character area
R11	Concord Road/Averill Street intersection upgrade	Upgrades to Averill Street as part of Concord Road/Averill Street intersection upgrade (R2).	Cavell Avenue
R12	Concord Road/Homebush Bay Drive intersection upgrade	Upgrades to Concord Road/Homebush bay Drive intersection.	N/A (outside precinct)
Pedestrian and cyclist			
P1	Blaxland Road upgrade including pedestrian and cycle path	Upgrades to the regional cycle network and to create a 'commuter street'. Works include a dedicated cycleway adjoining the rail corridor, tree planting, landscaping, surface treatments, in ground service works, and pavements.	Station Gateway East, Cavell Avenue
P2	Widening of railway underpass to improve pedestrian access (subject to further investigation)	Investigate widening of the railway underpass at Walker Street to improve pedestrian access and safety.	Leeds Street
P3	Rhodes Station to Mcllwaine Park pedestrian bridge and plaza	Delivery of pedestrian bridge/s from Rhodes Station to Mcllwaine Park. The bridge will extend from Rhodes Station, across Blaxland Road to a bridge plaza, integrated with mixed use development in Station Gateway East. From the station bridge plaza, a second bridge will extend across Concord Road to Mcllwaine Park. The plaza will have a minimum width of 16m and accommodate a two-way pedestrian path and a separated two-way bicycle path plus landscaping to the northern and southern edges.	Station Gateway East
P4	Leeds Street (east) pedestrian link extension to foreshore	New pedestrian access to the foreshore park, promenade and ferry wharf. Works include land, demolition, surfacing, tree planting and street furniture.	Leeds Street
P5	Averill Street to Leeds Street link embellishment	New pedestrian access to improve north-south connectivity. Costs include land, demolition, surfacing, tree planting and furniture.	Cavell Avenue
P6	Cavell Avenue pedestrian link extension to foreshore	New pedestrian access to improve connectivity. Costs include land, demolition, surfacing, tree planting and street furniture.	Leeds Street
P7	Station Gateway West public domain upgrades (Mary, Gauthorpe and Marquet streets)	Tree planting and works to the public domain to improve tree canopy cover and landscaping.	Station Gateway West
P8	Walker Street Bus Interchange and cycleway	The proposed works will include a new bus interchange near the Walker Street/Gauthorpe Street intersection, with widening of the road reserve to provide a shared pedestrian and cycle path along Walker Street to connect with the Gauthorpe Street cycleway, removal of existing parking on Walker Street north of the station, and shared zones integrated with station access.	Station Gateway West

Delivery mechanism	Ongoing responsibility	Considerations
Section 7.11 Contributions	Council	Delivered a part of new development to improve performance of intersection.
State Government	TfNSW	Delivered to improve intersection performance and movement on the state road network. The NSW Government has allocated \$6.4 million in funding towards planning and design upgrades for the intersection.
Satisfactory arrangements (monetary contribution and/or works in kind)	State, Council	Delivered to align with the opening of the new primary school to ensure safe access to the station and encouraging families to walk to the school rather than drive private vehicles.
To investigate	TfNSW, Council	Investigate as part of the potential Northern Line quadruplication (subject to further investigation) to improve pedestrian access to and from Rhodes West.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	Proponents, TfNSW	Coordinated and suitably staged with upgrades to Rhodes Station as part of an integrated mixed use development. Development will need to put forward a suitable staging plan, if the bridge is developed in stages, to ensure active transport benefits.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	DPIE	Delivered as part of staged development in Leeds Street, timed to provide pedestrian access to the ferry wharf once operational. A consistent public realm should be pursued with the Averill Street to Leeds Street link (P4), including wayfinding and signage.
Opportunity through development	Council, Proponents	Delivered as part of staged development, timed to provide pedestrian access to the ferry wharf once operational. A consistent public realm should be pursued with the Leeds Street to foreshore link (P3), including wayfinding and signage. To be dedicated to Council.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	DPIE	Delivered as part of staged development in Leeds Street. The link should allow views from Cavell Avenue to the foreshore and a coordinated public domain to ensure Cavell Avenue is a clear pedestrian desire line.
Opportunity through development	Council, Proponents	Delivered as part of ongoing development in Station Gateway West.
Satisfactory arrangements (monetary contribution and/or works in kind)	TfNSW, Council	Delivered to align with development in Station Gateway West and the proposed station upgrade, as a shorter-medium term priority to improve active transport and bus access to the station.

ID	Item	Description	Character area
P9	Walker Street Transit Plaza	New transit plaza integrated with the planned Walker Street bus interchange to provide a pedestrian laneway (north) between Walker Street and the Marquet Street Forecourt of at least 12m wide.	Station Gateway West
P10	Station Gateway West through-site connections (Marquet Street — Walker Street and Mary Street)	An additional pedestrian laneways (south) of at least 8m wide between the Marquet Street Forecourt and Walker Street, with appropriate landscaping, as well as an additional through-site link to Mary Street.	Station Gateway West
Open space and recreation			
OS1	Leeds Street foreshore park and promenade	New waterfront public park and promenade linking to the existing promenade in Rhodes West. The waterfront park will be a minimum of 7,500sqm, with community and recreation facilities. The promenade will be a shared pathway of at least 15m width.	Leeds Street
OS2	Marquet Street Forecourt	New urban public space incorporating a consolidated area of up to 4,000sqm with frontage to Marquet Street and integrated with pedestrian links and the Walker Street Transit Plaza.	Station Gateway West
OS3	Uhrs Point Reserve upgrade	Upgrades to open space area, planting and revegetation, launch ramp and new on-site rain water detention/retention facilities.	Leeds Street
OS4	Community corner embellishment	Three 'community corners' that provide activation within the residential area, including corner plazas and public space with appropriate treatment such as paving, street furniture, way-finding signage and lighting.	Cavell Avenue
OS5	McIlwaine Park upgrades	Upgrade works to McIlwaine Park, potentially including landscaping, furniture, signage, and new connections and access arrangements.	Precinct-wide
OS6	River activation (Brays Bay)	Upgrades to the Brays Bay foreshore, including a new accessible pathway, landscaping (e.g. native planting, lighting, seating), launch facility and a section of sea wall converted to viewing steps from the land into the water.	Precinct-wide
OS7	Blaxland Road terminus (north end)	Upgrades recommended to area including resurfacing, planting, recreation facilities, pedestrian connections, and new on-site rain water detention/retention facilities.	Leeds Street
OS8	Local infrastructure outside precinct	<ul style="list-style-type: none"> • Walking trails (Off road trails) • Green space for relaxation/environmental park • Dog off leash areas • Social/family recreation park • Outdoor sports grounds • Indoor courts • Indoor pool & gym. 	Precinct-wide

Delivery mechanism	Ongoing responsibility	Considerations
Opportunity through development	Council, Proponents	Delivered as part of ongoing development in Station Gateway West to improve pedestrian access to the station and bus interchange zone.
Opportunity through development	Proponents	Delivered as part of ongoing development in Station Gateway West to improve pedestrian access to the station, Mary Street and onwards to Rider Boulevard. Suitable amenity and surveillance should be provided.
Satisfactory arrangements (land dedication, works in kind and/or monetary contribution)	DPIE	Delivered as part of the ongoing development of the Leeds Street character area. This is a high priority project which will need to be designed to promote public access to the foreshore from the south. Landscaping, tree planting, multipurpose recreation facilities, public art and Aboriginal cultural heritage interpretation should be provided. Access to the ferry wharf will need to be clear and integrated with the public domain.
Opportunity through development	Proponents	Delivered as part of ongoing development in Station Gateway West to improve access to public open space and greening, integrated with pedestrian connections and the Walker Street Transit Plaza (P9). Landscaping, tree canopy, street furniture and public art should be provided.
Section 7.11 Contributions or works in kind	Council	Delivered to align with the open space and public domain upgrades in the Leeds Street character area. Upgrades to be coordinated with the Sea Scouts and Crown Lands.
Opportunity through development	Council, Proponents	Delivered as part of ongoing development within the Cavell Avenue character area. Coordination with other public domain upgrades will be required.
Satisfactory arrangements (monetary contribution)	Council	Some works to McIlwaine Park and the Brays Bay foreshore will be undertaken by Council under a Precinct Support Scheme grant (see OS6). Further upgrades and embellishment will be required in the medium to long-term to cater to the increased population and integration with the new pedestrian bridge from the station and foreshore activation works.
Precinct Support Scheme grant (funded)	Council	Upgrades will be delivered by Council in the short-term to implement the Green Grid.
Section 7.11 Contributions or works in kind	Council	Delivered to align with the open space and public domain upgrades in the Leeds Street character area. Upgrades to be investigated by Council with users of the boat ramp.
Section 7.11 Contributions or works in kind	Council	Contributions towards a range of community facilities to be provided (potentially off-site) in consultation with Council to serve the future needs of residents.

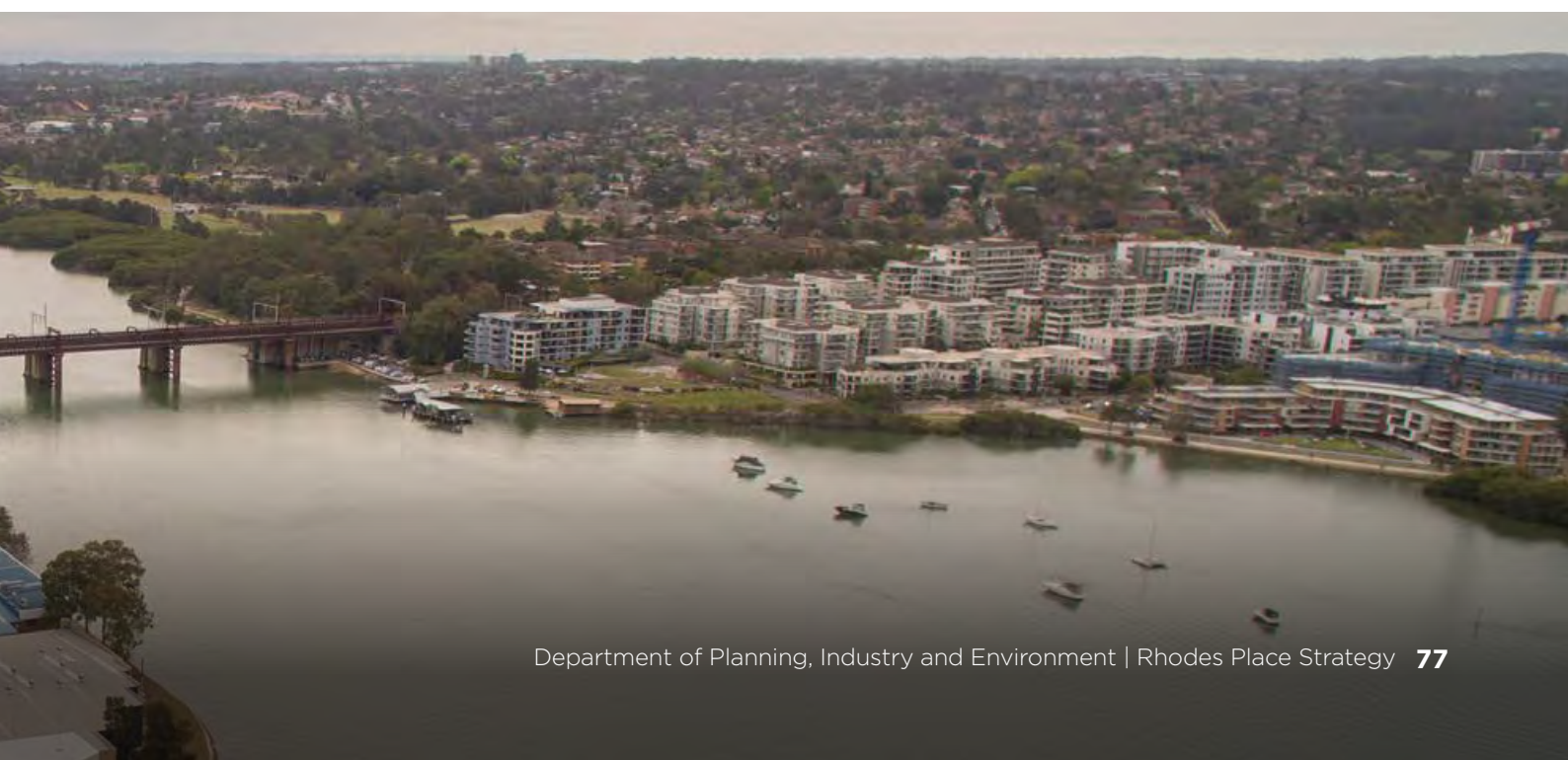
ID	Item	Description	Character area
Education			
E1	Dedication of land for new primary school	A potential school site has been identified on Leeds Street.	Cavell Avenue
Public transport			
T1	Rhodes Rail Station upgrades	Station capacity improvements.	Station Gateway West, Station Gateway East
T2	Rhodes ferry wharf	The new ferry wharf will provide ferry users with access from the broader Rhodes peninsula and rail station to Parramatta and Sydney CBD. The ferry wharf will be located closer to the eastern end of the Leeds Street character area, with pedestrian access facilitated through a public through-site link.	Leeds Street
Community and emergency			
C1	New fire station	Construction of a new fire station to replace the existing station as part of an integrated mixed use development, with access to Concord Road.	Station Gateway East
C2	Multipurpose community space	Facilitate approximately 2,000sqm of community space to be delivered through development, including opportunities for library and multipurpose community space, as well as space for child care and after school care.	Leeds Street (or elsewhere in the precinct, subject to consultation with Council)



Photography

Leeds Street foreshore

Delivery mechanism	Ongoing responsibility	Considerations
Satisfactory arrangements (land dedication and/or monetary contribution)	SINNSW	Delivered in the short to medium term, potentially in partnership with proponents. The size and configuration of the school site will be investigated by SINNSW. The interface with adjoining development and transport network will be critical considerations.
Satisfactory arrangements (monetary contribution)	TfNSW	Delivered in the short to medium term to improve capacity of the station. The upgrade will need to consider the potential longer-term quadruplication of the Northern Rail Line.
Funding committed	TfNSW	The NSW Government has committed to the ferry wharf as part of the Transport Access Program in the short-term.
Opportunity through development	Fire and Rescue NSW	The construction of the new fire station and decommissioning of the existing fire station will be coordinated with Fire and Rescue NSW as part of an integrated development opportunity in the short to medium-term depending on the progression of Station Gateway East.
Opportunity through development	Council	Delivered as part of development, based on a community needs assessment and in agreement with Council. This should consider any requirements of Council, including ongoing management requirements, in the design and delivery of community space. Opportunities for joint and shared use should be explored.





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