LOCAL CHARACTER

Local Character is defined by the community and is often described as the way a place ‘looks’ and ‘feels’.

Local character is what makes a neighbourhood distinctive. It is the way a place ‘looks and feels’. It is defined by the community, and is often the result of a mix of tangible and intangible factors.

Local character is what makes people feel connected to Rhodes and includes both what people can see – buildings, trees, parks and the like, and less tangible aspects such as safety, accessibility and access to opportunities. We have grouped these together under the themes of Place, Built Form, Land Use, Landscape and Movement.

Earlier community feedback highlighted many important aspects of Rhodes that should not be changed, and many areas that the community want to see improved. This plan aims to reflect that feedback and retain and enhance local character.

Rhodes currently has two very different sides to its character. The western side of the railway has been progressively developed utilising and decontaminating former heavy industry lands. The eastern side of the railway has not been re-developed, retaining predominantly mid-war housing and low density industrial warehousing around Leeds Street.

The Plan provides opportunities to improve infrastructure, community facilities, schools and parks for the whole of Rhodes. Access to the foreshore, a wide choice of housing, improvements to the train station and better access to open space are all viewed as important to local character.

Retaining the existing heritage items, heritage street trees and using these to inform improvements to the public realm, along with the design of buildings, will help retain and enhance local character.

No changes are proposed to the east of Concord Road due to the feasibility and traffic impact constraints. The low density bungalows and houses in this area will be retained, which many in the community value. The foreshore of McIlwaine Park will be enhanced, and access improved via a pedestrian bridge allowing more people in the community to access and enjoy this space. To help in the enhancement of McIlwaine Park, the Department has provided Council with $5 million from the Precinct Support Scheme fund.

Character Areas have been defined to reflect existing and proposed character, and the likely staging of development and infrastructure requirements. For example, proposals for the Station Gateway character areas reflect their location adjacent to the station and proximity to business parks and higher density development at Rhodes West. Whereas proposed planning controls for Cavell Avenue respond to the existing character and the communities desire to create a lower rise residential community.
**Cavell Avenue**
The central area of the precinct - allows for a transition in height from Blaxland Road down to Concord Road. This residential area is structured around Cavell Avenue itself, a green spine with lower density residential and community built forms. It will be an important pedestrian route providing trees and shade and important views to the water.

**Station Gateway West**
The last remaining undeveloped land west of the station, provides the opportunity to revisit the built form of the Station Area. High density development in this area will facilitate integrated infrastructure planning and will bring jobs and homes close to the station.

**Leeds Street Foreshore**
High amenity mixed use area characterised by a foreshore park and destination retail. The area will be a mix of building heights and forms, providing public open space and facilitating access to the Parramatta River. The character area will be a social hub of cafés and restaurants and will be home to a new ferry wharf.

**Station Gateway East**
On the eastern side of the train line, this character area will extend north from the train station to include more properties along Blaxland Road. The Station Gateway has been identified as the best area for future employment and higher density residential development, located within walking distance of the train station.
STATE LED MASTER PLAN DESIGN REVIEW PROCESS FOR CHARACTER AREAS

The revised draft Plan identifies specific requirements at a local character level for the assessment of future development. Whilst this plan sets the maximum number of dwellings and gross floor area (GFA) for each character area, the ability for proposed development to meet these design requirements will determine the appropriate height, density and design of buildings in the character area.

There will be a requirement for a master plan to be produced for each character area. On the submission of a character area master plan, proposed development will be subject to a rigorous assessment process, including a Design Excellence Competition and review by the State Design Review Panel, to determine appropriate building heights, floor space ratio and all other design details. Once assessed, all master plans within the Rhodes Precinct will be forwarded to the NSW Minister for Planning for endorsement. Endorsed plans will be included by Council in the DCP for the subject character area.

For each character area in the Rhodes precinct, designers will be invited to submit a master plan proposal for the entire character area. An independent panel of design professionals (a ‘Competition Jury’) will select the successful design based on the vision, principles and character area specific requirements. The competition will result in an awarded design scheme to be assessed by the State Design Review Panel.

Master plans for each character area will need to demonstrate consistency with the vision, planning principles of the precinct and character area requirements for their character area. Taller buildings will be required to meet higher design standards and provide community benefit to ensure their overall impact is a positive one. The master plans will be implemented through a character area specific Development Control Plan (DCP).

DESIGN EXCELLENCE COMPETITIONS

Design Excellence is a term used in Environmental Planning Instruments (EPIs) to refer to the design quality of a building or project and describes an expectation that a project will achieve a level of design quality that is above and beyond the usual. It also describes a variety of requirements and processes that are intended to support this.

Design competitions are a well-tested and highly successful model for deciding future building design and built form outcomes; they help prioritise good design and can bring the highest quality of thinking and originality to a project. Competitions generate a range of solutions to each design challenge, allowing for the comparative evaluation of different approaches.

A design competition also demonstrates a commitment to high quality design to the community and to public funding and other regulatory bodies. It can drive significant precinct improvements in buildings, spaces, regeneration and encourage development to be healthy, responsible, integrated, equitable and resilient.

Source: Adapted from Design Excellence Competition Guidelines; GANSW
Design Excellence Competition

DPE / Canada Bay Council

The Entrants

The Jury

Proponent

COMPETITION STRATEGY

OPEN COMPETITION

ASSESSMENT

AWARDED DESIGN SCHEME

GANSW & Probity Adviser & Observers

State Design Review Panel (SDRP)

GANSW

Entrant & SDRP

SRDP & GANSW

The Minister for Planning

AWARDED DESIGN SCHEME

PROJECT INITIATION

DESIGN OPTIONS

DEVELOPED OPTION

RESOLVED OPTION

FINAL REVIEW

ENDORSED MASTERPLAN

*Indicative sequence of Design Excellence Competition & the State Design Review Panel

Character Area DCP

DPE / Canada Bay Council

DPE / Canada Bay Council

Proponent

ENDORSED MASTERPLAN

DRAFT DCP

PUBLIC EXHIBITION

SUBMISSIONS REVIEW AND KEY CHANGES

REVISED DCP

DPE & Canada Bay Council Input

Rhodes Revised Draft Precinct Plan 27
PLACE

YOU SAID

You were supportive of the retention of heritage sites within the precinct.

You said the scale and intensity of development would impact your existing amenity and quality of life.

The new neighbourhood must be inclusive with facilities for elderly, maintaining sports clubs on the river and access to new services.

The area needs to be safe and easy to move around.

WE HEARD

Development around the key heritage sites should have regard to the history and amenity of the heritage buildings.

Development needs to be sensitively designed, and increased density needs to correspond with improved amenity and infrastructure to minimise disturbance and maintain local lifestyle.

Development should facilitate a variety of service and facilities to suit a diverse neighbourhood and respect those already in place.

The comfort and safety of the community needs to be planned for.

HOW THE DRAFT PLAN RESPONDS

Heritage sites and trees have been retained and considered in the preparation of this Plan.

This plan includes a strategy for the delivery of social infrastructure sequenced with development. The urban design strategy aims to deliver a range of densities and building heights, including a transition to lower density areas to the east.

This plan proposes access to a wide range of community services and facilities. It also increases foreshore access through McIlwaine Park and the Leeds Street foreshore.

New footpaths and street lighting will be delivered alongside new development. This will ensure Rhodes is a safe community with easy access to parks and improved foreshore access.
Figure 10: Place strategy within the precinct
**HERITAGE**

Heritage elements within the precinct are not limited to buildings but also involve significant streetscapes and trees. There are several local heritage items in Rhodes that are currently identified in the City of Canada Bay LEP. The revised draft Plan proposes to retain and protect these heritage items. Expert heritage advice was previously sought on how adjoining development should respect these heritage items, including associated settings and views. This advice recommends site specific setbacks will be required for development on sites adjoining heritage items. Council’s heritage controls remain valid provisions for assessment of development on a heritage site.

**PUBLIC DOMAIN & FORESHORE ACCESS**

Rhodes is an attractive area with proximity to the Paramatta River. New development offers opportunities for improvements to public places including enhancing access to the Parramatta River foreshore, the provision of public open space with views to the water, corner plazas and the retention of tree canopy and green streets.

Increased public access to foreshore areas and better use of the Parramatta River will be provided through:

- a new foreshore public park of 7,800m² contributing to a total of 17,750m² public open space in the Leeds Street area which integrates and enhances interaction with the Parramatta River and the foreshore area
- improved pedestrian links to McIlwaine Park via a pedestrian bridge over Concord Road
- a new ferry terminal at the north end of the precinct.

**LOCAL ECONOMY**

Commercial core in the Station Gateway providing jobs close to homes

**COMFORT AND SAFETY**

New pedestrian bridges, footpaths and street lights will make Rhodes easier to get around

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01 The Coptic Church
02 New footpaths will encourage walking
03 Increased public access to Parramatta River
**LOCAL ECONOMY**

Rhodes will be a vibrant community, attractive to those who value convenience and amenity. The precinct will be a hub for employment with a commercial core being established in the Station Gateway East character area. This commercial core will help in providing up to 1,200 more jobs in Rhodes precinct in the future, close to new homes. These jobs will add to other employment opportunities in the area, including the expansion of Concord Hospital future employment at the Rhodes Corporate Park and future redevelopment of the Hewlett Packard site south of Rhodes Station. The active street frontages, mixed use corners and new street connections will help create a more self-contained economy and café culture where residents live, work and play on the peninsula.

**COMFORT AND SAFETY**

Rhodes is identified as one of the Eastern District’s ‘great places’, where there is a focus on creating a people friendly public realm, including open space, green streets and active centres. The development of Rhodes will provide a well-designed built environment that is enjoyable and attractive for people of all ages. Social infrastructure, mixed use corners and opportunities for people to enjoy public places will be provided, and a fine grain urban form of great places to walk, easily accessible and at a human scale with a good mix of land uses. Pedestrian bridges, new footpaths and street lighting allow easier and safer crossings, making Rhodes easier and more attractive to get around.
<table>
<thead>
<tr>
<th>YOU SAID</th>
<th>WE HEARD</th>
<th>HOW THE DRAFT PLAN RESPONDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>You were happy with the new public open spaces for the Leeds Street Foreshore.</td>
<td>Any revised plan needs to ensure that this open space is retained.</td>
<td>The Plan retains the Leeds Street Foreshore park of 7,800m² and provides increased open space totalling 17,750m² in this area to create a great place for people.</td>
</tr>
<tr>
<td>You supported a pedestrian bridge to improve access to McIlwaine Park.</td>
<td>Any changes to the Plan needs to retain pedestrian access to McIlwaine Park.</td>
<td>The pedestrian bridge to McIlwaine Park remains in the revised Plan but in a revised location.</td>
</tr>
<tr>
<td>You questioned the proposal for the use of existing parks by the school for recreational space.</td>
<td>A school in Rhodes needs to provide adequate open space requirements within the school grounds.</td>
<td>A school site has been identified within the Leeds Street character area that provides all play space within the school grounds.</td>
</tr>
<tr>
<td>You questioned the delivery of the new public spaces at the Leeds Street Foreshore due to fragmented land tenure.</td>
<td>The revised draft Plan maintains the Leeds Street Foreshore open space to create a great place for people.</td>
<td>The delivery of open space will be addressed through planning controls which ties the delivery of infrastructure with the development of character areas.</td>
</tr>
<tr>
<td>You value old trees, reserves and the green character of the area.</td>
<td>Ensure existing landscape and trees are considered for protection.</td>
<td>Foreshore and heritage trees in reserves and streets will be protected and incorporated into character area master plans. This retention and new planting will contribute to increasing tree canopy across the precinct.</td>
</tr>
<tr>
<td>You supported the sustainability initiatives.</td>
<td>Introducing sustainability initiatives for water re-use and solar access are important to the community.</td>
<td>The sustainability initiative for Rhodes will continue to be supported in the Plan and delivered in coordination with the GSC.</td>
</tr>
</tbody>
</table>
Figure 11: Open space within the precinct

Legend

- Rhodes Precinct Boundary
- Rhodes Train Station
- Railway
- Proposed Ferry Wharf
- Pedestrian Link
- Pedestrian bridge
- Proposed New Street
- Green Streets
- Proposed Open Space
- Proposed School Site
- Mixed Use Corners

Existing Open Space

1. Mill Park
2. John Whitton Bridge Park
3. Uhrs Point Reserve
4. King George V Reserve
5. McIlwaine Park
6. Churchill Tucker Reserve
OPEN SPACE
High quality open space will be created in the Leeds Street foreshore.

NATURAL ENVIRONMENT
The new open space will be integrated with the GSC green greed and create deep soil planting areas to meet the tree canopy target.

TOPOGRAPHY
Undulation allows for variation to building heights to maximise views.

SUSTAINABILITY & RESILIENCE
New development will be designed for water reuse and solar initiatives.

MCILWAINE PARK UPGRADES
$5 million Precinct Support Scheme funding has been allocated to the Council.

OPEN SPACE
The new Leeds Street foreshore park (7,800m²) will provide high quality public open space and public access to the Parramatta River. The revised Plan increases the total amount of open space in this area to 17,750m², providing accessible foreshore open space for the community. This area will be landscaped and attractive for community members, complemented by cafes and destination retail. Rhodes already has good access via rail, cycling and walking to regional open space due to its waterfront location and proximity to Sydney Olympic Park. A new attractive and pedestrian friendly bridge is proposed to link east and west Rhodes to McIlwaine Park. In addition, Uhrs Reserve and Churchill Reserve both provide great amenity and access to green, public open space.

NATURAL ENVIRONMENT
The Rhodes peninsula is surrounded on three sides by the Parramatta River. This provides an enviable setting for waterside development - making Rhodes a great place to live. Sydney Olympic Park is close-by and offers a range of recreational opportunities such as walking tracks through retained wetlands and links around the Parramatta River foreshore. This revised draft Plan, through the introduction of green streets and new public open space, will increase the amount of tree canopy across the precinct.

TOPOGRAPHY
The precinct has an undulating landscape which provides for varied streetscapes, visible landscape elements and glimpses of water from Cavell Avenue and other non-water front areas. This has informed the urban design strategy for Rhodes, with increased building height along the train line, and a transition in height down to Concord Road. The undulating topography allows for views of the Parramatta River to be maximised through a mix of building heights and typologies.
SUSTAINABILITY & RESILIENCE

Sustainability features have been incorporated across the precinct through enhanced connectivity, promotion and creation of a walkable and self-contained neighbourhood. Specific controls have been incorporated to promote:

- responding to micro climate
- ensuring a minimum of 50% native species are planted
- replacing and enhancing older vegetation, where required and improving stormwater quality discharged into the Paramatta River.

These initiatives contribute to regional goals of maintaining tree canopy, protecting natural assets and valuing green grids.

MCILWAINE PARK UPGRADES

McIlwaine Park is to be upgraded with funding allocated by the State Government’s $5 million Precinct Support Scheme. The funding is provided to Councils to fast track delivery of upgrades to local parks and community facilities.
<table>
<thead>
<tr>
<th>YOU SAID</th>
<th>WE HEARD</th>
<th>HOW THE DRAFT PLAN RESPONDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development should not occur unless the infrastructure is there to support the increased number of people</td>
<td>Controls need to be in place to match development with the delivery of infrastructure.</td>
<td>Planning controls ensure that the development of each character area will correspond with the delivery of infrastructure.</td>
</tr>
<tr>
<td>Development should not impact on existing views from the west</td>
<td>The view analysis should consider view sharing for new development.</td>
<td>Development within each character area will be assessed against specific requirements. Impact on views is considered during this process.</td>
</tr>
<tr>
<td>You wanted to confirm the practicalities of access for waste, services corridors, business servicing and deliveries</td>
<td>The access network around planned density in the Leeds Street Foreshore and Station Gateway precincts needs careful planning to ensure functionality of new business.</td>
<td>New commercial development will be designed to ensure appropriate servicing.</td>
</tr>
<tr>
<td>You made reference to the height and location of taller buildings within the precinct</td>
<td>The location and distribution of building height within the precinct needs to be considered.</td>
<td>Development proposals within each character area will undergo a design competition and a State led design review to ensure design excellence in the detailed development of each character area.</td>
</tr>
</tbody>
</table>
Figure 12: Built form strategy for the precinct

Legend
- - - - Rhodes Precinct Boundary
- Rhodes Train Station
- Railway
- - - - Railway
- Proposed Ferry Wharf
- Proposed School Site
- Leeds Street
- Cavell Avenue
- - - - Station Gateway East
- - - - Station Gateway West

Rhodes Revised Draft Precinct Plan
**HEIGHT**

Appropriate heights within each character area will be determined by a state-led master plan process.

**DENSITY**

Commercial development near the station has redistributed residential dwellings throughout the precinct.

**SMART & SUSTAINABLE BUILDINGS**

Initiatives include reducing greenhouse gas emissions, recycled water and solar power.

**APPEARANCE**

Design of buildings will be assessed by the State Design Review Panel.

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**HEIGHT**

Following consideration of submissions made on the previous draft Plan, further analysis has been undertaken regarding building heights. This included an inquiry by design workshop and other testing of built form scenarios and urban design outcomes.

The revised draft Plan no longer stipulates specific heights of buildings, but provides a maximum number of dwellings and maximum gross floor area for each character area. This will allow some flexibility in where development can occur within the character areas to be assessed at the master planning stage. This also applies to the development in Station Gateway West, where the previously stipulated heights may be revisited.

The revised draft Plan introduces requirements for each character area to assess future master plan proposals. These proposals will undergo a design competition and be assessed by the State Design Review Panel against these requirements to determine appropriate building heights, locations, densities, public domain and infrastructure requirements. Council will also have a strong role in this process by preparing Development Control Plans (DCPs) that ensure the master plans have statutory weight. As a result, this may see taller buildings than previously proposed, but only where they have met strict character and design requirements. The restriction on the maximum number of dwellings will limit how many buildings would be proposed, ensuring the amount of dwellings east of the station remains as previously exhibited.
DENSITY

With the introduction of commercial buildings within the Station Gateway East character area, the residential density that was in this character area in the previously exhibited plan has been redistributed throughout the entire precinct. This redistribution will see an increase in the amount of homes north of the station. This redistribution will see the density of dwellings change across the precinct and help to deliver associated infrastructure upgrades. The exact level and location of this density will be confirmed on assessment of the master plan for each character area, noting each character area has its number of dwellings capped. The draft Plan ensures Rhodes will incorporate a range of housing typologies, from apartment buildings to terraces, creating housing choice and a mix of building types within the precinct.

SMART & SUSTAINABLE BUILDINGS

Buildings will need to incorporate significant sustainability initiatives, either through design or technology. Specific and measurable active planning controls include the provision of bicycle parking and end-of-trip facilities in new development and the contribution by developers to built-form initiatives which improve the sustainability of the neighbourhood overall. Greenhouse gas emissions will be reduced through the consideration of energy initiatives such as 50% roof space for solar power generation along with roof spaces that are structurally capable of supporting rooftop open space including gardens and plantings. Recycled water, private power grids and waste water infrastructure networks should also be provided for all new developments.

APPEARANCE

At the master plan stage, building design will be subject to a design competition and will be assessed by the State Design Review Panel. This review, endorsed by the Minister for Planning, will ensure proposed buildings meet the requirements for the character area and that they are of appropriate height and scale.
<table>
<thead>
<tr>
<th>YOU SAID</th>
<th>WE HEARD</th>
<th>HOW THE DRAFT PLAN RESPONDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whilst supportive of a school, you raised questions regarding the proposed location in the Gateway.</td>
<td>You were concerned with the lack of certainty with the school site in the original Plan</td>
<td>A local school for up to 1000 students has been located on the corner of Leeds Street and Blaxland Road.</td>
</tr>
<tr>
<td>Greater Sydney Commission identified a target for Rhodes to provide 6,300 to 8,300 jobs by 2036</td>
<td>The revised Plan needs to support Rhodes being able to meet this target</td>
<td>A commercial core focusing jobs growth has been created adjacent to the station. This will supplement existing job creation proposals within the precinct and contribute to the growth for the larger strategic centre.</td>
</tr>
<tr>
<td>You wanted a good mix of housing types, including affordable housing</td>
<td>The overall number and different typology of dwellings needs to be provide greater choice</td>
<td>A redistribution of dwellings across the precinct, affordable housing initiatives and flexibility in implementation will allow the market to better meet the housing needs for Sydney.</td>
</tr>
<tr>
<td>Development of Rhodes should have regard to the surrounding context</td>
<td>The Plan needs to be updated to reflect any new or emerging issues for the area</td>
<td>The Plan has been amended to meet job targets, public transport demand and school site requirements</td>
</tr>
</tbody>
</table>
Figure 13: Land use strategy for the precinct

Legend

Rhodes Precinct Boundary
Rhodes Train Station
Railway
Proposed Ferry Wharf
B3 - Commercial Core
B4 - Mixed Use
R4 - High Density Residential
RE1 - Public Recreation

Rhodes Revised Draft Precinct Plan
**EMPLOYMENT**
Rhodes could provide up to 1,200 jobs by 2036, or around 2,200 in the longer term.

**EDUCATION**
A new local school for 1,000 students is identified on a self-contained 1-hectare corner site near Leeds Street.

**HOUSING**
Up to 3,600 new homes on the east and 600 new homes to the west of the station.

**HOUSING AFFORDABILITY**
A mix of different housing types will be available and a 5% affordable housing target.

**INDUSTRIAL LAND**
Rezoning of current industrial land will enable public open space and foreshore access.

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**EMPLOYMENT**
Rhodes is an important strategic centre providing over 15,700 jobs. It features as one of Sydney’s top ten commercial office markets with potential for future growth. The majority of jobs are associated within the Rhodes Business Park and Concord Health Precinct. Currently there are estimated to be fewer than 250 jobs in the draft Plan area.

The District Plan highlights the need to strengthen and reinforce the economic role of the centre with the delivery target of between 6,300 and 8,300 new jobs by 2036.

The Department commissioned an employment land study to investigate the constraints and opportunities for future employment throughout the Rhodes peninsula. The study considered commercial office, retail and industrial employment. The study provided high and low employment projections at 2036 and 2041 however significant variations exist, reflecting market and feasibility challenges for the commercial office market and the need to take a long-term view.

The redevelopment of the Hewlett Packard site was identified as a significant future employment site.

The revised draft Plan area could deliver 1,200 additional jobs by 2036 or 2,200 jobs by 2041. This includes around 600 jobs in Station Gateway West. This
LAND USE

is predicated on the development of 40,000sqm of commercial floorspace in Station Gateway East. These jobs will be located close to homes and public transport.

The inclusion of retail and commercial space around the station will provide convenient end of trip options for residents, making Rhodes an attractive place to live for workers. The Leeds Street character area includes 1,600m² of retail floor space to create a vibrant and active area with opportunities for new residents and visitors.

EDUCATION

The inclusion of a local school in the precinct attracted considerable interest from the community during the previous exhibition period. Some submissions noted the lack of at-ground open space for children. Many people did not support McIlwaine Park being used by school children during recess and lunch for play.

The revised draft Plan identifies a one hectare local school site within the precinct on the corner of Leeds Street and Blaxland Road. The school site has been chosen in consultation with the NSW Department of Education. The 1,000 pupil local school will provide adequate play space on site in accordance with SINSW standards.

HOUSING

The revised draft Plan includes planning provisions for the development of up to 3,600 new homes east of the station and approximately 600 more dwellings west of the station. The specific design, height and density will be determined at the master plan stage. Future master plans will be assessed against requirements for each character area, which specify a mix of housing to be provided within that area. This will deliver a range of different housing types and create a great living environment in a variety of high-rise apartments, mid-rise complexes, terraces and lower density housing types.

HOUSING AFFORDABILITY AND COMMUNITY FACILITIES

To provide a level of housing affordability, the plan has included a target of 5% of new dwellings to be affordable housing. This target will contribute to equity, diversity and affordability in the Rhodes area, providing a mix of housing choice. The plan also provides for a range of community facilities, including child care centres and the proposed leisure centre, to assist or enhance living within the Rhodes precinct.

INDUSTRIAL LAND

The Leeds Street character area is zoned as industrial land (approximately 6.4 hectares). This land represents less than 0.5% of the total employment land stock in the Eastern City Harbour District. The GSC’s industrial land policy advocates a ‘retain and manage’ policy. However, future industrial use of this land is highly constrained due to transport accessibility, river frontage and the growing incompatibility with adjacent residential land uses. There is strong public benefit and planning merit justification for changing the land use zone. The foreshore will be opened up to deliver public open space and an extension of the foreshore promenade, reflecting the aspirations of the Green Grid.
<table>
<thead>
<tr>
<th>YOU SAID</th>
<th>WE HEARD</th>
<th>HOW THE DRAFT PLAN Responds</th>
</tr>
</thead>
<tbody>
<tr>
<td>You were happy with the proposed ferry wharf within the precinct</td>
<td>The ferry wharf should be retained in the revised draft Plan</td>
<td>The new Rhodes ferry wharf is a committed infrastructure project and will be delivered by NSW Roads and Maritime Services. Surrounding development will be required to consider access to the ferry wharf for commuters.</td>
</tr>
<tr>
<td>You identified the impact of development on existing transport infrastructure</td>
<td>Investigations need to occur as to what impact a revised draft Plan will have on road and rail transport.</td>
<td>The revised draft Plan identifies significant transport upgrades for the precinct including train station improvements, new ferry wharf, road intersection upgrades and enhanced active connections throughout the precinct.</td>
</tr>
<tr>
<td>You raised issue with the parking restrictions proposed for new development</td>
<td>We need to revisit the parking rates proposed in the exhibited draft Plan</td>
<td>Revised best practice maximum parking rates are provided as part of this new Plan.</td>
</tr>
<tr>
<td>You made reference to transport routes and connection to other locations using various transport modes</td>
<td>The draft Plan is to promote residents moving away from car travel and using a variety of transport modes</td>
<td>Transport studies informing the revised Plan suggest there will be a shift away from car use toward using the upgraded train station, new ferry wharf and new walking and cycling routes.</td>
</tr>
<tr>
<td>Road access and drop off points for the school and train station are important to you</td>
<td>Appropriate drop off points will be provided associated with the school and train station.</td>
<td>Revised planning and traffic studies identified a revised street network for the proposed precinct to suit the traffic movements forecasted. This has seen the number of internal streets reduced from three to two. The new internal connection between Blaxland Road and Cavell Avenue provided to support access to the new school.</td>
</tr>
<tr>
<td>Being able to walk and cycle around the area is important to you</td>
<td>Pedestrian and cyclist connectivity within the precinct needs to be retained or improved.</td>
<td>An enhanced active transport network will further encourage walking and cycling to neighbouring areas and key public transport such as the station, bus stops and the proposed ferry wharf.</td>
</tr>
</tbody>
</table>
Figure 14: Movement strategy for the precinct

Legend
- Rhodes Precinct Boundary
- Rhodes Train Station
- Railway
- Proposed Ferry Wharf
- Greenway Corridor
- Community Spine
- Destination Street
- Commuter Street
- Local Street
- Intersection Improvement
- Foreshore Green Grid Link
- Pedestrian Link
- Pedestrian Bridge (Indicative)
ROAD TRANSPORT

The precinct is well connected by an established road network with Concord Road being a key north-south regional corridor. This Plan identifies significant opportunities to improve public transport and walking and cycling opportunities to take pressure off the road network. Movement into and around Rhodes is constrained by existing capacity on Concord Road and intersections in and out of the precinct. Connections between east and west in Rhodes are also restricted by the railway line. This Plan focuses on accommodating the proposed growth in jobs and housing whilst capitalising on opportunities to lessen the impact on road transport. This will ensure Rhodes continues to be a great place to live and an easy place to visit for work or for play.

ACTIVE TRANSPORT

The Plan includes initiatives to encourage a sustainable and walkable neighbourhood, promoting all modes of transport and decreasing private car usage. A street layout and hierarchy which maximises walking, cycling and public transport patronage is critical to achieving the modal shift required to support the growing community. This is reflected through dedicated cycle lanes, prescribed end-of-trip facilities, connected paths and corridors, the addition of a new ferry connection and significant investment in public realm infrastructure such as the Rhodes to McIlwaine Park pedestrian bridge. Increased connections across the train line will make Rhodes easier to get around and new footpaths and street lighting will promote active transport over car trips within the precinct. The plan also reflects one of the aims of the Greater Sydney Commission by increasing connections with the nearby Concord Hospital precinct.

PUBLIC TRANSPORT

Rhodes Train station is the centre of the Rhodes community. The revised draft Plan identifies the functionality of Rhodes as dependent on a train station that can support it. Upgrades to Rhodes Station, including access and platform upgrades, are designed to cater for increased demand for train services as Rhodes progresses. The proposed ferry terminal will open the Leeds Street Foreshore area for residents and visitors with direct access from the river, while the proposed pedestrian bridge will aid in overcoming the rail line and Concord Road as a barrier between east and west. At a regional level, government initiatives such as the Sydney Metro West and Parramatta Light Rail will have a positive impact on public transport for Rhodes. These will provide alternative transport options for users of the T1 Northern Train Line, increasing the capacity of the line for users from Rhodes. They will also provide options for the Rhodes community, providing alternative access routes to regional places including Parramatta and Sydney Olympic Park.
PARKING

The Department has received a number of comments on the previously proposed zero parking rate within 400m of the station. This was originally intended to contain the number of vehicle trips. Further investigation of this issue has been undertaken since the 2017 exhibition. This has revealed lower vehicle trips for higher density areas near a train station. The availability of parking is still an influencing factor. A best practice maximum parking rate has been adopted. The draft Plan introduces a maximum parking rate for Rhodes, with a maximum of one private car space per dwelling. The aim of this rate is to minimise vehicular traffic generated in the precinct and encourage the use of alternative modes of transport.

<table>
<thead>
<tr>
<th>Dwelling Size</th>
<th>Car Parking Rate (maximum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>0.1 spaces</td>
</tr>
<tr>
<td>1 bedroom</td>
<td>0.3 spaces</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>0.7 spaces</td>
</tr>
<tr>
<td>3 or more bedrooms</td>
<td>1 space</td>
</tr>
</tbody>
</table>

New footpaths will promote active transport
The draft Plan promotes cycling within the precinct
Development designed to lessen the impact on existing road network
Development will be focussed on public transport

Rhodes Revised Draft Precinct Plan
This section provides an overview and explanation of the proposed amendments to the planning controls in both the Canada Bay Local Environmental Plan (LEP) 2013 and the Sydney Regional Environmental Plan (SREP) (Sydney Harbour Catchment) 2005. A State Environmental Planning Policy (SEPP) would be prepared which would either be stand alone or would amend the LEP, the SREP and the associated maps.

Amendments to the Canada Bay Local Environmental Plan 2013

PREPARATION OF CHARACTER AREA MASTER PLANS AND DCPs

The plan seeks to sequence the delivery of development in line with infrastructure. It will also allow for a degree of flexibility on the built form outcomes to allow innovative design.

Each character area within the precinct will have a maximum number of dwellings and gross floor area.

The maximum number of dwellings permitted east of the railway line is 3,600, consistent with the 2017 draft plan. The maximum number of additional dwellings on the western side will be 600 above the Council master planned amount of 1300 and the additional 150 dwellings proposed by a recently supported planning proposal.

The existing height and floor space ratio controls contained in the Canada Bay LEP will be retained. A clause will be added to the LEP allowing these controls to be exceeded if master plans and DCPs are prepared and approved for each of the four-character areas.

These master plans are to be prepared by or on behalf of at least 75% of landowners within the character area. Master plans should indicate how additional height and density could be achieved and how this could be supported. Supporting justification may include the delivery of substantial infrastructure upgrades such as the Leeds Street foreshore open space and promenade, the new primary school and the railway station upgrades. The master plans should consider matters such as:

- heights and locations of buildings
- compliance with SEPP 65 – Design Quality of Residential Apartment Developments
- location and delivery of infrastructure
- location of new open space areas and connections to surrounding open space areas
- location of servicing access for developments.

The State Design Review Panel will oversee preparation of the master plans to ensure design excellence is achieved. Once the master plan for each character area has been prepared, it will be stringently reviewed through the state led design excellence process. Endorsed master plans will be provided to Council for inclusion in their Development Control Plans (DCPs).

Each master plan is to indicate where individual buildings will be located, and how state and local infrastructure requirements will be delivered. The master plans will be required to consider a range of matters that are common across the precinct, as well as considerations that are unique to each character area. Council will ensure these master plans give consideration to the broader landowner needs through the DCPs.

The design excellence process will consider the following sections of this document:

- the planning principles and objectives
- the design excellence considerations
- the character area specific requirements.
PROPOSED CHANGES TO PLANNING CONTROLS

DESIGN EXCELLENCE CONSIDERATIONS

**LOCATION AND HEIGHT OF BUILDINGS**
Identify building envelopes showing location and height of buildings.

**COMMUNITY INFRASTRUCTURE**
Indicate location and delivery mechanism for community infrastructure identified in the draft Plan.

**PUBLIC DOMAIN**
High quality and pedestrian friendly public domain including street trees, landscaping and active frontages.

**OVERSHADOWING OF OPEN SPACE**
Minimise additional overshadowing to open space areas.

**SOLAR ACCESS TO EXISTING DEVELOPMENT**
Maintain solar access to existing residential development.

**VIEW SHARING**
Locate new building envelopes to minimise view impacts to existing development.

**MAXIMUM DWELLING NUMBERS AND GROSS FLOOR AREA (GFA)**
Master plans shall comply with the maximum dwelling number and GFA requirements for each character area.

**DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT**
Locate new building envelopes to comply with the requirements of SEPP No.65 Design Quality of Residential Apartment Development

**EQUITABLE DISTRIBUTION OF DWELLING DENSITIES**
Dwellings are to be equitably distributed in line with established urban design principles to ensure all land is economically feasible to develop.

**OPEN SPACE AREAS**
Indicate the type, facilities, location, size, and delivery mechanism for new open space areas identified in the draft Plan.

**SUSTAINABILITY**
Make allowance for new developments to incorporate sustainability measures including dual pipe water, solar panels and green roofs.

**INTEGRATION WITH NEIGHBOURING CHARACTER AREA**
Consider how proposed development will integrate favourably with adjoining character areas.

**AFFORDABLE HOUSING**
The GSC and Canada Bay Council have an established target of 5% affordable housing.

**CONTEXT SENSITIVE STREETS**
Consider the hierarchy of individual streets in the regards to pedestrian movement, vehicle movement and servicing.

**BUILDING TYPOLOGIES**
Provide a diversity of building typologies from terraces to residential flat buildings.

**HEIGHT TRANSITIONS**
Building heights are to generally transition down towards Concord Road and the Leeds Street waterfront and respond to the landscape.

**PEDESTRIAN AND CYCLING CONNECTIONS**
Improve pedestrian and cycling connections within and between the character areas.

**HERITAGE ITEMS AND LANDSCAPES**
Respond to the site specific controls recommended for heritage items within the character areas.

**PUBLIC ART**
Make provision of public art within the character areas.

**PEDESTRIAN SCALE**
Street frontages should provide pedestrian scale and where possible upper levels should set back.

**CAR PARKING DESIGN**
Carparking should not detract from the street scape.

**ENCOURAGING ACTIVE TRANSPORT**
Master plans should encourage active transport modes to minimize car use.

Rhodes Revised Draft Precinct Plan 49
Character area specific requirements

**STATION GATEWAY WEST**

| 600 | 60,000m² |
| ADDITIONAL DWELLINGS | RESIDENTIAL GFA MAXIMUM |

**Pedestrian access**
- Create a lively, safe pedestrian experience through the creation of transit plazas that will also enhance the bus and rail commuter experience at:
  - Marquet Street
  - corner of Gaulthorpe and Walker Streets; and
  - Walker Street opposite the Station.
- Provide a connection between the Station Plaza and the Town Square through a widened verge or increased setback.

**Upgrade to railway station**
- Facilitate capacity improvements to Rhodes Station. Upgrades may include a new northern concourse, station entries from Walker Street and Blaxland Road and pedestrian bridge over the railway line.

**Active street frontages**
- Provide active frontages along key pedestrian routes to encourage safe pedestrian movement
- Ground floor street activation fronting Blaxland Road and the Station

**Pedestrian connection to station**
- Provide a pedestrian connection to the station over Walker Street aligned with Gaulthorpe Street that has 24 hour public accessibility and a north facing public plaza on the corner of Walker and Gaulthorpe Street.

**Open space**
- Any increase in dwelling yield to be supported by well located, publicly accessible open space. Detailed design to consider overshadowing and solar access.

**View corridors**
- View corridors to be maintained from the Station, between buildings and to McIlwaine Park and Parramatta River.
Figure 15: Specific requirements for Station Gateway West character area

Legend

•••• Rhodes Precinct Boundary

Rhodes Train Station

Railway

New Pedestrian Bridge

Proposed Leisure Centre

Station Gateway West
STATION GATEWAY EAST

1,350 TOTAL DWELLINGS

135,000 m² RESIDENTIAL GFA

40,000 m² COMMERCIAL GFA

Proposed Changes to Planning Controls

Commercial development near railway station
- Provide for additional jobs in standalone commercial buildings, supported by appropriate retail and other uses to create activity at ground level. Development to support the commercial precinct to the south.

Provide a range of dwelling types and equitable distribution of density
- Dwellings are to be appropriately distributed throughout the character area to ensure all land is economically feasible to develop.
- Favour a mix of dwellings typologies, including terraces and lower scale buildings addressing streets.

Pedestrian bridge between railway station and McIlwaine Park
- Provide a wide pedestrian bridge between the station concourse and McIlwaine Park that delivers active frontages to adjoining developments to create a high quality attractive environment for people to use.

New street connection
- Provide a new street connection between Cavell Avenue and Blaxland Road south of the Coptic Church.
Figure 16: Specific requirements for Station Gateway East character area

Legend

[ ] Rhodes Precinct Boundary
[ ] Rhodes Train Station
[ ] Railway
[ ] Pedestrian Bridge
[ ] New Street
[ ] Proposed Leisure Centre
[ ] Station Gateway East
CAVELL AVENUE

800 +
TOTAL DWELLINGS

80,000m²
RESIDENTIAL GFA MAXIMUM

Housing diversity and human scale
- Provide a mix of housing from high density apartments to lower density typologies such as mid-rise apartments and terrace houses. Lower building forms, like terraces, should address streets.

Landscaped streets to encourage walkability
- Streets are to be landscaped, have high pedestrian amenity and encourage walking and cycling.

Transition height down to Concord Road
- Building heights are to generally transition down from Blaxland Road towards Concord Road, noting a mix of heights may be desirable.

Heritage landscapes
- Heritage items and landscapes are to be respected through appropriate setbacks, design and materials, including adaptive reuse if possible.

Mixed use corners
- At least three mixed use corners are to be provided on Cavell Avenue and Denham Street in accordance with the masterplan to activate the central portion of the precinct.

New pedestrian connection
- A high-quality pedestrian link is to be provided between Blaxland Road and Cavell Avenue, generally near the alignment of Denham Street.

Upgrade community facility
- The existing Council community centre on Blaxland Road shall be retained and enhanced.

Local streetscape upgrades
- Local street upgrades shall be undertaken to Denham Street and Averill Street, as well as the intersection of Averill Street and Concord Road.

East-west connection over railway
- A new east-west connection is to be provided over the railway near Nina Grey Circuit. Alternatively, an upgraded underpass closer to the proposed school could be considered.
Figure 17: Specific requirements for Cavell Avenue character area
LEEDS STREET

1,450
TOTAL DWELLINGS

145,000m²
RESIDENTIAL GFA MAXIMUM

New public primary school
- Deliver land for a primary school site for up to 1,000 students in consultation with School Infrastructure NSW on the corner bounded by Blaxland Road, Leeds Street and Cavell Avenue. The minimum land requirement is 1 hectare, subject to detailed design.

New street connection
- Provide a new road south of the school site between Blaxland Road and Cavell Avenue (extension of Averill Street).

Foreshore open space
- Provide new foreshore open space and public promenade which improves access to the Parramatta River foreshore. The open space should include a single, regularly-shaped consolidated space with a minimum area of 7,500m². The promenade should have an average width of 30m from the foreshore to the building line.
- Lower buildings should address open space areas and the foreshore.

Activated, high amenity waterfront centre
- Deliver a high amenity, mixed use area including residential development, retail uses, cafes and restaurants.

Location of taller building elements
- Locate taller building elements to the west, near the railway line and transition heights down towards the waterfront. Tower elements may be considered elsewhere but should be located so as to minimise solar access and overshadowing and visual impact from the water.

Walking and cycling connections
- Improve walking and cycling connections along the foreshore and from Leeds Street.

Upgrade Uhrs Point Reserve
- Upgrade existing open space at Uhrs Point reserve.

Intersection upgrade
- Upgrade the Cavell Avenue and Leeds Street intersection.

Integration with Ferry Wharf
- Integrate development with the proposed ferry wharf, connections between Averill St, Leeds street and the foreshore, and provide high quality public domain.
Figure 18: Specific requirements for Leeds Street character area

Legend

Rhodes Precinct Boundary
- Proposed Ferry Wharf
- Railway
- Pedestrian Bridge
- Pedestrian Link
- New Street
- Identified School Site
- Leeds Street
- Proposed Foreshore Open Space and Promenade
PROPOSED LAND USE ZONING

The proposed land use zones in the precinct are as follows:

- B3 Commercial Core on the eastern side of the station to facilitate 40,000m² of standalone commercial development
- B4 Mixed Use around Leeds Street to facilitate destination retail uses (such as cafes, restaurants and bars), residential development and the waterfront open space areas
- R4 High Density Residential through the centre of the precinct to facilitate a range of residential building typologies from lower scale terrace/villa style dwellings up to large residential flat buildings (a school is also permissible in the R4 Zone)
- B4 Mixed Use on the western side of the station will be retained
- RE1 Public Recreation will continue to apply to open space areas.

Figure 19: Proposed LEP zoning

Legend

- Rhodes Precinct Boundary
- Rhodes Train Station
- Railway
- Proposed Ferry Wharf
- B3 - Commercial Core
- B4 - Mixed Use
- R4 - High Density Residential
- RE1 - Public Recreation

NSW Department of Planning and Environment
**ACTIVE STREET FRONTAGES**

The draft Plan encourages vibrant and pedestrian friendly streets. It is proposed to require active street frontages on key streets. This will apply to the commercial uses fronting Blaxland Road as well as to the mixed-use land along Leeds Street and parts of Cavell Street. The sites subject to the active frontage requirements are shown on the draft LEP maps.

**SATISFACTORY ARRANGEMENTS**

The planning investigations for Rhodes have identified various infrastructure items that are required to support growth. These items are described in the infrastructure schedule.

To ensure infrastructure delivery is tied to the rollout of development, a ‘Satisfactory Arrangements’ clause is to be inserted into the LEP.

This clause would require developers to make satisfactory arrangements to contribute to the provision of state infrastructure prior to development occurring. Typically, this would either be in the form of a monetary contribution to government (who would then deliver the infrastructure) or via a ‘Works-In-Kind’ agreement which is a legal undertaking that involves a developer building the infrastructure and transferring it to government.

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

**PARKING RATES (CAR AND BICYCLE)**

By applying reduced car parking rates, the revised draft Plan seeks to minimise vehicular traffic generated in the precinct and encourage the use of alternative modes of transport. It is proposed to nominate a maximum number of private parking spaces that can be provided with development in the precinct. The proposed maximum car parking rates are shown in the following tables:

**PARKING CONTROLS FOR RESIDENTIAL DEVELOPMENT**

<table>
<thead>
<tr>
<th>Dwelling Size</th>
<th>Car Parking Rate (maximum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>0.1 spaces</td>
</tr>
<tr>
<td>1 bedroom</td>
<td>0.3 spaces</td>
</tr>
<tr>
<td>2 bedrooms</td>
<td>0.7 spaces</td>
</tr>
<tr>
<td>3 or more bedrooms</td>
<td>1 space</td>
</tr>
</tbody>
</table>

**PARKING RATES FOR COMMERCIAL, RETAIL OR OTHER USES**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Car Parking Rate (maximum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>1 space per 150m² GFA</td>
</tr>
<tr>
<td>Retail</td>
<td>1 space per 100m² GFA</td>
</tr>
<tr>
<td>Cafes and restaurants</td>
<td>1 space for every 150m² GFA or 1 space for every 6 seats (whichever is less)</td>
</tr>
<tr>
<td>Industrial</td>
<td>1 space per 150m² GFA</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Resident/Staff</th>
<th>Visitor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>2 per dwelling</td>
<td>2 per 10 dwellings</td>
</tr>
<tr>
<td>Commercial</td>
<td>2 per 150m² GFA</td>
<td>2 per 400m² GFA</td>
</tr>
<tr>
<td>Retail</td>
<td>2 per 250m² GFA</td>
<td>4+2 per 100m² GFA</td>
</tr>
<tr>
<td>Industrial</td>
<td>2 per 10 employees</td>
<td>4+2 per 100m² GFA</td>
</tr>
</tbody>
</table>
FLOOD PLANNING
Due to Rhodes’ location on the Parramatta River, it is important to ensure that future development considers the potential impacts of flooding.

A ‘Flood Planning’ map will be introduced into the LEP and development on flood prone land will be required to meet certain suitability requirements prior to development being allowed to proceed. The sites identified as being subject to flooding are shown on the draft LEP maps.

WATER SUPPLY SYSTEMS
As part of the sustainability initiatives for the precinct, it is proposed to make allowance for dual piping for drinking water and recycled water. This dual piping system may be supported by a water treatment facility (either delivered by government or the private sector) to enable the re-use of grey water.

‘Water supply systems’ would be made permissible in the B3 Commercial Core, B4 Mixed Use, RE1 Public Recreation and R4 High Density Residential zones.

LAND ACQUISITION FOR ROAD UPGRADES
The draft Precinct Plan includes minor intersection upgrades on local and regional roads including:

Concord Road/Averill Street
Extension of the southbound right-hand turn bay on Concord Road, widening of Averill Street to allow for three left-turn lanes onto Concord Road and a new pedestrian bridge.

Cavell Avenue/Averill Street
New single lane roundabout.

Cavell Avenue/Leeds Street
Minor widening of the intersection.

These works require small areas of land to be acquired along Cavell Avenue, Averill Street and Concord Road.

The land would either be acquired by the Council (for local road works on Cavell and Averill St) or NSW Roads and Maritime Services (for classified road works on Concord Road). The timing of the upgrades would be implemented as development progresses and as agreed with RMS.
Changes to Sydney Harbour Catchment SREP

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

Leeds Street Foreshore

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

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

River Pools

The SREP does not include public swimming pools as a permissible use. While a river swimming pool is not proposed as part of this revised plan, it is proposed to amend the SREP to include them as a permissible use in the case of a future proposal. McIlwaine Park is identified as a potential new sim site by 2025 in the draft *Parramatta River Master Plan*.

---

*TEN STEPS TO A LIVING RIVER
THE PARRAMATTA RIVER MASTERPLAN

Draft Parramatta River Master Plan*
The draft Plan identifies a range of infrastructure items to be provided to support the proposed growth in Rhodes. The below indicative infrastructure schedule reflects each item together with the responsible authority.

The identification of the items, delivery and timing has been informed by the variety of technical studies undertaken as part of the Priority Precinct Investigation Process and further consultation with the community and other stakeholders.

The Department of Planning and Environment will continue to work with Canada Bay Council, state agencies and infrastructure providers to ensure continued future alignment of infrastructure needs and priorities.

Increasing the provision of open space in the area as well as providing a primary school are clear priorities for the Rhodes community. These items are reflected in the infrastructure schedule.

**Funding infrastructure in the Rhodes Precinct**

Sharing the cost of growth infrastructure is an important principle. Development contributions are payments made by a developer to a consent authority to contribute to shared local infrastructure, facilities or services and certain types of state infrastructure.

Development contributions may be in the form of money, land, buildings, or works in kind.

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

A Special Infrastructure Contribution or SIC is a contribution paid by developers to share the cost of delivering the regional and state infrastructure required to support new development and growth within a special contributions area (SCA). As the precinct has been expanded and revised character areas have been defined the Department is currently investigating the capacity of future development to pay a SIC contribution. A potential SIC rate will be determined through an analysis of the value uplift of the different character areas, infrastructure needs and costs and development feasibility to ensure any change does not impact on the ability of the development to be delivered. If the value uplift differs per character area, the Department may consider to apply a differential rate per character area. Applying rates that are tailored to different areas means developers contribute their fair share towards infrastructure to support the growing community, while also ensuring development feasibility is taken into account.

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

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

Decisions regarding the exact funding mechanism and delivery of infrastructure to support growth will be determined at the master planning stage. Development contributions alone may not be sufficient to fund the required infrastructure and as such it might be necessary to identify other funding sources and approaches to deliver infrastructure.

**Delivery and staging of infrastructure**

The masterplan for each character area needs to consider location and delivery of infrastructure.

To ensure infrastructure delivery is tied to the rollout of development in each character area, a ‘Satisfactory Arrangements’ clause is to be inserted in the LEP.
## Roads**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Responsibility / Delivery</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 Concord Road upgrade (existing street)</td>
<td>State Government</td>
<td>Upgrades required to create a Greenway Boulevard including surface treatments, in ground service works, pavements and bus shelters.</td>
</tr>
<tr>
<td>R2 Concord Road/Averill Street intersection upgrade</td>
<td>State Government</td>
<td>New left turn lane, extension of right turn bay and new pedestrian footbridge.</td>
</tr>
<tr>
<td>R3 Cavell Avenue upgrade (existing street)</td>
<td>Council</td>
<td>Upgrades required to create a Community Spine including surface treatments, in ground service works, pavements, rain gardens and street furniture.</td>
</tr>
<tr>
<td>R4 Leeds Street upgrade (existing street)</td>
<td>Council</td>
<td>Upgrades required to create a Destination Street including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture and Leeds Street line markings.</td>
</tr>
<tr>
<td>R5 Local Streets upgrades (remainder of existing streets)</td>
<td>Council</td>
<td>Upgrades required to Local Streets including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture.</td>
</tr>
<tr>
<td>R6 New road embellishment Blaxland Road to Cavell Avenue (south)</td>
<td>Council</td>
<td>New local road recommended to improve connectivity. Costs include demolition, surfacing, planting, rain gardens and street furniture.</td>
</tr>
<tr>
<td>R7 New road embellishment Blaxland Road to Cavell Avenue (central)</td>
<td>Council</td>
<td>New local road recommended to improve connectivity. Costs include demolition, surfacing, planting, rain gardens and street furniture.</td>
</tr>
<tr>
<td>R8 New road embellishment Blaxland Road to Cavell Avenue (north)</td>
<td>Council</td>
<td>New local road recommended to improve connectivity. Costs include demolition, surfacing, planting, rain gardens and street furniture.</td>
</tr>
<tr>
<td>R9 Cavell Avenue/Averill Street intersection upgrade</td>
<td>Council</td>
<td>100sqm land acquisition along the northern edge of Averill Street (i.e. strip of land belonging to 7-9, 5, 3, 1 Averill Street).</td>
</tr>
<tr>
<td>R10 Cavell Avenue/Leeds Street intersection upgrade</td>
<td>Council</td>
<td>Minor widening of the intersection.</td>
</tr>
<tr>
<td>R11 Concord Road/Averill Street intersection upgrade</td>
<td>Council</td>
<td>100sqm land acquisition along the northern edge of Averill Street (i.e. strip of land belonging to 7-9, 5, 3, 1 Averill Street).</td>
</tr>
</tbody>
</table>

## Active transport

<table>
<thead>
<tr>
<th>Measure</th>
<th>Responsibility / Delivery</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1 Blaxland Road upgrade including cycle path</td>
<td>State Government</td>
<td>Upgrades recommended to the regional cycle network and to create a Commuter Street including surface treatments, in ground service works, pavements and planting to support anticipated growth.</td>
</tr>
<tr>
<td>P2 Railway overpass</td>
<td>State Government</td>
<td>New pedestrian bridge recommended to improve connectivity over the railway line based on Pedestrian Bridge Design Standards. Potential location between Denham Street and Nina Gray Avenue.</td>
</tr>
<tr>
<td>P3 Pedestrian bridge construction and embellishment</td>
<td>State Government</td>
<td>Delivery of the pedestrian bridge from the Rhodes East Gateway in to McIlwaine Park.</td>
</tr>
<tr>
<td>P5 Leeds Street connections to foreshore embellishment</td>
<td>Council</td>
<td>New pedestrian access recommended to improve connectivity. Costs include demolition, surfacing, planting and street furniture.</td>
</tr>
<tr>
<td>P6 Averill Street to Leeds Street link embellishment</td>
<td>Council</td>
<td>New pedestrian access recommended to improve connectivity. Costs include demolition, surfacing, planting and furniture.</td>
</tr>
<tr>
<td>P7 Blaxland Road upgrade including cycle path</td>
<td>Council</td>
<td>Upgrades to create a Commuter Street, including surface treatments, in ground service works, pavements, planting, rain gardens and street furniture to support anticipated growth.</td>
</tr>
<tr>
<td>Measure</td>
<td>Responsibility / Delivery*</td>
<td>Assumptions</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Open space and recreation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS1 Leeds Street Foreshore embellishment</td>
<td>State Government</td>
<td>New foreshore access and plaza area recommended to create a destination adjacent to the new ferry wharf. Costings include demolition, surfacing, planting, open space facilities and on site rain water detention / retention facilities.</td>
</tr>
<tr>
<td>OS2 Uhrs Point Reserve upgrade</td>
<td>Council</td>
<td>Upgrades recommended to open space area, planting, launch ramp and new on-site rain water detention / retention facilities.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrades to existing building facilities is the responsibility of the Sea Scouts and Crown Lands.</td>
</tr>
<tr>
<td>OS3 Mixed use corner plazas embellishment</td>
<td>Council</td>
<td>Paving, street furniture, way-finding signage and lighting.</td>
</tr>
<tr>
<td>OS4 McIlwaine Park upgrade</td>
<td>Council</td>
<td>Upgrade works and sea wall along foreshore plus allowance made to reconfigure existing car park: due to new pedestrian bridge.</td>
</tr>
<tr>
<td>OS5 River Activation</td>
<td>Council</td>
<td>Potential river pool design could be enclosed baths on pylons with impermeable basin and long term option to remove basin to enable use of natural river water recommended design option.</td>
</tr>
<tr>
<td>OS7 Community Centre</td>
<td>Council</td>
<td>Additional facilities recommended for Rhodes East, as upgrades to the existing community centre, an alternative site or as part of a mixed use scheme.</td>
</tr>
<tr>
<td>OS8 Blaxland Road terminus (north end)</td>
<td>Council</td>
<td>Upgrades recommended to area including resurfacing, planting, recreation facilities and new on-site rain water detention / retention facilities.</td>
</tr>
</tbody>
</table>
| OS9 Local infrastructure items outside precinct | Council | - 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 |
| **Education** | | |
| E1 Contribution (monetary and / or works in kind) towards a new school | State Government | A potential school site has been identified on Leeds Street, subject to further consultation with State Infrastructure NSW. |
| **Public transport** | | |
| PT1 Rhodes train station upgrades | State Government | Station capacity improvements. Options include upgrade to the existing station concourse and/or a new northern concourse and platform extension. |

* State Government comprises the different relevant state agencies.

** Other intersection upgrades may be required along Concord Road, subject to further traffic analysis.
Figure 20: Proposed infrastructure within the precinct

Infrastructure schedule

Road improvements

State
- R1: Concord Road upgrade (existing street)
- R2: Concord Road/Averill Street intersection upgrade
- R3: Cavell Avenue upgrade (existing street)
- R4: Leeds Street upgrade (existing street)
- R5: Local streets upgrade (Precinct-wide)
- R6: New road embellishment Blaxland Road to Cavell Avenue (south)

Council
- R7: New road embellishment Blaxland Road to Cavell Avenue (central)
- R8: New road embellishment Blaxland Road to Cavell Avenue (north)
- R9: Cavell Avenue/Averill Street intersection upgrade
- R10: Cavell Avenue/Leeds Street intersection upgrade
- R11: Concord Road/Averill Street intersection upgrade

Active transport

State
- P1: Blaxland Road upgrade including cycle path
- P2: Railway overpass
- P3: Pedestrian bridge construction and embellishment
- P4: Leeds Street connections to foreshore embellishment

Council
- P5: Averill Street to Leeds Street link embellishment
- P6: Blaxland Road upgrade including cycle path

Open space and recreation

State
- OS1: Leeds Street Foreshore embellishment
- OS2: Uhrs Point Reserve upgrade
- OS3: McIlwaine Park upgrade
- OS4: Mixed use corner plazas embellishment
- OS5: Mcllwaine Park upgrade

Council
- OS6: River Activation
- OS7: Community Centre
- OS8: Blaxland Road terminus (north end)
- OS9: Local infrastructure outside precinct

Education

State
- E1: Contribution (monetary or works-in-kind) towards new school

Public transport

State
- PT1: Rhodes train station upgrades
Have your say

The draft precinct plan is on public exhibition and available on the Department’s website

www.planning.nsw.gov.au

Finalising the Plan

The Department will release the final Plan and a Submissions Report on the Department’s website that summarises the feedback received during public exhibition. Updates to the Plan will be made based on feedback received during exhibition.