Rhodes East Precinct
Consultation Update

March 2016
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BACKGROUND
Rhodes is identified as a Strategic Centre in A Plan for Growing Sydney, an area expected to grow significantly over the next 20 years.

The Rhodes Central area was nominated as a potential Priority Precinct by The City of Canada Bay Council (Council) in November 2014. In August 2015, the NSW Government approved precinct investigations for the expanded Rhodes East area.

The Department is working together with Council to investigate potential opportunities to revitalise Rhodes East. Opportunities include new homes, jobs, shops and cafes, community services and open spaces in Rhodes East, which includes land to the east of the railway line near Rhodes railway station and north of Mary Street through to the Parramatta River foreshore.

ENGAGEMENT APPROACH
To ensure the community is informed about the Rhodes East project, information is being circulated in a number of ways, which to date includes:

- **Project announcement letter and newsletter** – In October 2015, all landowners in Rhodes East received a letter announcing the Rhodes East precinct investigations and a newsletter providing an outline of the project and path forward.
- **Community Information Drop in session** - a drop-in session was held in Rhodes Town Square on 7 December 2015 to provide the community with background information about the project and the opportunity to ask questions. It is estimated 150-200 people attended this session. The community was invited to attend the drop-in session by a variety of means:
  - A letter was sent to all landowners and residents in Rhodes East;
  - A postcard was delivered to all mailboxes in Rhodes East and Rhodes West;
  - The drop-in sessions were advertised on the DP+E webpage for the Rhodes East project;
  - Email notifications were sent to a contact list established by Council and the DP+E;
  - Emails notifications were also sent to Council’s Rhodes Community Reference Group, Rhodes Stakeholder Group, and Council’s general Rhodes contact list; and
  - The drop-in session was mentioned in the Rhodes printed and electronic newsletter, as well as in Council’s Mayoral Column in the Inner West Courier on 24 November 2015.
- **Website** – Overview and newsletter for the Rhodes East project would be displayed on a dedicated page on the Department of Planning and Environment’s website. The online community survey was also made public on the website between October and December 2015;
- **Social media campaign (Facebook)** - Advertisements promoting information about the project and inviting people to take the online survey were geo-targeted to 360,435 Facebook users in Rhodes and the surrounding area, resulting in a total of 4,160 unique clicks to the Department’s website.

In October 2015, the Department launched an online survey to seek the community’s feedback on their vision for Rhodes East and the infrastructure needed to support any future growth. The online survey closed on the 18 December 2015. The timeframe was extended to enable the Department to notify the community of the survey at the community information drop-in session. A total of 196 respondents completed the survey.
ONLINE SURVEY RESULTS

Location of respondents

Of the 196 respondents, the majority resided within the Rhodes Precinct. The top four locations of respondents were Rhodes (62%), Concord/Concord West (8%), Meadowbank (7%) and Liberty Grove (5%). Figure 1 illustrates the location of survey respondents.

Do you live near any of the following areas?

![Pie chart showing location of respondents]

**Figure 1 - Location of respondents**

Population characteristics

Of those who completed the survey, 54% were male and 38% were female and 8% did not provide a response. As a comparison, in the Rhodes East Precinct, 47% are male and 53% are female.

With regard to the age of respondents, the majority were aged between 25-34 (29%) and 35-44 (21%). For comparison, the distribution of age groups in relation to the Rhodes East Precinct and Canada Bay LGA is shown in Figure 2. Further background information on the population statistics in Rhodes East can be found in Attachment B.
Language spoken

Of the respondents who completed the survey the majority spoke English (79%) as their main language. The key languages other than English that respondents spoke at home were Mandarin (17%), Cantonese (7%) and Greek (2%). 3% of the respondents spoke other languages not identified in the survey and 5% did not provide a response.

In Rhodes East, 35% of the population spoke a language other than English at home. Between 2006 and 2011, the total number of non-English speakers in Canada Bay LGA grew by 5% to represent 36% of the Canada Bay population.

Noting this response, the Department will consider translating communication material into other languages for the exhibition of any rezoning proposal to ensure non-English speaking communities are informed of the future proposals.

Dwelling and Household Summary

A majority of respondents listed apartments (46%) as their dwelling type, as compared to 35% of Canada Bay LGA. Other main dwelling types include houses (40%) and terraces/townhouses (9%). Figure 3 illustrates the housing types of respondents.

With regard to the household types of the respondents, 29% comprise couples with dependent children. The other main household types of respondents were ‘couples with no dependent children’ (22%) and lone persons (15%).

In the selection of housing ownership type, 31% of respondents own a home outright. 46% of the respondents own a home with a mortgage and 19% rent. The distribution of different types of housing ownership is as shown in Figure 4.
Figure 3: Housing types of respondents

Figure 4: Housing ownership of respondents
Vision for Rhodes East

In the online survey, participants were asked to outline, in their own words, their vision for the future of Rhodes East. A snapshot of the responses received is shown in Figure 5. Full detail of the responses can be found at Attachment A.

![Figure 5 – Snapshot of survey responses](image)

Summary of Responses

Seven key questions relating to the Rhodes East precinct were asked in the survey. Respondents were asked to provide answers to the following questions:

- What do you currently like about Rhodes East? (please choose your top 3);
- Transport Options (choose your top priority);
- Community facilities (choose your top priority);
- Housing and building options (choose your top priority);
- Recreation and sporting (choose your top priority);
- Natural environment (choose your top priority); and
- Culture and community options (choose your top priority).
The numbers of responses received for each question, arranged from highest to lowest, are shown in the brackets below. Full detail of the responses can be found in Attachment A.
Top priorities for recreation and sporting facilities at Rhodes East

Parks (80)
BBQ and Picnic Areas (46)
Children’s playgrounds (24)
Multi use sporting facilities (21)
Fitness circuits (11)

Top priorities for natural environment at Rhodes East

Greener streets (66)
Protection of natural areas (52)
Community gardens/urban agriculture (39)
More Trees (32)

Top priorities for culture and community at Rhodes East

Restaurants/cafes (64)
Community Spaces (51)
Shops/retail (27)
Entertainment and event spaces (13)
Outdoor dining (22)
Affordable Housing

In the online survey, participants were asked for their opinion and suggestions about issues relating to affordable housing. The majority of respondents (64%) are concerned young people will have difficulty affording a home in their area in the future, while 26% of respondents said they were not concerned.

In the survey, participants were also asked to select what design changes they find acceptable to assist with housing affordability. Of the respondents, 53 (27%) selected less private communal facilities, with another 53 respondents (27%) selecting none and 37 respondents (19%) find smaller apartments acceptable as a design change to assist with housing affordability (see Figure 6).

What design changes would be acceptable to you to assist with housing affordability

Figure 6: Survey results of design changes that would be acceptable to assist with affordability
SUMMARY OF KEY FINDINGS

In summary the key findings from the survey include:

- The survey has a larger proportion of the respondents within the ages of 25-34 (29%) compared to the age distribution within Rhodes East (15%).

- There is a low percentage of survey respondents under the age of 24 (2%), which is significantly lower than the Rhodes East population aged under 24 (27%).

- 46% of the respondents live in the apartment and another 40% live in a house. A majority of the respondents own a home with a mortgage (46%).

- More than half of the respondents are concerned about housing affordability in Rhodes East (52%) and acknowledge that young people will have difficulty affording a home in their area in the future (64%).

- The top three things respondents currently like about Rhodes East, are public transportation; public open space and parks; and cafes, restaurants and shops.

- The three most important priorities for community facilities at Rhodes East as identified by the respondents, were schools, high quality streetscapes and parking.

- The top three priorities identified for transport at Rhodes East are train services, reducing road congestion and cycle paths.

- The top three priorities identified for improvements to the natural environment at Rhodes East are greener streets, protection of natural areas and community gardens.

- The top three priorities identified for culture and community in Rhodes East were restaurants/cafes, community spaces and shops/retail.

- A majority of respondents, 41%, listed parks as their top priority for recreation and sporting facilities at Rhodes East.

- The top three priorities for housing and building at Rhodes East were preserving local character, more housing options and affordability of housing.

- 27% of respondents would accept less private communal facilities as a design change to assist with housing affordability. However, 27% of the respondents would not accept any design changes to assist with housing affordability.
**NEXT STEPS**

**Community workshops**

The Department and Canada Bay Council are holding three community workshops in March 2016 to discuss thoughts and ideas on new development, traffic and transport issues, community infrastructure and open space in Rhodes East. The results of the online survey are being used to inform the scope of the upcoming workshops. The feedback received at the workshops, along with the results of the online survey, will be used to help prepare draft plans for Rhodes East.

Further information on the workshops is available at [www.planning.nsw.gov.au/rhodeseast](http://www.planning.nsw.gov.au/rhodeseast). Places at the workshops are limited, however if you are unable to attend one of the workshops you can provide your feedback through an online community engagement form available at [www.planning.nsw.gov.au/rhodeseast](http://www.planning.nsw.gov.au/rhodeseast) which will be available from Thursday, 31 March 2016.

**Precinct Planning for Rhodes East**

The Department of Planning & Environment and Canada Bay Council have commenced precinct investigations for Rhodes East.

A draft Precinct Proposal will be prepared to identify potential future land uses, development controls and infrastructure required to support any growth. The draft Precinct Proposal will be guided by preliminary investigations including:

- Review of background work by Council;
- Review of strategic context;
- Review of the results of online survey and outcomes of the community workshops;
- Opportunities and constraints analysis; and
- Technical studies into: urban design, traffic and transport, flooding and drainage, social infrastructure and public open space, contamination, economic feasibility, affordable housing and sustainability.

The draft Precinct Proposal will comprise:

- Local Environmental Plan amendments (i.e. future rezoning);
- Development Control Plan amendments;
- Public domain strategy;
- Affordable housing strategy; and
- Infrastructure requirements and funding options.

The Department and Council will exhibit and seek public comment on the draft Precinct Proposal, notifying the community via:

- media release;
- advertisement in local paper;
- written notification to landowners and surrounding community;
- email notification to community members who have subscribed for updates;
- the Department’s website; and
• community drop in sessions.

Once the exhibition is complete, the Department will review the submissions and revise the rezoning proposal as necessary. The Department will then prepare a Submissions Report and provide a recommendation to the Minister for Planning for decision.
ATTACHMENT A:

WRITTEN RESPONSES TO ONLINE SURVEY
Question 1: In your own words tell us about your vision for the future of Rhodes East. What will the area look and feel like?

Why will people want to live, work and spend time there?

1: Rhodes East is in the middle of Sydney. Access to North, South, East and West using train, ferry, buses, bicycles, etc. Fast access to Parramatta River and great water front public access. Close to Sydney Olympic Park and associated facilities. Lots of restaurants and cafes. Best water views down Parramatta River to Sydney City.

2: Complete the waterfront walkway linking Brays Bay to Homebush Bay

3: Dense commercial centre with more office blocks that renew the degraded parts of Concord Rd corridor, and linked to Olympic park, Strathfield, Parramatta via light rail as well as improvements to existing heavy rail service. Restrict car dependence by mandating reduced parking ratios in any new developments.

4: A connected and vibrant community feel. Significantly improved connections for pedestrians, cyclists, vehicles and public transport. Improved and continuous access to the foreshore. Improved public domain and streets, ensuring mid block connections, and public spaces (from large parks through to pocket parks, building forecourts etc).

5: I'M EX REAL ESTATE AGENT FROM PERTH, AS WE SAY : LOCATION LOCATION LOCATION. CLOSE TO WATER CITY AND ALL AMENITIES .

6: We would like to look forward to an environment that prioritises social and environmental equity, and does not result in the privatisation of public spaces.

7: Hope this area to be a modern and beautiful waterfront residential area. The business area that near the water should be moved away.

8: Hope this area to be a modern and beautiful waterfront residential area. The business area that near the water should be moved away.

9: We do not want a repeat of Rhodes West. Rhodes East should have its own unique character. Rhodes East should be dense but low scale. Buildings should be a maximum of eight storey. Think of Barcelona...

10: Happy the way it is thanks

11: I would like Rhodes East to remain a residential, family orientated area, with tree lined streets and new pathways. Please do not turn Rhodes East into Rhodes West, which is a congested concrete jungle full of high rise apartments.

12: Don't ruin the parks and change the area to high rise!

13: A lot like Rhodes West

14: I see more high rise apartments with mainly Asian residents. I also see greatly improved public transport with local mini buses to pick up locals and deliver them to the station, shopping centre, community centre and ferry wharf. After living here 50 years I would find it hard to move into an apartment but loath to move away from the facilities we now boast and the improved community centre, parks and restaurants to come. I think people who enjoy or can only afford apartment living would greatly benefit from this area that offers so much in employment and recreation.

15: A quiet, peaceful area with easy access to transport links to across Sydney

16: I dont want it to become another high rise area like Rhodes Waterside. Also we dont want it over-shadowed by any high units along Blaxland Road. Rhodes east of Concord Road is a unique place in Sydney and we dont want it ruined by high-rise. McIlwaine Park, Thomas Walker, Rhodes Park are all great community spaces and they shouldnt be protected at all costs

17: 1. It should NOT be like Rhodes West with its proliferation of high rise and total lack of parking for occupants. The concept that parking was not to be made available for each dwelling is ridiculous. Try finding a visitor car space that is not being taken up by a resident.

2. It should be low density.

3. People would want to live there because it is not a rabbit warren.

4. Access to the riverside is a must.

5. A leash free, but fenced, dog meeting area

18: I think that they should take away the factories from the north side and to the west of Concord Road and replace them with affordable housing/apartments and cleaning projects for the Parramatta River. There should be more public transport (e.g. more regular trains, more buses to more locations, potentially easier access to the new ferry wharf) to take more cars off the
road. Therefore, the noise pollution goes down, environmental state of the suburb goes up and citizens of Rhodes East find that their suburb is a comfortable place to live. I think that more community activities (e.g. fitness groups, social events) should take place in the main park just south of the allocated Rhodes East region. I believe that a greener future is the step forward.

19: I do not want high density apartments on this side of the station. This would change and affect current lifestyle and create privacy issues. We chose to make this area our home because of the low density housing and do not want developer greed to affect our current home and lifestyle. We already have Bray's Bay reserve which is the main block of large public space in Rhodes East, which ironically is not included as part of your development plan. So I see this as purely a money grab for developers and the council.

20: I moved into the area 21 years ago, and it has maintained the same character on the eastern side of Concord Road in that time. The redevelopment West of the rail has been relatively successful, but the traffic congestion in East Llewellyn Street has grown steadily worse over the past half decade as commuters to the city jockey for positions near the railway station. The current building limits have served the people here well. We get to enjoy the expanse of green in McIlwaine Park around to the Edith Walker Estate. The flow through traffic on Concord Road has added 40 minutes to my travel time to work. All in all, it remains a great area, and high rise on our side of Concord Road would be the ruination of what we have: one of the last, old style, low rise Sydney suburban precinct near water. The area down near the water, north of Leeds Street could be redeveloped into a great restaurant site. Move the retail establishments on an turn that into a classy array of higher class food outlets.

21: I live there, because I can have a house, and not be squashed in a unit or town house. I have a nice back yard which we can enjoy. At the same time i am not far away from transport to the city were i commute daily. My vision if for the government and developers to leave us alone. I do not want the entire Rhodes to be concrete flats and apartment blocks.

22: Maintain the character and continue to provide job opportunities

23: An area that is in keeping with the Inner West type of homes and not the ridiculous development that has been witnessed with the development of Rhodes West. The traffic congestion on Concord Road should be removed by tunnelling from the M4 to north of Victoria Road. This would then allow for local traffic only along Concord Road which would allow the east and west of this road to be connected. Access to public transport is excellent with train and new ferry terminal and should be retained. The industrial area north of Rhodes East should be developed that could include a new school and public community areas. Brays Bay could be developed to offer more restaurant and dining establishments whilst retaining as much of the park as possible. Changing the precinct name from Rhodes East to Brays Bay would also attract people as it reflects the proximity and availability to the river and bay and also differentiates from the communities perception of the Rhodes development.

24: Maintain a strong community in the area and easy the traffic congestion on Concord Road such as by building the bridge from Olympic Park near the ferry terminal to Ermitong or the Great North Rd Five Dock to Putney bridge - another north south bridge. Also much better traffic flow design is required if there is further development of Rhodes West. The work done on the ‘proposed traffic from this major (good) redevelopment of the old industrial land was grossly under estimated. The traffic and parking designers were truly badly under estimated by the professionals - as opposed to the comment by the residents who raised this before the development started. The situation could have been avoided but is now a nightmare and a disgrace. No further development in Rhodes should be allowed to occur until this current problem is addressed if not it will not be a desirable area to live.

25: Concord road requires upgrading. Number of trains on northern line needs to increase. A primary and high school is needed given population growth. An extra supermarket to increase competition is also required.

26: Rhodes is a lovely suburb with many great amenities. The bridge the government has invested so much money into is a great idea. Though I really can't understand why the decision was made to not allow public access to vehicles to and from Wentworth Point. This is a waste of good money spent on an infrastructure that cannot be used by the majority of the public. If they are trying to curb the use of vehicles in the area it won't make a difference. This was a silly decision to make. My main concern with Rhodes is that you protect and add to the natural areas of the local ecosystem and add more parks and community gardens. Thanks!

27: Increased outdoor dining and retail options, whilst adequate provision of parking and mindfulness about road congestion

28: I think it's enough with building high rise building , we want our houses and villas protected

29: It's convenient; yet it's clean and modern It's quite close to the natural Safe

Online Survey Responses
31: I hope there will be new services, infrastructures and open spaces so that people in Rhodes East will have a much better living area.

32: The roads will not be through roads, pedestrians will have priority; there will be parkland around the whole waterfront with dedicated separated cycle paths and walking paths; the riverside factories will be gone, replaced by parkland. The dangerous sandstone structures underneath the railway bridge will be modified and made safe. Any apartment buildings will be built well back from the waterfront.

33: Houses not concrete blocks of units. Trees lining the streets. Modern street lighting. Children walking to the neighbours houses. Easy access for cars.

34: I love the fantastic high rise apartments being planned for Rhodes.

35: Not to have high rise

36: Turn it into a go to destination for relaxation - cafes, parks, restaurants etc...

37: We are adjacent to fantastic public transport, green space and the Parramatta River. I support super high rise to maximize opportunities for people to enjoy what I love about Rhodes. developers getting high rise opportunities should contribute to build even greater public/community infrastructure - a pedestrian bridge over the railway line from Rhodes East to West and then from Rhodes East over Concord Road to the area adjacent to Brays Park. We should also have a community shared bicycle system like Barcelona. We need to get rid of helmets on low risk local roads and cycle tracks to encourage less use of cars

38: Improved common park and recreation areas with stronger cycle/walk link to Rhodes West, whilst preserving the low scale existing housing along the foreshore and introducing more restaurants / cafes.

39: Maintain houses as opposed to dwarfing streets with apartments. It remains a family environment and a refuge from the hustle of Rhodes west. Better walk ways and more trees and greenery. Improve the waterfront area.

40: Low rise developments with minimal shading and open parkland that will never be built on. Also services to ensure that standards such as clean streets and footpaths are maintained along with maintaining high standards of landscaping. These standards are currently not met in Rhodes.

41: I understand that Rhodes was an industrial area that has now been transformed into a high rise residential precinct and as such it now requires the necessary infrastructure to service the increase in population. Rhodes East should provide access to waterfront for the residents of Rhodes and Meadowbank

42: Low rise housing with open greening space with facilities for residents. People will need to be assured that resident vehicles and buses be able enter and exit the precinct. At present without the addition of Rhodes East its horrific for all vehicles to gain exit onto Concord Road.

43: an inviting and safe area that is easily accessible and has outdoor areas suitable for all ages.

44: My vision would be for a mixture of commercial, retail (along the water front) and residential developments with a re-designed road network to allow traffic to flow more smoothly and connect to the main roads surrounding the Rhodes peninsular.

45: I'd rather it be a more family friendly environment that allows people of all ages and races to enjoy the events in harmony

46: Low rise buildings with lots of walkways and cycle paths.

47: Very similar to what it is now with nice street scapes

48: ABSOLUTELY NO HIGH-RISE BUILDING

49: Rhodes East lacks the vibrant and active community feel that Rhodes West enjoys. If Rhodes east is a replica of Rhodes west it would be a success. Rhodes is a rare waterfront suburb in inner west, Central. It has a train station, major shopping centre, bus services, cycle paths, open space/parks on the water foreshore. The infrastructure is outstanding in Rhodes which will encourage more people to live, work and spend time there.

50: Sun lit open not overpowered by tall buildings privacy, a sense of community. Family orientated a shared place

51: To be in line with Rhodes West, with foreshore cafes, restaurants and medium density apartment buildings and improve street lights to be similar as Breakfast Point Development Complex

52: To be in line with Rhodes West, with foreshore cafes, restaurants and medium density apartment buildings and improve street lights to be similar as Breakfast Point Development Complex

53: The area will be well planned with adequate infrastructure and a sense of community. Regular markets or annual fairs, for example, would encourage this. It would be better serviced by more frequent trains to the city during peak hour to cope with the rising number of young professionals moving to the area.

54: Would love a cycle/walking loop that goes around the whole of Rhodes. Similar to that of The Bay Run. Let's call it 'The Rhodes Circuit'
55: Rhodes has a major shopping Center, business park which offers jobs. Rhodes is a waterfront suburb which will attract more people to live there and has a major train station access to CBD, Parramatta and Olympic park. It's a unique suburb and well planned suburb which can accommodate increase population.

56: This is the last opportunity that Rhodes can have a primary school to serve its large population before all land sold to property developers. How could a suburb like this does not have a single school? Why push Rhodes’s kids to other suburbs?

57: This is the last opportunity that Rhodes can have a primary school to serve its large population before all land sold to property developers. How could a suburb like this does not have a single school? Why push Rhodes’s kids to other suburbs?

58: My vision of Rhodes East is a vibrant and reactivated precinct to replace the dead, tired and deteriorated area. Rhodes East needs to be revitalised like Rhodes West. Towers of apartments to increase housing supply with commercial and retail on ground floor, probably only in first block opposite Rhodes station. Redevelopment into a new vibrant community will attract more people to area and job opportunities in new retail commercial space on ground level. Being a waterfront suburb attracts more people and centrally located to major hubs. Rhodes has excellent infrastructure.

59: Car free Rhodes if it is not possible to have Canada Bay free from traffic except emergency services and essential services. Areas for bushwalking. Large community vegetable allotments. All electricity/power used in Rhodes to be from renewable resources. All families encouraged to keep chickens humanely. In other words a fully sustainable zero carbon producing Rhodes.

60: The area has to continue the challenge of providing connections, now over busy Concord Road, to link the eastern foreshore and open space in Brays Bay to Rhodes East, and to provide connectivity with jobs associated with the medical precinct ie Concord Hospital. The area needs to have a LARGE ACTIVE OPEN SPACE which can be used by workers in an extended Corporate Park AND the residents of all the high density developments in the Rhodes suburb, both east and west of the railway line. This is the one chance to do right by the residents of this area, who need an oval for active sports. This MUST go hand in hand with high density living.

61: Rhodes west is a success, thriving community, great choice of housing, retail, shops, cafe, restaurants and foreshore activities, open space and recreational options. Rhodes east is a great opportunity to continue Rhodes West which is practically fully developed. Rhodes is the Chatswood of the inner west, but better as a waterfront suburb and more centrally located. Greater apartment choice in Rhodes East will attract more people to live, work and spend time there as Rhodes infrastructure and well planned suburb can cater an increase in population.

62: Like Rhodes west, more vibrant growing community area, with good choice of housing, more retail, shops, cafes and restaurants providing more jobs and further upgrades to infrastructure in Rhodes.

63: Rhodes is a well designed suburb, full of infrastructure. It's a pleasant waterfront suburb, with a major shopping centre, train station and quality housing options especially in West Rhodes. If Rhodes east can be planned like Rhodes west there will not be a shortage of people who want to live, work and spend time there.

64: Retaining the existing community east of Concord Rd. Many heritage listed houses and trees located in the area. Once these are gone they cannot be replaced. West of Concord Rd to be developed with additional community spaces, cafes and low rise housing development with maximum of 6 stories. Please no more 25 - 35 story building causing a blot on the landscape and an ugly site from both land and Parramatta River. It is impossible for the existing infrastructure to cope now without the addition of 1000's of people.

65: Rhodes east should be a space where families can live and enjoy both public and private space. An area which fosters a sense of community and belonging, and has access to facilities to allow families to stay in the area.

66: My vision is to emulate Rhodes west foreshore precinct with affordable housing options in the form of units as property quite expensive in Sydney I would like my children to be able to afford to purchase in our area. I could not explain it other than what is currently existing on the west precinct including parks, playgrounds, restaurants, playgrounds, shopping and modern multi-storied construction.

67: A sense of community needs to be preserved if not encouraged more. It would be a shame for the area to become cold and clinical with apartment block after apartment block, especially along the river. There needs to be some allowance of public green space for the community to gather and enjoy. There is a dragon boat club and sea scouts situated within the area in question next to Ryde Bridge. Effort should be made so that these community groups are not forced to move or dissolve as it is these groups that add character to Rhodes, bring people in the community together and promote healthy active lifestyles outdoors.

68: More shopping dining and bars. Easier and safer access to pedestrians.
69: Great place to work and live
70: Open public spaces with open restaurants and cafes.

Something the whole family can enjoy that complements the location and vie a small up the harbour
71: I imagine Rhodes East will be as busy and lively as the current Chatswood or similar to the vibe that's currently at Centra Park. There will be green yet modern public spaces with plenty of restaurant / cafe choices within walking distance. There is already a community centre currently being developed on the other end of Rhodes, so I think the focus should switch to art and culture to balance out the high density apartments that's currently in Rhodes.
72: Not crowded and overwhelmed by buildings
73: They go there to escape the high rise apartments & congestion. It should maintain the old Rhodes heritage and focus on greenery, parks, and promoting an active lifestyle in Rhodes
74: Safe, secure and green area
75: Rhodes East has the potential to become a place where everyone wants to go to. Affordable creative spaces for artists, small bars for locals to come together and be entertained. Green spaces and parks along the foreshore also cycle paths connecting existing ones. Existing warehouses to be used in a way to potentially combine residential, work, food and restaurant precinct. Maybe something similar to Brooklyn Bridge Park.
76: It would be a nice waterside area with family and community spaces, a good mix of local small businesses (cafes/restaurants), efficient public transport options. Ideally a place to live and spend time enjoying the foreshore - kind of like Putney park.
77: Easily accessible waterfront parkland with cycleway and childrens playgrounds. Playgrounds close to coffee shops with an abundance of large trees and shady spaces. People will want to spend time there because nature is beautiful, good for mental health and wellbeing and should be able to be accessed by all!
78: I would like to see an un-changed skyline surrounding Brays Bay with the protection of the heritage areas, plus the preservation of the natural wildlife corridors which exist today, thereby retaining the look and fell of this particular area as it has been for the last several dozen years or more. Although, with regards to the neighbourhood areas adjacent to Leeds Street and the Parramatta River water-front incorporated business park - I can envision it becoming built up to match the areas of high-rise housing which currently occupies the opposite bank of the river in Meadowbank and also in becoming similar to the high-density housing structures already built and under construction along the Rhodes West - Homebush Bay shoreline.
79: Preservation of the current sense of community and housing density
80: Rhodes East will be a vibrant urban centre offering a car-optional lifestyle, with its streets and public domain prioritising pedestrians, cyclists and the environment. Active street frontages, pedestrian and cycle paths, pockets parks, street trees and urban plazas mean that 'open space' in Rhodes extends from 'front door to foreshore'.
81: Rhodes East should be a continuation of the good urban design at Rhodes. It is close to public transport and amenities and can sustain a dense urban environment. It should provide 30% affordable housing, a primary or secondary school (depending on which is built at Wentworth Point) and community facilities as well as a significant amount of commercial and retail space for locals. There should be water sensitive urban design and good quality separated cycle lanes connecting the area to its surrounds.
82: Try to attract different types of residents ie retired people, couples with young families and couples with older children. Not just going professional new migrants.
83: The proximity to all areas in Sydney makes it very convenient to live in Rhodes.
84: Something like Rhodes is now
85: Rhodes is an area with a lot of families with small children. I would love Rhodes to keep the family, community feeling. The only thing this area is missing is a school.
86: Keep access to river frontage and plenty of trees and green space.
87: Friendly community focus that is safe. Having the ability to access shopping, transport and essential services. Parkland and open spaces, especially sporting fields that are all well connected with each other by walking and bike path.
88: Friendly community focus that is safe. Having the ability to access shopping, transport and essential services. Parkland and open spaces, especially sporting fields that are all well connected with each other by walking and bike path.
89: Good community spirit. The area will work on being multicultural active. People getting to know each other over common interest.
90: Village-feel Close to the City with affordable housing Caters for singles, young couples and families
91: Affordable living in units. Love the tall buildings.
92: Fewer incentives for cars to use it as a way to go north or east. More bike lanes connecting to local areas (Flemington, lane Cove, Strathfield, Homebush, Five Dock) and pedestrian crossings. Move the trucks somewhere else, stop putting car parks around.
93: Multistory residential units with cafes and restaurants.
94: Similar to the other side of Rhodes West being residential towers, commercial, cafes and restaurants and shopping centres.
95: Shopping Centres, Parks, Retail, Restaurants, Cafes.
96: Shopping Centres, Parks, Restaurants, Cafes.
97: Shopping Centres, Parks, Restaurants, Cafes.
98: My vision is that there is more multi storey apartment for more people to live in the area like the other side of Rhodes. As its location is central with good public transports and employment, there is more demand for accommodation. That's why people want to live here, work and spend time.
99: Middle class safe community with lots of cafes and restaurants.
100: My dream is someday we & my neighbours have all required/lacked facilities & needs within Rhodes area such as a safer community monitored by CCTV and more police presence, a better train station with more trains, a library, more supermarket choices such as Aldi & Woolworth, a pick nick BBQ spot, sports/water sport facility such as yacht & water sky club, a Bowl club for retirees. Then more people love living in Rhodes because they can get what they need.
101: I'd like to see the Residents of Rhodes with plenty of job opportunities and creating jobs for locals with small businesses, corporate offices and shopping centres, restaurants and cafes with larger lot sizes some small businesses, parks with nicer gardens with lots of parking spaces.
102: Rhodes East will be about diversity - diversity of residents including families, students, workers, with high, medium and low incomes; diversity of housing options including stand alone houses, town houses and low to medium rise apartments; and diversity of activities including good quality eating and entertainment options, outdoor and indoor activities, with community and private spaces. People will want to live there because of the choice on offer, proximity to the water, transport and job centres like Macquarie Park and Rhodes shops, and access to quality infrastructure and services.
103: A ferry service to the city. Less traffic. Connection between East Rhodes & West Rhodes & Wentworth Point. Build a road bridge over the Parramatta River between Hill Rd Wentworth Point & Wharf Rd Melrose Park to ease traffic congestion on Homebush Bay Drive & Concord Road.
104: E
105: Less dense than the rest of the Rhodes peninsula. Some open spaces where people can take their children.
106:...
107: A safe, beautiful, welcoming community space that celebrates cultural diversity and allows people to live a good life. Offers amenities and is safe and attractive to walk around.
108: No apartments please!!! The peninsula is already at capacity, plus all the apartments at Meadowbank & growing. With limited access points to go over the river, the traffic is already dreadful along Concord Road. Have lived in the area for 9 years - there has been virtually no increase in train services but the population increase in the area has been huge. Not to say about the closure of Epping to Chatswood rail line for a year or two!!! A ferry wharf will be positive. There also needs to be bus services to connect with the rest of the Canada Bay Council area - they are so limited! It would also be good if there was a bus service to one of the light rail stops. It needs to be low density on the West of Concord Road and on the East of Concord Road - leave it alone! It would be good if there was a school pty you sold of the land years ago for Rhodes School. Concord West School is at capacity even with the new Victoria Ave School! A community space for theatre productions would be good - there is nothing in the area. By the way very disappointed about potential merge with Auburn Council.
109: Rhodes is one of the best localities where we can stay without any issues. At midnight also we can go out for a walk without any tension.
110: I would like Rhodes to have a good school, supporting the education needs in the suburb. Also, Rhodes' public spaces are quite fragmented, would like to have / maintain some big open spaces. Most importantly, no more high rises!
111: Since Rhodes West already developed as high density area with lots of high rise building, it would be a lot better if Rhodes East can remain low to medium density with different style to the west when considering the whole town planning. Protection of natural areas and preserving local character would be wonderful. No high rise building to promote peaceful environment and atmosphere making a perfect contrast to the west.
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112: Rhodes East is a bubble of peace against the backdrop of high rise development in surrounding areas.

113: Rhodes East should retain the old characteristics as the West side of Rhodes has new characters. No too-high rise buildings, no jamming in people into this area. This area is already chaotic in terms of traffic. More train service to city is critical as more young people move into this area and they all seem working in the city, the peak hours on the train station is like a cattle yard.

114: A mix of low density living (duplex, townhouse, houses) offsetting the medium/high density growing in the area. A selection of cafes/small retail with access via walk and cycle paths.

115: Whilst development of Rhodes East is inevitable it would be our preference for it to be low-rise rather than the high-rise which has been implemented in the Rhodes West, Wentworth Point and Shepherds Bay precincts.

116: Public can play and relax in the area.

117: Any of us present day locals can’t see ourselves remaining here long term. We’re just hoping that the developers give us enough for our properties so we can move on and put this uncertainty behind us and leave cash in our pockets.

118: The idea of Rhodes East is it gives a people to come together and collaborate in a fun relaxed setting. It should be optimal for residents including those working in the area to walk as the main choice of commute in the area. It should be safe and deter any undesirable activities including Graffiti.

119: redevelopment of Rhodes East will create a more vibrant community, job opportunities, essential choice of housing!

120: redevelopment of Rhodes West has put Rhodes on the map. The continuation to Rhodes East will make it a premier waterfront surrounded suburb which will attract more people to live, work and enjoy recreationally.

121: industrial area between railway line and Concord Road should be redeveloped along shore line. Residential areas especially east of Concord Road should not be changed.

122: It should be a pleasant hybrid area with plenty public space fit in. Nice waterfront cafes, restaurant, shopping street and green spaces integrating with medium density apartments and offices can provide the people a better and modern life.

123: I currently live in Rhodes East and I do not see any need to change it - we have plenty of green space and parks and shops and other amenities are just a short walk away.

124: With modern buildings, more parks and cafes, great views of the river and good public transport Rhodes East would be a great place to live.

125: Rhodes East has a perfect water view feature for both future housing and community spaces. Along the foreshore, the area can be re-zoned to be residential and land can be divided to have some luxury houses. Then, there can be some medium-density low-rise units, more affordable, but can still enjoy the benefit of the convenient public transport. Open spaces and parks are needed, too. To take the advantage of Parramatta river, while providing more houses increasing council income in terms of stamp duty, land tax and council rates, the green areas will certainly attract people to live in Rhodes.

126: At the moment there is a big disconnect / difference between Rhodes East and Rhodes West. One side of the station is full of high rise apartments while the other side is low density housing. I live in Rhodes East and my vision for Rhodes East is NOT to become full of high rise apartments. Its character should be preserved - perhaps for example - getting rid of the industrial sites in the north end near Leeds St and Averill Street and replacing with more community spaces and access to the foreshore.

127: More community areas, more cafe and restaurants and less of high rise building and retain houses and single dwelling residency.

128: Rhodes should be a people-friendly community with different styles of residential properties, combining its green, established residential area with some contemporary units to cater for the variety of needs within the community. Rhodes already has a substantial number of mid to high rise units. Rhodes East should not be a repeat of what has occurred in Rhodes, west of the train line. Medium to high (perhaps up to 10 stories) density housing could replace the light industry area in the northern end of Rhodes East, west of Concord Road. Some medium density housing would be inevitable along the train line but they should not be high enough to obscure views of the water and the city from the existing units to the west of the train line as residents in the higher levels of the existing units would have paid premium prices for their units because of the view. The old part of Rhodes to the east of Concord Road should remain substantially as it is, maintaining its present character of a suburb with established houses, trees and gardens.
The trees and gardens surrounding the houses in Rhodes East are important as well in giving the community a sense of co-existence with nature that has been nurtured over many years. Planting of trees between blocks of large concrete unit will never achieve the same feel. Changing the east of Concord Road into a complex of units and townhouses, for example, would make Rhodes look no different from any other character-less modern suburb in the world. It is important to keep the older, established style of Rhodes East to avoid making Rhodes East another concrete jungle. Cities consist of people who have different residential preferences and needs. Rhodes should look like and should be a community which meets such preferences and needs. Variety is what makes a community enjoyable, livable and interesting. Rhodes with its mid to high-rise units to the west of the train line and a combination of some medium density units and existing low density housing to the east of the train line will give the area a look and feel of a community reflecting the diversity and various needs of the people who live in Sydney. The existence and acceptance of diversity is what makes an area a good place to live, work and play.

My vision for Rhodes East includes pleasant treed streets between the station and Concord Road with a mixture of medium density housing and high density housing to four stories providing a visual drop in height from the highrise west of the station to the gracious older homes mixed with townhouse or terrace house or walk up two story flats in Cropley and Llewellyn streets. This gradual reduction in height will protect the heritage values of the beautiful Rivendel estate and Yaralla estate on the next peninsula. Retaining these older style suburban streets will protect the heritage of the area and acknowledge the history and community spirit of old Rhodes - and it will continue to provide, as it does now, very pleasant walking and cycling opportunities for workers, residents and visitors to the area. For immigrants living in new Rhodes especially it provides a glimpse into a traditional Australian way of life. Allowing some Bed and breakfast would allow visitors to experience the suburban life also. Preserving some houses with gardens also relieves the strain on wildlife which is under pressure from increased density of population. Space for active recreation will naturally need to be a part of the area between the railway line and Concord Rd. Sadly the development in Rhodes west initially made no accommodation for active public recreation spaces except for small children. Aside from the scout hall there should be spaces for tennis and basketball and a football field and cricket nets. All weather hockey would also be practical especially given the diversity of the population of Rhodes. Trains will run frequently on the weekend as well as during the week, buses will run frequently into the night. A walk through Cropley st on a weekday evening now will tell you why people want to live here now and why they will continue to want to live here; there are friendly people, shady spaces to stand and talk in the heat, trees and gardens to attract wildlife. There is space for people to play. Rhodes west is also pleasant in a different way. Let's continue to allow variety and interest in our area through maintaining a balance between preserving what is good and planning for the future by replacing redundant industrial structures with high density housing.

I would like to see the area East of Concord Road preserved as a Heritage Precinct that will retain its existing character and continue to be a haven for native wildlife. Preservation of both heritage properties (the built environment), such as those currently listed as such, and the natural environment, such as established or old forest trees, will be seen as a community asset for the area, especially in the context of the high density development that has already taken place in the area west of Concord Road and north at Shepherds Bay. Any new construction of housing needs to be designed and integrated sympathetically into the area to take these factors into account rather than a whole scale massed development. For example, if the area is opened for business opportunities as well as residential, elements of the hospitality sector (restaurants/cafes) or professional offices (doctors, dentists, lawyers etc) could be incorporated in existing heritage properties. The Coptic Church as an existing and thriving community group be allowed to grow and be accommodated in any future plans for the precinct. There are more than 500 families in the congregation who live in Canada bay,Strathfield,Burwood,and Ryde local government areas.
Question 2: If the NSW government allocated up to $5 million in funding for Rhodes East, what local community infrastructure would most benefit from additional funding?

1: An inclusive and financially accessible community centre that provides state of the art educational facilities.
2: As above waterfront walkways
3: Parks and open spaces.
4: Pedestrian and cyclists bridge across concord road (improve connectivity and safety), traffic signals and pedestrian crossings, foreshore access, community facility for water sports and active recreation activities, installation of event and activation infrastructure in parks (i.e. electricity and water connections). Increase capacity of Train line to provide additional commuter train services in peak hour. increased frequency of bus services. wayfinding signage (both static signage and interaction/electronic signage). implementation of the community vision from Council’s Rhodes Place Plan and Open Space Masterplan/Plan of Management.
5: I SINCERELY HOPE THAT 1&2 BEDROOM DEPT OF HOUSING QUALITY APARTMENTS WITH BALCONY FOR AGE 50+ WILL BE INCLUDED.
6: Communal
7: That would be great! Sport, relaxation, culture, gardens should be the the priority.
8: That would be great! Sport, relaxation, culture, gardens should be the the priority.
9: Active sports fields.
10: Sporting fields
11: Parks
12: New pathways, more street lights and more frequent trains with easier access to the train station (eg a footbridge leading to the station).
13: bike paths and street furniture or sports facilities
14: Anything that assisted residents to not have to use private vehicles to access the facilities. More sporting outlets for both children and adults for both fitness and keeping out of trouble.
15: Ways to reduce the impact of Concord Road and Ryde Bridge on pedestrian and bicycle movements around Rhodes East and crossing the bridge to the north or travelling south to Bicentennial Park or into Concord / North Strathfield. Also more pedestrian / bicycle links to cross the railway line from Rhodes East to Rhodes West.
16: Better lighting, better footpaths.
17: A parking station for commuters who come from other areas to work in Rhodes. Currently my Street - Cropley Street is used for commuter parking and there is no parking available for our visitors. When asked about parking restrictions when the Rhodes development was going on, residents did not envisage that the street would become a carpark, and did not ask for parking restrictions which are in nearby local streets. Since our complex has one space per dwelling and no visitor parking, it is a problem.
18: I don't know exactly what $5 million would afford, but I emphasise the fact of prioritising the demolition of the factories north-west of Concord Road and more public transport, especially more and easier access to trains, buses and ferries.
19: Fix the trains! How do you expect to keep up with commuter demand when the infrastructure is already so poor that it cannot cope with peak hour trains as it stands currently. By proposing to add higher density living and "adding new homes", this will only compound the problems!
20: The funding could be used for beautification of existing surroundings.
21: Schools... Concord west public school is very over crowded now. The number of units created, took no account for schools. There is not even a high school in the area. Built a high school for Rhodes
22: open land, recreation facilities and bike paths
23: Removing Concord Road Traffic congestion.
24: This would be a waste of money - you need $50 million to fix the roads and parking congestion
25: Parking, roads
26: Upgrade/ widen concord road

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27: Transportation access to and from Wentworth Point so both communities can enjoy each others facilities. Allow car access on the footbridge. Thanks!
28: transport and retail
29:
30: More Park and community service
31: Reduce road congestion and improved public parking options
32: I hope there will be more shops, especially grocery shops and a library, open space for sports, such as tennis and badminton. I also hope if we can have a school in Rhodes.
33: Separate cycle paths and pedestrian paths along the whole of the waterfront.
34: Roads and infrastructure.
35: Roads
36: School
37: Cycle and walkway access to Rhodes east.
38: $5 million is a joke. Let developers going vertical to fund real infrastructure - pedestrian bridges, community centers, community gardens, a native forest along the rail line on both sides.
39: Possible sports facilities, foreshore parks and cycle-ways.
40: Cycle and pathways, less big buildings/apartments, brighter streets.
We also need to address the growing problem of train over-crowding during peak times.
41: Allocating and maintaining quality green open parkland. We don't need more community centres.
42: Better transport links, open spaces, swimming facilities, cycling pathways.
43: Roads and green of the area.
44: Improved footpaths and areas of passive recreation with upgrades to bar-b-ques, seating and grassy areas with bubblers, bins and landscaping.
45: Reconfigure parking along Blaxland road - Angle parking/90 degree parking along the railway corridor side of the road. This would enable at least double the amount of parking spaces for the office workers. Even consider metered parking (all day with a reasonable fee) to help fund more services for the other suburbs in Canada Bay Council.
46: Fix the roads
47: Parks, BBQ areas, better lighting, walking tracks and cycle tracks.
48: Improve parks & river access
49: More parks or restaurants/cafes, but NO residential apartments
50: Rhodes is well designed suburb with plenty of infrastructure. The trains are pretty full. I would suggest that more carriages on trains be added on the Rhodes train line and the train station be upgraded.
51: Local council support services for the area. Canada bay council is actually doing a good job at the moment.
52: Parking station it a new road link to concord Road to divert traffic from Leeds Street.
53: Parking station it a new road link to concord Road to divert traffic from Leeds Street.
54: The train station itself is great, but needs more frequent services during peak hour.
55: As above.
56: Improving capacity of trains at Rhodes railway station to fit more people. More childcare centres which can be incorporated in new development at Rhodes East. Upgrading schools within the area to accommodate more students. Baird government is doing well in such a short time on upgrading infrastructure in the state.
57: Again, we need a primary school in Rhodes! A suburb with 10K people does not have a single school is a bad planning! All primary schools in nearby suburbs are still too far for young children to travel.
58: Again, we need a primary school in Rhodes! A suburb with 10K people does not have a single school is a bad planning! All primary schools in nearby suburbs are still too far for young children to travel.
59: Has to be train station, more capacity on trains. It would be great if Sydney had the high speed trains like London has.
60: Infrastructure to accommodate sustainability projects.
61: As explained above, a LARGE GREEN OVAL FOR ACTIVE SPORTS. This area really needs this facility - a multipurpose oval for use by workers, residents, schools etc.
By far the most important is increase in train services at Rhodes train station to facilitate increase in population and get cars off the road. I would increase the capacity of trains.

Has to be trains. More capacity in trains at Rhodes train station.

Imperative more train capacity at Rhodes train station. More childcare centres as there waiting list and parents suffering that can not find places.

Clean up of the Parramatta River end West of Concord Rd could do with a significant realignment of function.

Station upgrade, pedestrian bridge over Concord Road, childcare centres, primary schools

Easy access from Rhodes east onto Concord Rd travelling east.

Extension of the Rhodes foreshore walk at least to Ryde Bridge would be good. Provision for better water access for recreational water craft where people can load and unload kayaks, stand up paddle boards etc (in-line with the Our Living River campaign). Suggest this done in conjunction with the Sea Scout and dragon boat club site as they would make good use of safer water access also. Perhaps fix up Uhr's Point Reserve there to have some BBQ facilities, more parking and public toilets so people can enjoy a day on the water and the park. As it stands, the boat ramp further along the river near the railway bridge is not so paddle-craft friendly, and is designed more for motorised boats. With all the cars with boat trailers going in and out, it is not safe for children to be running around there. So a nice park area with easy water access would be ideal.

The Sea Scout hall could do with some work and the boat rails coming out of their building is a safety hazard. Would it not make more sense to rebuild a better facility that houses both the Scouts and dragon boat club (who operate out of what looks to be an old toilet block)? Make the new facility like the UTS rowing club along the Bay Run where there is nice bistro there, or space that the public can hire for functions. Being along the water, it would be very popular.

Boardwalk entertainment precinct

Public art installations and more park area to create a sense of space and local community

More parks, BBQ facilities and outdoor dining areas

Public transport

Ending road congestion (eg DFO roundabout)

A library

Foreshore parks and green spaces.

More bus/shuttle links to train stations/ferry stops/Rhodes shopping centre that will connect areas currently only serviced by infrequent buses.

General community spaces that can be accessed by all. Improved connectedness to cycle/walkways, parkland and playgrounds. More shaded areas, the cycleway and walkway are very exposed in summer. More trees (big ones) need to be planted along the water and cycleway.

Perhaps the construction of an open parkland area with BBQs and Playground to be located within the boundaries of Leeds St, Cavell Ave and Averill Street. Since, most likely in the future the shoreline side of Leeds Street will eventually become high-rise dwellings and all the children of families who shall eventually be living in these towers in the future will be in need of an outdoor area to play and develop skills of sports and such.

Parks, cycle ways, Scout hall refurbishment, graffiti removal program, improved security in key locations (e.g. the pedestrian pathway under the bridge)

Pedestrian and cycle paths, in particular continuous access to and along the foreshore.

A secondary school or high quality cycling infrastructure.

The first few thousand should be to put a ramp in the kerb at the bottom of the stairs that lead up to the railway bridge. Build a bike and Walk track along the river between the boat ramp and the Ryde bridge

Additional train facilities as ferry can only cater to people who are close to waterfront. We must have a dedicated school for the suburb and have a fly over to reduce congestion at Concord Rd and Homebush Bay junction.

Extend the walk and cycle way from Sydney Olympic Park

My daughter is 1, I would love a school in this area for her.

Parks and walkways

Local community infrastructure to be improved and incorporated into new developments eg 1st Yaralla Sea scouts getting new boat ramp/jetty. Public outdoor recreational areas eg basketball hoops, cricket nets, tennis court being built.
90: Local community infrastructure to be improved and incorporated into new developments eg 1st yaralla sea scouts getting new boat ramp/jetty. Public outdoor recreational areas eg basketball hoops, cricket nets, tennis court being built.
91: A housing option for our homelessness. Do this and the community will get behind the program. Something to bond over and support the less fortunate.
92: More train services
93: Large multi story development site. More then 30 levels
94: Better (non car) connections to nearby suburbs to give it a community feel.
95: Parks
96: Community spaces such as playgrounds.
97: Playgrounds.
98: Playgrounds.
99: Playgrounds.
100: A swimming pool, library to attract younger families and young workers.
101: More security and improved shopping centre with more choices
102: A local school and a co-Ed high school is urgently needed. The only co-Ed public high school in the area is concord high and that is bursting at its seams.
103: Expanding train station, Library, more super market like Aldi & Wollworth, a pick nick BBQ location, more sport/water sport facility like yacht & rowing club
104: All day street parking permits for residents of rhodes. Plenty of street parking spaces for friends and relatives to visit unit blocks. ways to reduce parking congestion as many unit blocks in rhodes have serious parking issues. Small businesses with shops have limited street parking how can we expect them to make a living.
105: Walking and cycling path access to the area - ease of getting to/from with public transport - easy and safe access to Rhodes east via Rhodes station
106: The Rhodes community desperately needs more spaces for local residents to gather to enjoy peaceful and social time. The Rhodes town square near Mary St and Rider Boulevard is good but it's quite barren with not enough greenery and right near a busy intersection. We need space that is cleverly designed so that it is enjoyable to spend time in and people naturally gravitate towards it.
107: Walk ways along the foreshore connecting to the war memorial kakoda track.
108: Transport
109: D
110: Some fun interesting open space..public access to the foreshore
111: Shopping centre upgrades/expansion, bus shelters.
112: Would be great to have a real fenced off dog park
114: Theatre Space
115: Play Ground for Cricket, basket ball etc
116: Schools! Schools! and Schools!
117: Then local parks with some equipments.
118: Improve existing parks and transport facilities
119: Ease the traffic please. Safer pedestrian crossing across the Concord road.
120: Cycle/walk paths and landscaping along foreshore.
121: Could a pedestrian underpass/overpass across the rail corridor joining Gauthorpe Street with the western end of Llewellyn Street be considered? Could the foreshore from Mill Park to Uhrs Point Reserve be opened up to public access to provide a continuation of the existing Foreshore Walk
122: More recreation and fun facility.
123: Realistically, when it involves money from the public coffers 5 million wouldn't buy a postage stamp sized square of turf. An example being the community Centre presently under construction. I believe the budget is 21 million and as sure as night
follows day that will blow out significantly. So my opinion is that of an allocation of 5 million, a huge hole would be blown in it on consultative committees, surveys that no one pays any attention to anyway, etc,etc.

124:A Police & Fire Station!
125:More capacity on trains at Rhodes train station
126:Increase the number of people capacity on trains at rhodes train station.
127:Development of a foreshore walking and cycling track.
128:Waterfront cycling and pedestrians
129:Complete the foreshore walk from Rhodes West along the Leeds Street foreshore, around Uhrs Point, around Llewellyn
Street and join to the Brays Bay Park/
130:A new school
131:cycle paths.
132:A Local Community Pub & Bar. Sunday to Thursday, family friendly!
133:Creating more public spaces, parks, children's playgrounds etc. Also as the population in Rhodes is growing and with the bridge that will connect Wentworth Point to Rhodes - there needs to be more trains that stop at Rhodes, particularly during peak hour - it is starting to get ridiculous. The Councils and State Governments get the extra revenue by allowing high rise apartments to be built but the infrastructure needs to keep up with the rise in population - it's hard enough getting a seat now let alone when the Wentworth Point residents all flock to Rhodes train station also. After Rhodes it is impossible for any one else at the next stations, Concord West, North Strathfield etc to get a seat because the train is completely packed after it stops at Rhodes. The train services need serious improvement on the Rhodes train line - either stop building so many high rise apartments or get more train services.
134:More car parking, and better traffic flow.
135:parks and additional trees
136:Active play space needs to be a priority as well as improved cycle ways and regular maintenance of the pedestrian/ cycleway railway bridge. Currently there is an excellent scouthall and a boating ramp that no doubt requires maintenance.
137:... test
138:The maintenance of existing, or establishment of, community spaces such as parkland, bush gardens, community gardens or community centres. Funding could be used for more community activity programs both for education and recreation and programs which emphasise different sectors of the community working together for the good of the whole community.
139:The Coptic Church, the adjoining Aged Care facilityat Cavell Ave , and Council's community hall at Blaxland road form an existing community precinct and a focal point for Rhodes east precinct that would benefit greatly from additional funding to enhance functionality.
Question 3 – Is there anything else you would like us to consider?

1: As a home owner I hope to get the maximum return on our investment.

2: Rhodes is a very successful commercial centre but it's potential has been restricted by use of most of redevelopable land by residential development. New developments should favour a balance between office blocks and residential blocks. Light rail connecting Rhodes to Olympic Park and Strathfield will be a very important catalyst for further commercial growth.

3: Consider community consultation which is innovative and inclusive of the wide range of community members interest in engagement - i.e. more than just a survey and formal exhibition period for the masterplan. consider social media engagement, event based info and engagement opportunities, consultation with the Rhodes Community Committee, Rhodes Place Committee, Sydney Olympic Park Authority.

4: BALANCE IS THE KEY TO A COMMUNITY. NO POINT ATTRACTING ONLY YOUNG PEOPLE. AGE 50+ WOULD GIVE STABILITY TO SUBURB AS WELL AS OLD EUROPEAN CHARM. EG. LADIES WITH MAKE-UP & HAT HAVING COFFEE @ THE CAFE. JUST LIKE THEY DO IN MEDITERRANEAN COST & EUROPE :-))))).

5: Please stop prioritising developers, and include a majority of the local people on a reciprocal basis: that's the purpose of successful, efficient, effective and holistic community consultation, designed FOR and WITH the people.

6: We hope Eastern RHODES is modern and well planned!

7: We hope Eastern RHODES is modern and well planned!

8: This survey is terrible. All of the questions are "leading" and are designed to get boring responses that don't drill down on the real issues or provide any opportunity to create a unique place. Despite the new ministers assurance that community's will get to have a real say in upfront strategic planning, this questionnaire proves that the department has not learnt a thing!

9: Young people will buy apartments and they are going to pay high prices across Sydney not just Rhodes.

10: re-zoning to medium density

11: Whilst I am concerned about affordability I don't think making apartments smaller with shared laundries is the way to go. I think the area would be more ghetto like and we need more communal facilities to occupy residents especially teens. Maybe less private communal facilities would help to lower costs.

12: Even more than Concord Road which has several crossing points both underneath and across it, the railway line acts as a barrier between east and west roads with pedestrians only able to cross at the station or at the Parramatta River.

13: We already have so many high rise in the area. we dont want more of the same in Rhodes East. Any new development needs to be sympathetic to the existing neighbourhood.

14: All new buildings should be environmentally friendly, utilising such things as recycled water and solar energy. If people are to live in a greater density environment, then consideration must be given to such things as:

- pet friendly buildings
- sound proofing
- place for a garden one can own and plant what one wishes to
- houses specifically for people over 60, which are age friendly ie one can stay there as one ages because consideration has been given to such things as stairs.
- 5 realistic strata rules re such things as smoking - possibly whole buildings in which no smoking is allowed, particularly on balconies
- When making decisions for the future, remember that green is the only way to go for Rhodes East and its not the majority opinion, its the right decision that should count at the end of the day.
- We see through all the fluff stated in your spiel about "improving the area" - It is clearly just a money grab by the developers and the council. The area is perfectly livable and fine the way it is. We do not need "new housing" (which I suspect means high density apartments that generate lots of cash for the council, government and developers) and do not wish to have to 'foot the bill' for this.

17: Rhodes is one of a very few spots in sydney where people can have houses, close to the water, with descent public transport to the city, with descent shops, etc.. Let us be.. dont let developers make millions, by building shoebox apartments, and getting rid of all the houses in rhodes.

18: The housing in Rhodes west is very expensive, it's not an area for young families.
We purchased a property costing over $1.2m and I would expect any revamp of the East foreshore will only attract foreign buyers and NOT give Sydney families an opportunity to buy. I work in the area also and would not want to see my work place relocated due to the Asian influence. I agree that along the rail way line, an improvement to low density housing is a possibility, but please leave Leeds st alone.

19: One of your “guiding principles” is to provide continuous access to the foreshore. What will this mean for existing homes along the foreshore? What is the strategy for properties along the foreshore and over what timeframe?

20: Point 15 - This is one of the causes of the current problem - don’t provide adequate car parking and people won’t have cars they will use public transport - this is a furry .. just look at the parking congestion. Great theory but totally wrong, all this does is create a massive issue for those who live around the area. Please don’t make this mistake again Point 16 - While young people always need help to start their home ownership we should not assume every area will offer places for first home buys. You buy were you can afford and progress.

21: Parking and vehicle access infrastructure must be adequate for any new development. To conceive a new area based on assumptions that people own one car or less - is to be in denial at the extreme.

22: You need to increase the amount of off street parking. There are too many cars on the road and not enough parking for visitors to the area. 23: Affordable housing is of great importance in sustaining the livability of Rhodes and Sydney.

24: Please don’t make the same mistake perpetuated everywhere of smaller units and less parking. This does not appear to reduce prices and increase housing affordability. But rather significant impacts road congestion negatively. Alternative innovative ways of freeing up undeveloped land or even space above Rhodes shopping center for example

25:.

26: Make sure apartment buildings don’t look like boxes and have means of controlling the amount of sunshine that falls on them.

27: Infrastructure to help with increased traffic congestion.

28: Parking at station

29: Maintain the low density housing to restrict the already over populated Rhodes.

Rhodes West deviated from the Masterplan and introduced higher storey residential apartments, thanks to the pushing developers and approved by the State Government. This resulted with a much higher population which the infrastructure never accounted for in its original studies/reports. The Bridge link to Wentworth Point will only increase the high volume of activity even more. Increasing the number of residents in Rhodes East with only exhaust the facilities Rhodes currently provides.

30: It’s important to keep a part of Rhodes alive and not over-run by big buildings that overshadow all the streets. East Rhodes has great character and needs to be retained.

31: I have lived in the area before the apartments in Rhodes West were built. I like my privacy and space, however the changes over the last 8 years have made Rhodes one of the best suburbs in Sydney. I love living in Rhodes, and I will not likely move away from the area, no matter what is planned in the future. I think that so far, the planning of Rhodes West is excellent and I do trust that any plans for the east will be just as thoughtfully considered. Please also consider the input from the Councilors and Staff of Canada Bay Council - they have spent a lot of time talking with residents and allowing input from everyone, including those who only work in Rhodes.

32: No high rise buildings in East Rhodes.

33: Don’t make it down market

34: I support higher density apartment living in Rhodes East within 400 meters of Rhodes Train station (30-40 storeys on blocks of 2500 sqm plus). There should be a maximum of 1 car space per apartment. I have heard there are standard Floor space ratio. If extra floor space ratio can fit within these heights or greater heights that are justified, developer contributions through a voluntary planning agreement could then be used to improve infrastructure in Rhodes. The developer would need to buy extra floor space ratio worked on per square meter rate under voluntary planning agreement than the standard floor space ratio. These funds go towards a community benefit and increase housing supply to tackle housing affordability. The only way housing affordability can be solved is to address the supply (increase supply) which should outstrip the demand and then force downward pressure on prices and rents. Much better solution than affordable housing and more affective.

35: The trains are getting full Ryde bridge does not cope with traffic now. Concord hospital transport schools community services need to be built and finically supported for future years.
36: Don't waste waterfront land, plan to build apartments to allow future younger generation to afford a space near the water.

37: Don’t waste waterfront land, plan to build apartments to allow future younger generation to afford a space near the water.

38: Housing affordability is a myth & media beat up. Property market has cycles. The reason last cycle had lots of price growth because demand exceeded supply. If you address supply issue by increasing more housing supply into the market especially a suburb like Rhodes East planned like Rhodes west with excellent infrastructure, prices will drop and rents drop as well once supply exceeds demand. State government can look at funding improved infrastructure to accommodate more people in Rhodes East where extra height and floor space ratio can be justified by developers and developers charged for extra floor space ratio per square meter to community benefit to improve infrastructure in Rhodes.

39: Please turn one of the big warehouse in Rhodes East into a new primary school! We need a local school!

40: Please turn one of the big warehouse in Rhodes East into a new primary school! We need a local school!

41: Please increase supply of apartments Sydney. More the chance of price and rents dropping. The excess demand last few years has outstripped supply and caused price explosion. Rhodes east should have smaller development on small land. Where land is big and within 400 meters of train station in Rhodes East high towers on big blocks ( example 2500sqm plus ) should be allowed and developer should be charged by government or council for extra height and floor area to fund improvements in infrastructure in Rhodes which is community benefit In return increasing housing supply to tackle housing affordability.

42: Yes, its my view that your survey has serious structural issues and the person who put the survey together has got it WRONG. I realise you are hoping for certain answers so that you can justify your further decisions about how to deal with the area, but when you give people limited options in identifying priorities but either all the options are important or none are as important as something else which you give no opportunity to identify, it is more frustrating than satisfying.

43: Affordable housing will not solve house prices. The last decade saw an increase in population and no where near the supply of new housing (apartments ) to meet this demand. I applaud the Baird government taking measures to ramp up supply of new housing (apartments ) , so the equation of supply will outstrip demand and then start see housing fall in price and rents as well as there is more choice and supply. Rhodes East is probably the best suburb in inner west to take most of this burden of increasing supply, it has started on Rhodes west and been very successful and should continue on Rhodes East. Infrastructure of Rhodes can handle further increase in population, further upgrades to infrastructure in Rhodes is recommended and this can be done as like Rhodes west , where developers enter into voluntary planning agreements for extra height and floor space where can be justified especially close proximity to train station in rhodes east.

44: Housing affordability. Rhodes east needs to be planned right. Rhodes east can take increase in high density apartments to help the increase of supply in Sydney to force downward pressure on housing and rents (especially the sites close to Rhodes train station on the east side and on large land). Not all suburbs can pass the test for higher density but Rhodes east can like Rhodes west, full of infrastructure which can take the increase of supply. State government can raise funds to upgrade infrastructure in rhodes by charging developers through voluntary planning agreements for extra height and floor space where it passes the test on environmental grounds and merits. Schools within the area also need upgrade to increase capacity and more childcare centres can be planned with new development in rhodes east.

45: I recently realized with a big surprise that there is no public venue or space available in all Canada Bay Council with a piano for concerts, performances and other public events for the community.

With so much investment and wonderful planning going around Rhodes, maybe it could be time to invest in music and performing arts. Why not enrich the development of Rhodes with a space dedicated to music and other performing arts? Why not conceive a multifunctional cultural space, an auditorium or a recital hall:
- that could be booked by instrumental teachers in Rhodes for student’s recitals, special group music classes, chamber music and other student related activities;
- or be used as a musical/artistic exchange platform where professional and amateurs musicians/artists from Rhodes could get together for making music/arts;
- or even be a venue for educational concerts and other stage performances where children and adults would be able to experience different repertoire and forms of artistic expression;
- where regular multicultural musical and artistic activities for parents and children could be hosted;
- where a possible choirs and other musical collectives could be created;
- where Rhodes’ musical and cultural diversity could be celebrated.
I believe this could make a difference in our community. I believe that Rhodes is worth and has the potential to make the difference. Infrastructure upgrades in Rhodes through developer contributions who seek more height and floor space where justified on planning grounds. Also increasing the supply of housing in Rhodes East will contribute to housing affordability as there is more supply and choice and will bring downward pressure on rents and prices to combat the demand. An idea could also be heights and floor space could be determined on size of land. For example, less than 1000 sqm up to 4-8 storeys, between 1000-1500 sqm 8-15 storeys, 1500-2500 sqm 15-25 storeys, 2500 sqm plus 25 plus storeys based on planning proposals. Concord Rd facing properties and close range of 400 meters to Rhodes train station where the heights of 25 plus storeys. Similar to Rhodes West planning.

Increasing the number of apartments might make housing more affordable, but Rhodes as it stands cannot cope with more people in the area. The current shopping (supermarket etc) facilities are inadequate for the current population, there is no nearby primary school, parking is difficult, the congestion at the station during peak hour is dangerous. Increasing the number of people in the area would only make these worse. While I understand that development needs to happen, this should be preceded by ensuring there are adequate facilities for a growing population.

The traffic from Rhodes towards Epping. 3 roads from the bridge merge to become 2 just at the tunnel before top Ryde causing a traffic congestion during peak hours. Can this be looked into?

More unit development with high standard finish.

If there is going to be more high density housing put in place, roads, public transport services and parking infrastructure to accommodate the increased population must not be forgotten. There should also be enough green space allocated so that Rhodes does not turn into a concrete city and its suburban charm is preserved.

Housing affordability is mostly influenced by macro economic factors such as inflation and interest rates. Council should focus more on community facilities and less on housing affordability.

Apartments should be eco-friendly, modular and multi-use rooms should be considered in design. Solar panels should be standard by now.

I think it's really important to have a mix of housing options in any area but also important to maintain a natural streetscape and manage transitional areas between high, medium and low density living.

More land needs to be allocated for primary school in the area. Future population growth has not been adequately catered for! Access into the Rhodes area is severely restricted by traffic along the main arteries making it undesirable to live there along with the adequate school facilities.

I would like to see if any sort of educational (informative consultation) sessions with regards to the future plans for the redevelopment of Rhodes East could be presented on a one-on-one type format for the elderly or disabled persons who are currently living within the boundaries of Rhodes East however are unable to attend the public meetings scheduled by Canada Bay Council. Otherwise, perhaps a specialised bus service could be pre-arranged to transport these individuals to the already scheduled meetings as well.

Impacts of any proposed changes on the current local community

Diverse employment opportunities for locals.

Keep Rhodes a nice clean area that caters for many types of residents. Keep traffic flowing. Provide enough parking for all family types to function. Offer lots of bike and walking tracks.

Larger low rise development may be a good fit

More emphasis on community facilities than what has been done for Rhodes Central. Better consultation required than what has been done in the past.

Pets in the area. Please consider pets. It's proven that pets make people happier. Let's make it easier to have cats, dogs, goats. Ducks if you wish. Let's be happier.

We previously lived on level 28 and the view is amazing. Would like to capture this again in the future

Overdevelopment is ugly and short sighted

Build it and they will come. Shopping centres, parks, cafes and restaurants is what people want.

Allow our children affordable housing options to purchase in the future.
Please develop more infrastructure to draw more people to the area. We travel to the city for shopping and entertainment and would rather stay in our own area.

Infrastructure attracts people.

You should increase housing density on the eastern side as accommodation is limited. High rise buildings should be considered.

All new construction of unit blocks should at least have visitor parking spaces and a decent amount of spaces. Give the Building managers powers to let the council come and remove illegally parked vehicles inside buildings tow them away, fine and impound vehicles, boats & trailers. Give council rangers powers to fine pedestrians carting shopping trolleys more than 200m from shopping centres & into residential buildings with intention to not return trolleys.

I have not answered the questions in this survey as I know from experience that community input is effectively ignored in modern urban planning which is driven almost entirely by flawed ideology. I have lived in Rhodes East for 40 years. I, and the neighbours with whom I talk, liked the area just as it was before the excessive and inappropriate development of Rhodes Peninsula which has seen our quality of life deteriorate on many fronts. Rhodes could have been a jewel in Sydney but successive governments seem intent on its destruction. It seems the remainder of Rhodes is now under attack as a coup de grace. However, as this latest onslaught has the potential to directly and dramatically affect the remainder of my life, I am interested in being sent any information on planning options, proposals, meetings, etc. Thank you.

Housing prices in Rhodes are outrageous and keep getting even less affordable. The suburb is 16km from the CBD which is a significant distance. Yes it has a train station which is great. But Rhodes needs to be more self sufficient. We live here but must go outside of the suburb for everything other than the groceries. We need more culture, activities, great spaces to enjoy, entertainment, food and bars. Make Rhodes a real community. At the moment it feels very transient with a temporary population. Make it more affordable so a more diverse range of people can live here.

Transport

Traffic is a major issue in this precinct. The congestion on Concord road is a major problem during peak hour. Less dense housing.

Parking. I have two spots in my building but lots of people don't have places to park and that causes aggravation when they try and park in visitor parking or illegally on the street.

There are plenty of apartments available in the area on both sides of the river to support affordable housing. Friends who rent in Rhodes East have a much lower rent now than they would pay for any of the new or future apartments at Rhodes!!! They would be displaced if too higher density went ahead.

No more apartments. Increasing density and no (good) schools will eventually destroy Rhodes as people will get older and their kids will need educations.

No high rising building as in the west to reduce the density in the area.

The existing character of the neighbourhood

A suburb should have old and new areas and different characters. West side of Rhodes has already a large range of buildings and designs (from bachelor unit /one bedroom/two bedrooms/three bedrooms to penthouse- These all seem compatible with unit/apartments price in Sydney). Please DO NOT bow to the pressure of greedy developers. East Rhodes should remain as it is with old federation houses with red roofs and big old green trees. We do not need high rise, small dwellings(at the least the east side of Concord road of East Rhodes).

Any land or apartment release should be ballot type based with local residents given priority based on years lived in area. Priority also given on upsizing and not down sizing. Eg 2bed to 3bed. Apartment to townhouse/house etc.

Infrastructure spending in Rhodes which could be funded by allowing developers to go higher close to Rhodes train station by paying state or local government for extra floor space ratio achieved to fund this infrastructure spending

in funding extra infrastructure works to Rhodes , an idea would to charge developers who are close proximity to Rhodes train station for extra height and floor space ratio where justified mainly on sites which are consolidated on large parcel of lands with the required setbacks and open space. (slimmer high density tower buildings with open space).

The design of the public space
89: This area has never had a “local” high school and with the numbers of families now living in Rhodes West and Meadowbank it is becoming a more critical that a local High school be included in planning. Both of my daughters had to travel to Huntleys Point for High School. I am also aware that any High Schools within a five kilometre radius are already at full capacity. The Public Transport networks currently at Rhodes are already functioning at peak capacity in peak hour. In about three months time another cluster of commuters from Wentworth Point will be saturating the railway. Before any further development is planned for Rhodes East NSW planning need to plan and do forecasts on the pressure these extra commuters are going to place on an already saturated public transport system in this area. NSW Planning should be planning the infrastructure before opening up all these grand schemes for housing. We need schools, roads and public transport sorted out first and then future housing can follow.

90: only allow reasonable sized apartments to be built....minimum 120 sq mtrs

91: There are plenty of high rise apartments on the other side of the station (Rhodes West). It is not realistic to try to replicate Rhodes East so that it becomes just like Rhodes West. Some areas like the industrial sites may realistically be replaced with high rise apartments (but balanced out with public space and public access to the foreshore) but other areas in Rhodes East such as Llewellyn and Cropley Streets - high rise apartments would not work and likely be met with fierce community opposition as it is mainly homes occupied by families. Allowing townhouses to be built would be a good compromise.

92: Keep east Rhodes without high rise buildings, we don’t need more high rise it will impact services infrastructure, roads and traffic, security and more pollution.

93: It makes sense to move light industry and business offices which do not need consumer-facing shop fronts out of the area and replacing them with medium density residential properties. It does not seem to make sense to destroy an established residential area with nice trees, gardens and houses. Developers will pay huge amounts of money for the properties and the council may receive greater revenue by having units instead of free-standing homes but for some people, no amount of money will replace houses which are their dearly loved homes. People considering the area their permanent home provide the foundations for community spirit. I have lived in units as well as in free-standing homes in three different countries and know that people are much more isolated and transient in units than in a street of houses where residents tend to know each other and are much more in tune with what is happening with their neighbours. It is easy to get lost in large cities. Please be humane and try to maintain an environment in which some sense of community can be maintained.

94: Smaller buildings should be encouraged in some way as long as designs are good and allow light filled living and access to garden space. I am concerned that gardens and green space are disappearing and this is having a negative effect on our health and our communities. Higher density of housing is not quite the same as higher density of people living in an area and I think there are ways that older houses and gardens in Rhodes could be saved whilst still housing more people as students taking rooms or single people living in garden granny flats. Cars are a big part of the problem. Encouraging housing models that include a car share system might work in somewhere with good transport links like Rhodes. A bicycle sharing system would also allow people to live better without cars. I've lived without a car in Rhodes for 30 years so I know it is possible but more encouragement is needed for those less committed. Better train services on the weekend would be a start.

95: test

96: I am concerned about the over-development of the area and that existing residents will be pressured to move out of their homes to allow development to occur. More information regarding this is essential so residents can plan for the future if needed. I hope the process to revitalise the area is gradual and sympathetic to the lives of the existing residents and transparent two-way communication is realistically encouraged and considered by the parties involved.

97: The Coptic Church have operated in that location since early 1980’s and is a significant land holder looking for opportunities to grow. The Coptic Church is eager to participate and provide valuable input in the future planning of this Community. Currently before Canada Bay Council a pre Development Application for a Master Plan aiming to:

+ Increase the on-site car parking by accommodating all car parking below ground
+ Upgrade the existing Canteen facility
+ Reconfigure and enlarge the on-site area for the outdoors assembly of the congregation
+ Improve the existing inadequate Sunday school / childcare facilities

Online Survey Responses
ATTACHMENT B:

East Rhodes Precinct Demographic Profile
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1 Introduction

This profile provides background population statistics to assist in the structure planning of the East Rhodes Urban Activation precinct as defined by NSW Department of Planning and Environment (DP&E). This profile is based on information drawn from the 2011 Census of Population and Housing (ABS) and the 2014 Final NSW and Local Government Area Population, Dwelling and Household Projections (DP&E).

The East Rhodes precinct is part of the suburb of Rhodes in Sydney’s Inner West and includes the area adjacent to the Rhodes railway station along the Main Northern Rail Line.

The precinct is located within Canada Bay Local Government Area (LGA).

Figure 1 Location of East Rhodes precinct
For the purpose of this analysis:

- the East Rhodes precinct (see Figure 2) refers to the following:
  - Bureau of Transport Statistics (BTS) Travel Zones: 711
  - Australian Bureau of Statistics (ABS) Statistical Areas Level 1 (SA1s): 1138426, 1138437, 1138438
- Canada Bay LGA refers to Canada Bay local government area, as defined on 1 July 2011.
- Sydney refers to the Sydney Metropolitan planning region.

Figure 2  East Rhodes precinct map identifying the Bureau of Transport Statistics’ Travel Zone and Australian Bureau of Statistics’ Statistical Area Level 1 (SA1)

This profile will provide analysis of the population and dwelling characteristics of the East Rhodes precinct, making comparisons to Canada Bay LGA and Sydney.
2 Age structure

In 2011, the East Rhodes precinct was home to 733 residents, representing just less than one per cent of the entire Canada Bay population. There were smaller proportions of young children, teenagers, and mid-age adults compared to Canada Bay LGA and Sydney as a whole indicating fewer families living in the area (Table 1). A greater share of the precincts’ population was aged over 85 years, predominantly female (Figure 3), a reflection of the precincts location which includes two aged care facilities. The median age in the East Rhodes precinct was older compared to Canada Bay LGA and Sydney as a whole (Table 2).

### Table 1 Population by age group, 2011

<table>
<thead>
<tr>
<th>Age Group (years)</th>
<th>Number</th>
<th>Age Distribution (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>East Rhodes precinct</td>
<td>Canada Bay LGA</td>
</tr>
<tr>
<td>Under 15</td>
<td>98</td>
<td>13,090</td>
</tr>
<tr>
<td>15-39</td>
<td>245</td>
<td>30,974</td>
</tr>
<tr>
<td>40-64</td>
<td>250</td>
<td>24,866</td>
</tr>
<tr>
<td>65+</td>
<td>140</td>
<td>11,135</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>733</td>
<td>80,065</td>
</tr>
</tbody>
</table>

### Table 2 Median Age (years), 2011

<table>
<thead>
<tr>
<th></th>
<th>East Rhodes precinct</th>
<th>Canada Bay LGA</th>
<th>Sydney</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>42.5</td>
<td>37.1</td>
<td>35.7</td>
</tr>
</tbody>
</table>

### Figure 3 Population pyramids, 2011
3 Culture and Language

In 2011, 62% of East Rhodes precinct residents were born in Australia, and this was also the case for Canada Bay LGA and Sydney as a whole (Table 3). In total 254 people living in precinct were born overseas. Of these overseas born, China (excludes SARs and Taiwan), Republic of Korea (South) and England were the most common countries of birth (Table 5). Additionally, less precinct residents were the children of migrants compared with Canada Bay LGA and Sydney as a whole (Table 4).

<table>
<thead>
<tr>
<th>Area</th>
<th>Australia</th>
<th>Overseas</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rhodes precinct</td>
<td>62.0%</td>
<td>38.0%</td>
</tr>
<tr>
<td>Canada Bay LGA</td>
<td>62.0%</td>
<td>38.0%</td>
</tr>
<tr>
<td>Sydney</td>
<td>62.0%</td>
<td>38.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Area</th>
<th>At least one parent born overseas</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rhodes precinct</td>
<td>59.8%</td>
</tr>
<tr>
<td>Canada Bay LGA</td>
<td>65.4%</td>
</tr>
<tr>
<td>Sydney</td>
<td>63.5%</td>
</tr>
</tbody>
</table>

Table 5 Top 10 Countries of birth of people living in East Rhodes precinct, 2011

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country of birth</th>
<th>Share of population (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Australia</td>
<td>62.0%</td>
</tr>
<tr>
<td>2</td>
<td>China (excludes SARs and Taiwan)</td>
<td>6.3%</td>
</tr>
<tr>
<td>3</td>
<td>Korea, Republic of (South)</td>
<td>3.9%</td>
</tr>
<tr>
<td>4</td>
<td>England</td>
<td>3.6%</td>
</tr>
<tr>
<td>5</td>
<td>India</td>
<td>3.1%</td>
</tr>
<tr>
<td>6</td>
<td>New Zealand</td>
<td>1.6%</td>
</tr>
<tr>
<td>7</td>
<td>Egypt</td>
<td>1.3%</td>
</tr>
<tr>
<td>8</td>
<td>Philippines</td>
<td>1.3%</td>
</tr>
<tr>
<td>9</td>
<td>Sri Lanka</td>
<td>1.3%</td>
</tr>
<tr>
<td>10</td>
<td>Ireland</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

In East Rhodes precinct almost two thirds of residents spoke English at home (65%). This is a slightly larger proportion than Canada Bay LGA and Sydney as a whole (Figure 4). Of the people who spoke a language other than English, the share who also spoke English very well (62%) was higher than Canada Bay LGA (57%) and Sydney as a whole (56%).

Many other languages were spoken by residents of the East Rhodes precinct community, reflecting the cultural diversity of the precinct (Table 6).

Figure 4 Language spoken at home, 2011
Table 6  Top 10 Languages spoken at home in East Rhodes precinct, 2011

<table>
<thead>
<tr>
<th>Rank</th>
<th>Language spoken at home</th>
<th>Share of population (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>English</td>
<td>64.7%</td>
</tr>
<tr>
<td>2.</td>
<td>Mandarin</td>
<td>7.5%</td>
</tr>
<tr>
<td>3.</td>
<td>Korean</td>
<td>4.0%</td>
</tr>
<tr>
<td>4.</td>
<td>Arabic</td>
<td>3.8%</td>
</tr>
<tr>
<td>5.</td>
<td>Italian</td>
<td>3.7%</td>
</tr>
<tr>
<td>6.</td>
<td>Cantonese</td>
<td>1.8%</td>
</tr>
<tr>
<td>7.</td>
<td>Greek</td>
<td>1.5%</td>
</tr>
<tr>
<td>8.</td>
<td>Japanese</td>
<td>1.5%</td>
</tr>
<tr>
<td>9.</td>
<td>Russian</td>
<td>1.3%</td>
</tr>
<tr>
<td>10.</td>
<td>Spanish</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

4 Education

The share of students attending each type of educational institution reflected the age profile of the East Rhodes precinct population. Fewer young families meant a greater share of students attended a tertiary institution (29.1%) or technical or further education (14.6%), whereas a smaller proportion attended preschool (4.6%) or primary school (23.2%) compared to the Canada Bay LGA and the Sydney region (Table 7).

Table 7  Type of education institution\(^{(1)}\) being attended by student population, 2011

<table>
<thead>
<tr>
<th>Area</th>
<th>Preschool</th>
<th>Primary school</th>
<th>Secondary school</th>
<th>Technical or further education institution</th>
<th>Tertiary Institution</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rhodes precinct</td>
<td>4.6%</td>
<td>23.2%</td>
<td>25.8%</td>
<td>14.6%</td>
<td>29.1%</td>
</tr>
<tr>
<td>Canada Bay LGA</td>
<td>7.3%</td>
<td>29.1%</td>
<td>23.1%</td>
<td>8.3%</td>
<td>28.6%</td>
</tr>
<tr>
<td>Sydney</td>
<td>7.2%</td>
<td>31.5%</td>
<td>26.0%</td>
<td>9.8%</td>
<td>21.9%</td>
</tr>
</tbody>
</table>

\(^{(1)}\)Excludes ‘other’ institutions

Most of the adult population (aged 15 years and over) who lived in East Rhodes precinct had completed at least Year 10 at school (86%). This is only slightly lower than the proportion of residents who completed at least Year 10 in Canada Bay LGA (89%) or Sydney as a whole (88%; Figure 5). Year 12 completions were attained by 66% of East Rhodes precinct residents aged 15 years and over, which is a higher proportion compared to Sydney as a whole (62%) but slightly lower than Canada Bay LGA (68%).

Figure 5  Level of Education, 2011

- Completed Year 10 or higher
- Did not go to school or complete at least Year 10

East Rhodes precinct

- 86%
- 14%

Canada Bay LGA

- 89%
- 11%

Sydney Metro

- 88%
- 12%
More than half of the population in East Rhodes precinct aged 15 years and over held a post-school qualification (57.5%), which is higher than Sydney as a whole (54.9%) but lower than Canada Bay LGA (61.6%). The most common post-school qualification attained in the precinct was at the Bachelor Degree level (23.3%), which again was higher than Sydney (19.8%) but slightly lower than Canada Bay LGA (24.9%, Table 8).

<table>
<thead>
<tr>
<th>Area</th>
<th>Postgraduate Degree Level</th>
<th>Graduate Diploma and Graduate Certificate Level</th>
<th>Bachelor Degree Level</th>
<th>Advanced Diploma and Diploma Level</th>
<th>Certificate Level</th>
<th>No Post-School Qualification</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rhodes precinct</td>
<td>7.5%</td>
<td>2.1%</td>
<td>23.3%</td>
<td>11.2%</td>
<td>13.3%</td>
<td>42.5%</td>
</tr>
<tr>
<td>Canada Bay LGA</td>
<td>9.0%</td>
<td>2.4%</td>
<td>24.9%</td>
<td>11.0%</td>
<td>14.2%</td>
<td>38.4%</td>
</tr>
<tr>
<td>Sydney</td>
<td>6.6%</td>
<td>1.8%</td>
<td>19.8%</td>
<td>10.2%</td>
<td>16.4%</td>
<td>45.1%</td>
</tr>
</tbody>
</table>

5 Employment

In 2011, 370 East Rhodes precinct residents were part of the labour force. They represented 63% of the precincts population that were aged 15 years and above—a slightly lower labour force participation rate compared to Sydney as whole (66%) and Canada Bay LGA (69%). The lower labour force participation rate for the precinct, compared to Canada Bay LGA and Sydney, can be partly attributed to the larger proportion of people 65 years and over who have lower participation rates in the workforce. The unemployment rate for East Rhodes precinct (3.0%) was lower than the Sydney region (5.7%, Table 9). Of the employed persons in East Rhodes precinct, just over two thirds (69%) worked full-time.

<table>
<thead>
<tr>
<th>Area</th>
<th>Employed</th>
<th>Unemployed</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rhodes precinct</td>
<td>97.0%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Canada Bay LGA</td>
<td>95.7%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Sydney</td>
<td>94.3%</td>
<td>5.7%</td>
</tr>
</tbody>
</table>

*Labour force only includes persons aged 15 years and over who were either employed or unemployed

The most common industries of employment for the East Rhodes precinct were Retail Trade (12.2%), Health Care and Social Assistance (11.4%) and Professional, Scientific and Technical Services (11.1%, Table 10). A higher proportion of the employed population were employed in Retail Trade compared to Canada Bay LGA (9.0%) and Sydney as a whole (9.9%), while a similar proportion were employed in Health Care and Social Assistance in Canada Bay LGA (10.4%) and Sydney as a whole (11.0%). The top ranked industries for the precinct as listed in Table 10 are consistent with that of Canada Bay LGA, with the exception of Manufacturing (6.5% in Canada Bay LGA) being replaced by Financial and Insurance Services (9.1% in Canada Bay LGA compared to just 6.7% in East Rhodes precinct).
6 Transport

The most common mode of transport used to travel to work by East Rhodes precinct residents was by car, either as a driver or passenger. Three out of five precinct residents used a car to travel to work, a lower proportion compared to Canada Bay LGA and Sydney (both 68%). Precinct residents were more likely to take the train or walk to work and less likely to take the bus to work. The precinct had a higher proportion of its residents taking the train (27%) compared to Canada Bay LGA (14%) and Sydney overall (17%, Figure 6).

Figure 6  Main mode of transport to work (1) in Sydney for employed East Rhodes residents, 2011

![Transport to work chart]

(1) Excludes persons who worked from home, did not go to work or did not state their mode of transport

In the East Rhodes precinct, 7% of occupied private dwellings did not have any registered motor vehicles garaged or parked at their address – a lower proportion than Canada Bay LGA and Sydney as a whole (Figure 7). Of the dwellings in the precinct which had a registered motor vehicle garaged or parked, more than half had two or more vehicles.

Figure 7  Registered motor vehicles (1) for occupied private dwellings, 2011

![Registered motor vehicles chart]

(1) Excludes motorbikes and scooters
7 Households and Dwellings

There were 274 private dwellings in the East Rhodes precinct in 2011, representing less than one percent (0.9%) of all private dwellings in Canada Bay LGA. Over three quarters of these dwellings (76%) were separate houses, which was substantially higher compared to Canada Bay LGA (43%, Figure 8). The rest of the private dwellings in the precinct were semi-detached, terraces or townhouses, which represented a greater proportion of medium density residential land use than that seen in Canada Bay LGA and Sydney as a whole (Figure 8). There are no flats, units or apartments in the East Rhodes precinct (Figure 8).

Figure 8  Types of private dwellings, 2011

![Pie charts showing types of private dwellings: East Rhodes precinct (24% separate houses, 76% semi-detached/terrace/townhouse), Canada Bay LGA (45% separate houses, 43% semi-detached/terrace/townhouse, 12% other), Sydney (30% separate houses, 57% semi-detached/terrace/townhouse, 13% other).]

The 2011 Census data reveals a strong relationship between the predominant household types of an area, the population’s age profile and housing stock available. The most common household types, contributing to almost 60% of all households (across the precinct, Canada Bay LGA and Sydney), were families consisting of couples with children and couple only households (Figure 9). The precinct had a lower proportion of lone person households (20%) compared to Canada Bay LGA (23%) and Sydney (22%) and a higher proportion of multiple and other households (8%) compared to Canada Bay LGA and Sydney (4% for both). The average household size of the precinct was 2.67 persons per household, which was similar to Sydney as a whole and higher than Canada Bay LGA (Figure 10).

Figure 9  Household types, 2011

![Bar charts showing household types: East Rhodes precinct (22% couple only, 37% couple with children, 9% single parent, 8% multiple and other, 20% lone person, 4% group), Canada Bay LGA (26% couple only, 33% couple with children, 8% single parent, 4% multiple and other, 23% lone person, 5% group), Sydney (22% couple only, 37% couple with children, 11% single parent, 4% multiple and other, 22% lone person, 5% group).]
In East Rhodes precinct, 70% of dwellings were owned outright or with a mortgage, which is a higher proportion than for households in other parts of Canada Bay LGA and Sydney (Figure 11).

8 Socio-Economic Advantage

Slightly more families in the East Rhodes precinct experienced housing stress (that is, when the household has an income level in the bottom 40 per cent of Sydney's income distribution and is paying 30 per cent or more of its income on rent) compared to Sydney as a whole, and significantly more than Canada Bay LGA (Table 11).

Table 11 Share of families experiencing housing stress, 2011

<table>
<thead>
<tr>
<th>Area</th>
<th>Families experiencing housing stress</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Rhodes precinct</td>
<td>37.3%</td>
</tr>
<tr>
<td>Canada Bay LGA</td>
<td>27.2%</td>
</tr>
<tr>
<td>Sydney</td>
<td>36.8%</td>
</tr>
</tbody>
</table>

In 2011, the median weekly household income in the East Rhodes precinct was between $1,500 and $1,999, which is the same income range as households in Canada Bay LGA, but higher than the Sydney region ($1,250 - $1,499).
9 Projected Population

As the East Rhodes precinct is located within the Canada Bay LGA, analysing the population projections for Canada Bay LGA can give us an indication of the potential changes to the precincts’ population profile over the next 15-20 years. Differences between the precincts’ age profile and Canada Bay LGA do however need to be taken into account when analysing these projections.

Canada Bay LGA is expected to grow by 31,300 people over the next 20 years, from 80,050 in 2011 to 111,350 people by 2031. This is a 39% increase, compared to a 37% increase in the population of the Sydney region over the same period. Just over half (54%) of this growth is expected to come from natural increase, with the number of children born in the area likely to outnumber deaths.

Like everywhere else, the population of Canada Bay LGA is ageing. By 2031, there may be 19,750 residents aged 65 years or older in Canada Bay, making up 18% of its population; this older population made up 14% of Canada Bay’s population in 2011. This represented a 77% increase in the population 65+ versus 43% and 31% for the 0-14 and 15-64 age groups respectively. Canada Bay is projected to have a more similar age structure to Sydney as a whole by 2031.

Figure 12  Projected population of Canada Bay LGA, by age group

Date prepared: November 2015

Sources:

