Rhodes East current population is 733 ‘ABS 2015’ quoted in ‘Demographic Profile’ (DPE 2015).

The above calculations provide an early indication of the amount of residential GFA and yield that is required to make redevelopment feasible at Rhodes East based on the individual land values of each Character Area.

Understanding the feasibility is critical to working towards a viable traffic and transport solution.
**RHODES EAST CHARACTER AREAS**

**OVERVIEW**

Four Character Areas have been identified and inform the creation of a series of distinct places that celebrate the existing community and identity. Character Area Intent Statements outline the way in which the built form, function and use, heritage items, landscape treatment, transport and key destination accessibility and user experience have been considered as part of the Urban Design Plan development.

As the boundaries of the Character Areas are defined by the area’s attributes, often both sides of the existing streets are contained within the same Character Area. This results in a consistent character on both sides of the street, creating an attractive and legible environment.

The following sections demonstrate how an immersive environment is created through complimentary built form and public domain controls, reinforcing the Character Area intent.
In order to establish a point of difference, promote commercially viable development diversity, and realise the Vision for Rhodes East as a fine grain, human scale, medium density development, a combination of LEP and DCP controls are required. Theses controls are generally consistent within the individual Character Areas. The exception is the allocation of heights. Because the focus is on the human experience at Rhodes East, view sharing and feasibility overlays have contributed to the height strategy.

It is the intent of the building typologies to guide a built form solution throughout Rhodes East that provides a fine grain, 2 - 3 storey human scale experience at street level. Where density is appropriate and required in order to deliver commercial viability and public benefit, residential flat buildings can be located behind this active sleeve.

The following sections illustrate how a number of controls are required to work together in order to deliver the Rhodes East Vision and the individual Character Area intent including the built from character. In order for the intended character of each area to be realised, the following combination of controls must be delivered: Maximum Lot Size & Frontage, Maximum Height of Building Envelope, Floor Space Ratio and Building Types & Terrace Frontage.

The Character Areas have been informed by existing landscape character, and will be further reinforced in the landscape masterplan with paving treatments, street furniture, and a species palette unique to each precinct in key public spaces.

The Character Areas established throughout Rhodes East will be reinforced by the streetscape. The proposed landscape identity for each street (as outlined within the Technical Section of this report and expanded upon within the Public Domain Report) will be responsive to the range of development types that are along its length.
This Character Area will proudly announce arrival at Rhodes East from the south and guide people to the Station, McIlwaine Park and to the foreshore. The built form will reflect its location adjacent to the Station with increased density and encourage the use of public transport as opposed to the private vehicle.

The proposed heights will allow views over McIlwaine Park and Parramatta River. The built form will provide an active, mixed used podium and street level frontage with formal landscaping that complements the character of McIlwaine Park.

There will be street level activation and a safe, pedestrian friendly environment will be prioritised to promote connectivity between the Station, across Concord Road, into McIlwaine Park and link to Parramatta River.
RHODES EAST GATEWAY RETAIL WILL BE LOCATED AT THE CONVERGENCE OF MULTIPLE PUBLIC AND ACTIVE TRANSPORT ROUTES PROVIDING HIGH LEVELS OF ACCESSIBILITY WITHOUT CAR RELIANCE.
RHODES EAST GATEWAY

BUILT FORM CHARACTER

The maximum height of 38 storeys will contribute to the built form ‘gateway’ identity. The height capitalises on proximity to the Station and McIlwaine Park. It is below the 38 storey Rhodes West tower on the opposite side of the Station, which is the height equivalent of 40 storeys.

Site specific FSRs between 3.3- 12.8:1 have been applied to ensure that a feasible outcome can be delivered whilst also being specific about the tower locations. The FSR supports the high-low model, creating opportunities for amenity, roof access and diversity.

There is no maximum lot size or frontage applied to the Gateway Character Area in order to encourage the amalgamation of lots and encourage the delivery of convenience retail near the Station.
BUILDING TYPES AND TERRACE FRONTAGE

FLOOR SPACE RATIO

MAXIMUM HEIGHT BUILDING ENVELOPE

MIXED USE
LEEDS STREET FOreshORE PRECINCT

CHARACTER AREA INTENT STATEMENT

This Character Area will provide a multi-modal, water-based destination. The Leeds Street Foreshore Precinct will introduce meaningful visual and physical connections to the water in addition to a vibrant mix of uses. The lifestyle and activities promoted within this Character Area will prioritise pedestrians and facilitate human interaction.

Buildings will be flexible and multi-purpose and, whilst they may have larger floor plates, they will also have provide a fine grain frontage to public areas. The built form will respond to the northern aspect of the Character Area through the sensitive allocation of height combined with block permeability and building separation ensuring pedestrian level views of Parramatta River from the centre of Rhodes East.
CAVELL AVE IS EXTENDED TO THE WATER WITH A PEDESTRIAN CONNECTION LINKING THE STATION TO THE EXPERIENCE-BASED FORESHORE DESTINATION AND PLAZA, WATERFRONT PROMENADE AND NEW FERRY STOP
The waterfront parcels north of Leeds Street generally have a maximum height of 15 storeys with a landmark building of 25 storeys permitted. The heights provide north facing buildings fronting a public foreshore. In order to maximise view sharing across the precinct, pedestrian paths with no development potential have been identified along key pedestrian desire lines including Cavell Avenue. The height is limited to 9 storeys south of Leeds Street to provide a sensitive transition to the High Point Character Area.

An FSR of 2.7:1, 2.2:1 and 1.5:1 will ensure a feasible outcome can be delivered whilst supporting a high-low model for the precinct.

There is no maximum lot size or frontage within the Leeds Street Foreshore Precinct Character Area as the existing industrial lots are already large and amalgamation is encouraged to deliver a mixed use experience precinct supported by a range of residential building types.
THE HIGH POINT

CHARACTER AREA INTENT STATEMENT

The High Point will largely consist of residential and community uses in the form of apartments and strata titled terraces that will deliver a diversity of heights and human scale built form creating a balance between increased housing, public/private amenity and an active and safe pedestrian environment.

Future development will facilitate enhanced connectivity between the east and west of the Peninsula, to public transport and will create localised 'place' features along key desire lines and view axis.
VIEWS TO THE WATER ARE OPENED UP ALONG CAVELL AVENUE: THE COMMUNITY SPINE, SUPPORTED BY PARKETS AND TERRACE FRONTAGES
Rhodes East Priority Investigation Area

The High Point

In order to establish a fine grain, human scale pedestrian environment a 4,000 sqm maximum lot size and 60m maximum frontage have been applied to the High Point Character Area. This generally results in 4 or more lots per block.

The High Point has a maximum height of 10 storeys before bonuses which provides an appropriate transition to the balance of Rhodes East and across the railway line to Rhodes West.

An FSR of 1.5:1 results in a typical perimeter block height of 2 – 6 storeys with the ability to locate an 10 storey element in the southwest corner reducing overshadowing impacts.

Certain areas of the Character Area are eligible for height and FSR bonuses to encourage timely delivery of new street connections.

Built Form Character

The High Point will largely consist of residential and community uses in the form of apartments and strata titled terraces that will deliver a diversity of heights and a human scaled built form.
MAXIMUM LOT SIZE & FRONTAGE

MAXIMUM LOT SIZE 4,000SQM

MAX FRONTAGE 60M

FLOOR SPACE RATIO

FSR: 1.5:1

BUILDING TYPES AND TERRACE FRONTAGE

MAXIMUM HEIGHT BUILDING ENVELOPE

10 STOREYS

TERRACE
CONCORD ROAD CORRIDOR

CHARACTER AREA INTENT STATEMENT

The Concord Road Character Area will build on its primary role as a transit-focused corridor. Increased walking, cycling and bus patronage will be promoted through combined public domain and built form frontage strategies.

Landscaping along Concord Road will provide shade and pedestrian amenity whilst also screening residential development from the busy road. A combination of retail, residential and adaptable building frontages will activate and future-proof this Character Area.
IMPROVED CONNECTIONS ACROSS CONCORD ROAD WILL ENSURE THAT ALL RESIDENTS HAVE EQUITABLE ACCESS TO FUTURE AMENITY AND SERVICES.
CONCORD ROAD CORRIDOR

BUILT FORM CHARACTER

A 4,000 sqm maximum lot size is applied to the Concord Road Corridor Character Area. The maximum frontage is 50m encouraging a fine grain rhythm along Concord Road whilst allowing amalgamation to occur to the east and west.

The Concord Road Corridor has a maximum height of 9 storeys to provide flexibility in development types and configurations.

An FSR of 1.18:1 facilitates commercial feasibility and also promotes a range of building types with adaptive ground floors along Concord Road with a upper limit height of 9 storeys.

There is one location within the Character Area that is eligible for a height and FSR bonus to encourage timely delivery of a new street connection.
MAX LOT SIZE & FRONTAGE

MAXIMUM HEIGHT BUILDING ENVELOPE

FLOOR SPACE RATIO

BUILDING TYPES AND TERRACE FRONTAGE
AFFORDABLE HOUSING

The NSW Government is committed to delivering Affordable Housing and it is a key objective of the redevelopment of Rhodes East.

Affordable Housing is “Housing that leaves sufficient family household income to meet other household needs. This has become understood to mean housing that costs no more than 30% of a family’s gross income in rent or 35% in mortgage repayments. This is especially the case for those in the lowest 40% of Australian’s ranked by income” (Affordable Housing Policy, City of Canada Bay, August 2007 (revised April 2016)).

Eligibility for Affordable Housing will be determined in line with the criteria set out in City of Canada Bay’s Affordable Housing Policy. This includes an assessment of income with priority given to applicants working in the City of Canada Bay LGA and who are permanently employed in health services, childcare, public primary and secondary education, emergency services, public transport, City of Canada Bay, retail, laboring, manufacturing and hospitality.

A series of building typologies for each Character Area were developed to determine the scale of development required to provide a commercially acceptable return whilst contributing to Affordable Housing.

The economic modeling concluded that a 5% Affordable Housing Contribution from residential redevelopment was viable across the entire precinct.

Affordable Housing will be achieved through:

- A mandatory 5% Affordable Housing contribution implemented through SIC contributions and amendments to the LEP
- A flexible approach to the contributions
- Dwellings and land to be contributed at zero cost to the Council
- The appointment of a single registered Community Housing Provider
- A suitable proportion of low to very low income households to be eligible for the affordable housing
FIGURE 9
AFFORDABLE HOUSING

- Orange: 5% Affordable Housing contribution required
- Green: Public Open Space
- Blue: River Activation
- Ferry Wharf (proposed)
- Black: Land to be Rezoned
DESIGN STRATEGIES

VIEW SHARING

Key views have been identified from across, and within, Rhodes East as part of the Place Audit. These have been taken into account as part of the development of the Urban Design Plan.

Overall, the Urban Design Plan has been designed to:

- Celebrate the existing view axis to Mcllwaine Park and the Parramatta River
- Create a northern water/foreshore view through a pedestrian extension of Cavell Avenue and new pedestrian connection leading to the proposed Ferry Wharf
- Create strategic breaks in the redevelopment east of Concord Road to provide visual and physical connections to the water
- Facilitate variable heights across the Urban Design Plan to achieve "value in depth" across the site by maximizing views to Parramatta River
- Establish height limits within the identified view sheds that will ensure views from The High Point Character Area are preserved
- Respectfully consider the Rhodes West view impacts. Whilst the urban redevelopment of Rhodes East will change the built form landscape, a sensitive design response will facilitate view sharing through combined bulk, scale, height and view controls, in particular:
  - Fine-grain: smaller building footprints enable view corridors between upper levels to be maintained whilst also reducing overshadowing
  - Human scale: diverse building forms that provide medium density lifestyle choice in non-tower forms
  - Maximum heights have been determined as a base case to ensure view optimisation as far as is practical.

South of Averill Street has been identified as a View Setback. This setback opens views towards the proposed Ferry Wharf. This setback can be achieved a number of ways including:

- Build-to-line setbacks
- Ground level setbacks with cantilevering
- Upper level Setbacks
FIGURE 10
VIEW SHARING

- Rhodes West Retained Public Views
- Viewpoints
- Proposed View Shed
- Visual Axis
- Public Open Space
- River Activation
- Ferry Wharf (proposed)
- Land to be Rezoned
**DESIGN STRATEGIES**

**HEIGTHS**

The height and FSR controls have been derived from rigorous commercial testing of a series of "base case" typologies to inform an understanding of the minimum scale of development required to provide commercially acceptable returns whilst contributing to the agreed suite of infrastructure necessary to support the new Rhodes East community. A key objective of the redevelopment of Rhodes East is to create a sustainable outcome that minimizes the impact on the road and rail network whilst still providing sufficient incentive for developers.

The Height Plan proposes maximum heights based on the feasibility testing, Character Area intent and view sharing strategy.

The "High Low Model" has been promoted as a mechanism to deliver high quality urban outcomes. This concept seeks to achieve a high quality, pedestrian friendly public realm and efficient housing solutions through a transformational approach that blends design principles from pre-war and current development models.

FSR controls will ensure that, whilst the maximum heights cannot be achieved across an entire block, there is an opportunity to deliver strategically located taller elements in locations that will not overshadow adjoining development.

**BONUSES**

It is proposed to incentivise developers, through height and FSR bonuses, to deliver the three new local streets within the Precinct.

“Exception to Height of Buildings” and “Exception to FSR” clauses will be inserted in the LEP that clearly links the additional height and FSR to the delivery of above infrastructure. In addition, the LEP will clearly identify the maximum height and FSR increase that can be achieved through infrastructure delivery and where these bonuses can be achieved.

Development that occurs under the above clauses will be required to demonstrate design excellence as outlined in the LEP.

The Indicative Height Plan should be read in conjunction with the Control Plan that provides further guidance in relation to the locations where the landmark buildings may be located. The LEP Heights Map will also include these locations where the taller elements can be located.
FIGURE 11
HEIGHTS EXCLUDING BONUS
- 6 Storeys
- 8 Storeys
- 9 Storeys
- 11 Storeys
- 15 Storeys
- 25 Storeys
- 30 Storeys
- 38 Storeys

Height FSR Bonus Eligibility (in addition to the above heights)
- View Shed
- Public Open Space
- River Activation
- Ferry Wharf (proposed)
- Land to be Rezoned
**DESIGN STRATEGIES**

### MAXIMUM LOT SIZES AND FRONTAGES

Maximum lot sizes and frontages have been established in accordance with the intent of the specific Character Areas to create a fine grain, activated and visually interesting built form and streetscape outcome. These controls will be included in the LEP and DCP and together will minimise the visual impact of new development on neighbouring properties and the public domain by limiting the bulk and scale of development.

In addition, a diversity of lot sizes will attract a broader range of potential developers and therefore development outcomes. This reinforces the existing urban structure and character of Rhodes East and ensures choice across the Rhodes Peninsula.

Maximum lot sizes and frontages have been prescribed for two of the four Character Areas. Rhodes East Gateway and the Leeds Street Foreshore Precinct have been excluded in order to encourage urban development of a density that will achieve a commercially feasible outcome whilst contributing to the agreed suite of public benefits in these locations.

As the Leeds Street Foreshore Character Area extends south of Leeds Street, a maximum frontage has been applied to recognize that the nature of development will be different to that on the northern waterfront and will be more consistent with The High Point Character Area.

<table>
<thead>
<tr>
<th>Character Area</th>
<th>Max Lot Area</th>
<th>Max Lot Frontage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rhodes East Gateway</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Leeds Street Foreshore</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Concord Road Corridor</td>
<td>4,000sqm</td>
<td>50m</td>
</tr>
<tr>
<td>The High Point</td>
<td>4,000sqm</td>
<td>60m</td>
</tr>
</tbody>
</table>
FIGURE 12
MAXIMUM LOT AREA & FRONTAGE

- High Point—Maximum Lot Area and Frontage
- Concord Road—Maximum Lot Area and Frontage
- 25m Minimum Lot Frontage
- Public Open Space
- River Activation
- Ferry Wharf (proposed)
- Structure Plan Boundary
Rhodes East is an infill site with fragmented land ownership and therefore redevelopment is likely to occur gradually and incrementally. Consistent built form setbacks combined with street and public realm improvements will create an attractive and comfortable public realm, encouraging walking and promoting community pride.

A range of front setbacks are proposed that are generally consistent with the existing setbacks, whilst also considering the future land use, function and intended character.

The proposed front setbacks are designed to facilitate a sensitive transition from existing homes to future redevelopment based on the future identity of the Character Area.

Site-specific design controls for heritage items, including appropriate setback controls, are outlined in the Heritage Design Strategy section of this report.

These setbacks have been applied to the tested building typologies and will be included in the Rhodes East DCP.
FIGURE 13
GROUND SETBACKS

<table>
<thead>
<tr>
<th>CHARACTER AREA</th>
<th>STREET</th>
<th>EXISTING</th>
<th>PROPOSED</th>
</tr>
</thead>
<tbody>
<tr>
<td>RHODES EAST GATEWAY</td>
<td>Blaxland Rd</td>
<td>0 - 1.5m</td>
<td>0-2m</td>
</tr>
<tr>
<td></td>
<td>Leeds St</td>
<td>7m</td>
<td>1-2m</td>
</tr>
<tr>
<td></td>
<td>Blaxland Rd</td>
<td>5m</td>
<td>1-2m</td>
</tr>
<tr>
<td>LEEDS STREET FORESHORE PRECINCT</td>
<td>Leeds St</td>
<td>7m</td>
<td>1-2m</td>
</tr>
<tr>
<td></td>
<td>Blaxland Rd</td>
<td>5m</td>
<td>1-2m</td>
</tr>
<tr>
<td>CONCORD ROAD CORRIDOR</td>
<td>Concord Rd</td>
<td>Varies</td>
<td>6m Street Greening</td>
</tr>
<tr>
<td>THE HIGH POINT</td>
<td>Averill St</td>
<td>5 - 6m</td>
<td>2-4m</td>
</tr>
<tr>
<td></td>
<td>Denham St</td>
<td>5m</td>
<td>1m</td>
</tr>
<tr>
<td></td>
<td>New Street</td>
<td>-</td>
<td>1m</td>
</tr>
<tr>
<td>N/S CONNECTION</td>
<td>Blaxland Rd</td>
<td>5m</td>
<td>2-4m</td>
</tr>
<tr>
<td></td>
<td>Cavell Ave</td>
<td>5 - 7m</td>
<td>0.6-1m</td>
</tr>
</tbody>
</table>
As a result of the recommendations set out in the Heritage Assessment, the following design controls have been developed for each of the heritage items at Rhodes East.

### LISTED HERITAGE ITEMS

<table>
<thead>
<tr>
<th><strong>INDIVIDUAL HOUSES</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>59 Blaxland Road</td>
<td><em>Future use to remain as residential or a use complimentary to the adjoining uses</em></td>
</tr>
<tr>
<td>35 Cavell Avenue</td>
<td><em>Existing front lawn presentation to retained and/or upgraded</em></td>
</tr>
<tr>
<td></td>
<td><em>Future buildings are to have a 2 metre setback from the common boundary and limited to 2 storeys.</em></td>
</tr>
<tr>
<td></td>
<td>An additional setback of 4 metres is required for medium rise (5 - 8 storeys) or 6 metres for high rise building volumes (above 8 storeys).</td>
</tr>
<tr>
<td></td>
<td><em>Front setbacks for new developments are to be consistent with existing front setbacks.</em></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>INDIVIDUAL HOUSES ON CORNER LOTS</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>4A and 14 Cavell Avenue</td>
<td>Potential to explore the redevelopment of land at the rear to provide opportunity for new low scale building.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>INDIVIDUAL HOUSES NEAR EXISTING OR FUTURE ROADS</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>59 Blaxland Road 4A, 14, and 35 Cavell Avenue</td>
<td>Any development between the heritage item and existing or proposed streets, is to be consistent with these guidelines.</td>
</tr>
<tr>
<td></td>
<td>Medium (5-8 storeys) to highrise (above 8 storeys) development, located to the rear, is to provide a suitable transition to the retained heritage item.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>WAREHOUSE</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>14 Cavell Avenue</td>
<td>Existing face brick to be retained and incorporated into any new development at the rear, or on adjoining sites.</td>
</tr>
<tr>
<td></td>
<td>New development at the rear can abut the existing brick building, with the first saw tooth roofed portion retained at the same height as the brick building.</td>
</tr>
<tr>
<td></td>
<td>Adjoining sites can be redeveloped with zero lot side setbacks but front setbacks are to be consistent with existing development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>FORERMS SCHOOL BUILDING</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>63 Blaxland Road</td>
<td>The large trees located to the north of the site are to be retained.</td>
</tr>
<tr>
<td></td>
<td>Consideration to future uses that complement the historic educational or community use.</td>
</tr>
<tr>
<td></td>
<td>The historic core of the old school building to be conserved and incorporated into the future developments on the site.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PARKS &amp; RESERVES</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>King George Park</td>
<td>Indigenous planting to be retained and protected.</td>
</tr>
<tr>
<td>Uhrs Point Reserve</td>
<td>New landscaping is to reflect the established planting rhythm and tree species.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>STREET TREES</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cavell Avenue</td>
<td>The heritage street trees are to be retained and protected.</td>
</tr>
<tr>
<td></td>
<td>New landscaping to reflect the established planting rhythm and tree species.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>REMNANT TREES</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>4A Cavell Avenue</td>
<td>Existing trees to be retained and incorporated into residential development on the northern portion of the site.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>NON HERITAGE LISTED ITEMS</strong></th>
<th><strong>DESIGN CONTROLS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Coptic Church</td>
<td>The Coptic Church has a strong historical association with the community and is to be retained in situ.</td>
</tr>
</tbody>
</table>
FIGURE 14
HERITAGE

- Orange: Heritage Item
- Blue: River Activation
- Black: Land to be Rezoned

Ferry Wharf (proposed)
**DESIGN STRATEGIES**

**CONTEXT SENSITIVE STREETS**

The principles of the Movement and Place Framework (TfNSW) have informed the Context Sensitive Streets Strategy.

The primary aim of the Context Sensitive Streets Strategy is to integrate transport, urban design, landscape and place making to realise positive improvements to the public domain and to help facilitate a modal shift that will reduce private car reliance and use.

The Rhodes East Context Sensitive Streets Strategy will create a street network where the key linkages will provide safe and efficient access for all users, prioritizing pedestrians, cyclists, public transport and then vehicle infrastructure/investment in order to support a vibrant civic life. Movement is linked to land uses, desire lines and Character Area intent.

In order to achieve a fine grain outcome and a diverse built form consistent with the intent of the Character Areas, the Context Sensitive Streets Strategy proposes additional street types than those within the Movement and Place Network.

<table>
<thead>
<tr>
<th>CHARACTER AREA</th>
<th>MOVEMENT &amp; PLACE STREET TYPE</th>
<th>MOVEMENT &amp; PLACE FUNCTION</th>
<th>RHODES EAST STREET TYPE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concord Road Corridor</td>
<td>Movement Corridors</td>
<td>Main roads provide safe, reliable and efficient movement between regions and strategic centres.</td>
<td>Greenway Boulevard</td>
<td>An arterial road with generous setbacks to allow for mature landscaping and wide footpaths creating a buffer between Concord Road and the adjacent development.</td>
</tr>
<tr>
<td>Rhodes East Gateway</td>
<td>Places for People</td>
<td>High demand for activities on or adjacent to the street and low-er levels of vehicle movement create places</td>
<td>Commuter Street</td>
<td>An important link between the Leeds Street Fore-shore Precinct and Rhodes East Gateway with a dedicated cycleway connecting commuters and residents to these two key destinations. New tree planting between parking bays will provide screening of the rail infrastructure and shade for pedestrians.</td>
</tr>
<tr>
<td>Leeds Street Foreshore Precinct</td>
<td>Places for People</td>
<td></td>
<td>Destination Street</td>
<td>A street designed to accommodate the higher traffic volumes with a public domain consistent with a shared street character where pedestrians have priority reflective of the intent to create an activated mixed use destination at the Leeds Street Foreshore Precinct.</td>
</tr>
<tr>
<td>The High Point</td>
<td>Local Streets</td>
<td>The streets that facilitate local access to communities</td>
<td>Local Street</td>
<td>Fine grain diverse streets that offer pedestrian amenity with landscaping that provides seasonal variation.</td>
</tr>
</tbody>
</table>

The proposed street types generally reflect the intent, and support the land use, density and street function of the different Character Areas. However, the character of the north – south streets remains consistent across different Character Areas to ensure legibility and provide clear connections to the Station and the Parramatta River.

The character of the Rhodes East Streets will be further reinforced through the facades of the buildings.
FIGURE 15
CONTEXT SENSITIVE STREETS

- Greenway Corridor
- Commuter Street
- Destination Street
- Community Spine
- Local Street
- Pedestrian Link
- Foreshore Pedestrian Path
- Pedestrian Bridge
- Potential Pedestrian Railway Overpass Location
- Land Bridge Site
- Public Open Space
- River Activation
- Ferry Wharf (proposed)
- Land to be Rezoned
DESIGN STRATEGIES

TRANSPORT IMPROVEMENTS

NEW STREETS
New streets are proposed to improve connectivity and promote pedestrian activity across the precinct. Their addition also assists with encouraging a finer grain of development as smaller, more compact blocks are created to provide a human scaled environment that has the ability to accommodate a range of housing types and sizes.

The three new streets shown on Figure X provide east to west connections between Cavell Street and Blaxland Road. It is proposed that these streets will be delivered as a bonus incentive to developers via new clauses in the Local Environmental Plan (LEP). These clauses will link the additional height and FSR to the delivery of the new streets and will clearly identify the maximum height and FSR increase that can be achieved.

PUBLIC AND ACTIVE TRANSPORT
Aside from creating a local street network that is designed for people, a key transport objective of prioritising public and active transport is adopted as part of the draft Precinct Plan.

Train
As identified in the Traffic and Transport Assessment, the existing rail network is already congested and approaching capacity at Rhodes Station during peak hours. With the additional demand anticipated from the additional population proposed at Rhodes East the Traffic and Transport Assessment identified that a further 1.1 southbound rail services are required in the one-hour morning peak.

To provide these additional services, several options could be adopted:

- Timetable adjustments to allow for additional services to stop at Rhodes or diversion onto Metro lines (such as at Epping) thereby increasing capacity further along the Northern Line at Rhodes;
- Quadruplication of the Northern Line through Rhodes and north over the Parramatta River rail bridge, allowing more services to stop at Rhodes Station; and
- Mass transit introduction by providing a new station and service at Rhodes or by allowing existing passengers to interchange and connect through to the Sydney or Parramatta and therefore alleviating congestion on the Northern Line.

These options will require further investigation by TfNSW and will require significant government funding and approvals.

Bus
Opportunities for better bus services, improvements and upgrades within the local area and along Concord Road to address future growth challenges to meet customer demand in the long term have been identified, namely:

- Increased frequency and span of hours of services using the Bennelong Bridge to connect to Wentworth Point and Sydney Olympic Park;
- Improving frequency and span of hours of the M41 along Concord Road, consistent with Sydney’s Bus Future (TfNSW, 2013) to provide stronger connections to Ryde and Macquarie Park;
Consider local bus network redesign opportunities to improve wayfinding and quality of services for customers;

• Improved bus stop facilities and walking access to stops on Concord Road and linking to Rhodes Station;

• Improving interchange facilities at Rhodes Station including high quality shelters and seating for waiting customers.

These options will require further investigation by TfNSW including engineering design and will require significant government funding and approvals.

New Ferry Wharf

The new ferry wharf is proposed within the Leeds Street Foreshore Precinct and will provide ferry users with access to the broader Rhodes Peninsula and train station, Parramatta and Sydney CBD. NSW Government have committed to the delivery of the Ferry Wharf as part of the Transport Access Program and this is anticipated to be delivered within the next 3-5 years.

RMS and TfNSW will explore several options before finalising the location of a new Ferry Wharf. The location included within the draft Precinct Plan is tentative and will be finalised after adequate engagement with the local community. The precinct planning process provides an opportunity to integrate the wharf into the overall plans for Rhodes East, removing any navigation issues raised.

Station to Mcllwaine Park Landbridge

As part of Rhodes East Gateway, a new land bridge is proposed which will provide a safe and convenient pedestrian connection between the station (and Rhodes West), the new community, and retail hub, and McIlwaine Park (including the river pool), crossing both Blaxland Road and Concord Road.

Pedestrian Rail Bridge

A new pedestrian rail bridge is proposed linking Rhodes East to Rhodes West and, combined with the proposed land bridge within the Rhodes East Gateway, will increase connectivity within the peninsula whilst providing safe pedestrian access over major transport routes.

Two potential locations for the new pedestrian rail bridges include:

• Between Gauthorpe Street on the west and Blaxland Road / Llewelyn Street junction on the east; or

• Between Nina Gray Avenue on the west and Blaxland Road / new street junction on the east.

As part of the consultation on the draft Precinct Plan, input from the local community is sought to determine the final location of a pedestrian bridge.

Parking

To assist in minimising the amount of vehicular traffic generated as a result of the development and to encourage the use of alternative types of transport, maximum off-street car parking rates are proposed at Rhodes East.

These rates are based on the proximity of the development to the train station and are supplemented by car share car parking provision and increased minimum bicycle parking rates.
DESIGN STRATEGIES

TRANSPORT IMPROVEMENTS

Maximum Car Parking Rates

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>WITHIN 400M OF STATION</th>
<th>OUTSIDE 400M OF STATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>0 space per dwelling</td>
<td>0.5 space per dwelling</td>
</tr>
<tr>
<td>Visitor</td>
<td>0 space per dwelling</td>
<td>0.1 space per dwelling</td>
</tr>
<tr>
<td>Commercial</td>
<td>1 space per 150m² GFA</td>
<td>1 space per 100m² GFA</td>
</tr>
<tr>
<td>Retail</td>
<td>1 space per 100m² GFA</td>
<td>1 space per 70m² GFA</td>
</tr>
<tr>
<td>Cafes &amp; Restaurants</td>
<td>1 space for every 150m² GFA or 1 space for every 6 seats (whichever is the lesser)</td>
<td>1 space for every 100m² GFA or 1 space for every 4 seats (whichever is the lesser)</td>
</tr>
<tr>
<td>Industrial</td>
<td>1 space per 150m² GFA</td>
<td>1 space per 120m² GFA</td>
</tr>
</tbody>
</table>

Minimum Bicycle Parking Rates

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>RESIDENTIAL/STAFF</th>
<th>VISITOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>2 per dwelling</td>
<td>2 per 10 dwellings</td>
</tr>
<tr>
<td>Commercial</td>
<td>2 per 150m² GFA</td>
<td>2 per 400m² GFA</td>
</tr>
<tr>
<td>Retail</td>
<td>2 per 250m² GFA</td>
<td>4+2 per 100m² GFA</td>
</tr>
<tr>
<td>Industrial</td>
<td>2 per 10 employees</td>
<td>4+2 per 100m² GFA</td>
</tr>
</tbody>
</table>

In addition, maximum car share rates (maximum 1 per 20 dwellings and 1 per 40 dwellings within and outside 400m of the station respectively) and minimum electric vehicle charging stations (1 per 20 dwellings / 1 per 40 dwellings within and outside of 400m of the station respectively) are proposed.
ROAD AND INTERSECTIONS UPGRADES
Proposed improvements at key intersections have been identified within the Traffic and Transport Assessment to support the draft Precinct Plan, including:

- Concord Road / Averill Street – extension of the southbound right hand turn bay, widening of Averill Street, additional left-turn lane on Averill Street and a new pedestrian bridge;
- Cavell Avenue / Averill Street – new single lane roundabout; and
- Cavell Avenue / Leeds Street – minor widening to the intersection.

These upgrades will be implemented in line with development.

Continued growth in travel in and around Rhodes is anticipated regardless of the Rhodes East development. Therefore, in the wider area, the following intersections have been identified as requiring upgrading and improving:

- Devlin Street / Victoria Road
- Church Street / Morrison Road
- Church Street / Junction Road
- Concord Road / Homebush Bay Drive
- Homebush Bay Drive / Rider Boulevard

Further investigation by RMS into the detailed design and funding will be required regarding the above potential intersection upgrades.
DESIGN STRATEGIES

CONTEXT SENSITIVE STREETS

GREENWAY BOULEVARD (CONCORD ROAD)

The Concord Road Corridor Character Area is defined by a major arterial road that bisects Rhodes East. The six-lane carriageway (21m wide) is a significant barrier to public domain connectivity, and minimal existing setbacks prevent the establishment of a landscape buffer appropriate to the scale of the roadway.

The design of a Greenway Boulevard provides an adequate setback for large trees, meaningful understorey planting and wide pathways to be established; creating an important buffer of noise and air pollution for new development along Concord Road.

The generous planting buffer between the shared path and vehicular traffic improves amenity and safety for active transport (walking/cycling), and supports healthy growth of the existing large trees.

Bus stop plazas at through-site links and key building entries create connection with Concord Road, and future transformation of the corridor, such as the creation of rapid bus lanes or light rail, can still be realised.

Existing lighting to the road is to be retained in its current alignment.
CONTEXT SENSITIVE STREETS

COMUTER STREET (BLAXLAND ROAD)

Already functioning as an important north-south commuter street, Blaxland Road will become an important conduit between the Leeds Street Foreshore Precinct and Rhodes East Gateway.

The existing shared pedestrian / cycle path provision has ‘pinch points’, and is currently not sufficient to support active transport for the new development density. A dedicated cycleway will efficiently connect commuters and local residents to the two retail hubs of Rhodes East, and beyond to regional cycleway connections.

New tree planting between parking bays provides screening of the rail infrastructure and shade for the footpaths/parking.

In the Rhodes East Gateway (south of Llewellyn Street), the Blaxland Road paths will be increased to become the full width of the streetscape verge, with trees in grated tree pits to support active frontages.
DESIGN STRATEGIES

CONTEXT SENSITIVE STREETS

DESTINATION STREET (LEEDS STREET)

The vision for the Leeds Street Foreshore as a highly activated mixed use destination requires an appropriate response in the streetscape design.

The proposed flush transition between the roadway and pedestrian paths combines with the landscaping and built form interface to demonstrate pedestrian priority over the motorist. However, the street configuration ensures that traffic capacity is not negatively impacted where volumes are higher and movements more frequent.

New planting in the roadway provides a buffer to new street furniture, improves amenity to new cafe breakout spaces, and incorporates Water Sensitive Urban Design (WSUD) in the form of rain gardens.
COMMUNITY SPINE (CAVELL AVENUE)

Cavell Avenue will become the lifeblood of the Rhodes East community; linking local streets of The High Point Character Area along the north-south axis to key community infrastructure such as the Coptic Church.

The public domain and fine grain built form frontage to Cavell Avenue creates a low design speed environment where pedestrians feel safe within a kind of linear green space. The environment is designed to naturally calm traffic without impacting traffic function and/or flow. Proposed seating coves will support habitation of the streets and create visual thresholds at key community interfaces.
The design intent for the local streets is to create fine-grain, diverse streets that offer pedestrian amenity and exhibit seasonal variation.

Rain gardens located between parking bays provide shade to the roadway and parking lanes. Proposed diversity in the tree canopy adds to the fine grain, whilst contributing variation in light and shade.

The proposed ‘edible streetscapes’ will provide a mix of hardy, low-maintenance perennials that have a culinary use, with enhancement of the diversity to take place over time.
A further mechanism to control the built form to ensure a quality public domain that supports and encourages pedestrian movement is the designation of Primary and Secondary Streets.

A Primary Street presents as a principal pedestrian access road and the principal address for the residential development, whereas a Secondary Street provides vehicular access points.

The Urban Design Plan aims to provide a finer grain, activated street edge and development that not only addresses the street, but is of an appropriate scale to the higher density residential on the balance of the site.

In order to achieve this objective, in the R3 - Medium Density Residential and R4 - High Density Residential Zones the LEP requires Multi Dwelling Housing (terraces) on:

- at least 85% of any Primary Street frontage of a development site;
- and
- at least 60% of any Secondary Street frontage of a development site.

Buildings north of Leeds Street and within the Rhodes East Gateway Character Area are exempt from this control in order to enable large floorplate non-residential uses.
VIBRANT, FRIENDLY AND MIXED FACADES

VIBRANT FACADES
- Small units with many doors (approximately 15-20 doors per 100m)
- Uses can be highly varied and include shops, cafes, bars, fruit/vegetable markets and community centres along primary desire lines
- Visual richness in façade details to engage the pedestrian
- Primarily vertical façade articulation
- Ins and outs (horizontal and vertical articulation of façades)
- Vehicle access and servicing zones prohibited
- Integrate signage with unit design

FRIENDLY FACADES
- Relatively small units (approximately 10-14 doors per 100m)
- Predominantly allocated for the purpose of activation and surveillance
- A less varied and concentrated mix of uses than ‘active façades’ and including ground floor residential entries and lobbies
- Few blind and passive units
- Facade relief
- Limited vehicle access and servicing via tight, recessed openings
- Integrate signage with unit design

MIXED FACADES
- Large and small units (approximately 6-10 per 100m)
- Some blank walls and passive units embellished with façade art or greenery
- Modest facade relief
- Vehicle access and servicing permitted and mixed in with large footprint active uses such as workshops, design studios and exhibition space
- Integrate signage with unit design

DELIVERY STRATEGIES
VIBRANT, FRIENDLY AND MIXED FAÇADES HAVE BEEN IDENTIFIED FOR EACH BLOCK EDGE TO ENCOURAGE THE DESIRED PEDESTRIAN MOVEMENTS AND FUNCTION OF EACH OF THE DEVELOPMENT PARCELS.
DELIVERY STRATEGIES

MIXED USE CORNERS AND CORNER PLAZAS

In addition to designated and concentrated areas of retail and community space, it is proposed to embed future flexibility and opportunities for growth into the Urban Design Plan through a “Mixed Use Corner and Corner Plaza Strategy”.

Key ground floor corners along important desire lines have been identified as potential locations for a small cafe, wine bar, art gallery, bike workshop or office space.

Five Mixed Use Corners and Corner Plazas have been strategically located to promote the following:

ACTIVITY
The convenience retail has been concentrated in one location within the Rhodes East Gateway with additional destination based retail at the northern foreshore within the Leeds Street Foreshore. Mixed use corners and/or corner plazas at key locations and collocated with small pockets of open space create intimate, localized spaces and gathering points for the community reflective of the Character Areas and will activate areas outside of the Leeds Street and Gateway Character Areas.

WALKING AND CYCLING
People generally require visual and/or physical stimulation every 200m in order to continue walking. The mixed use corners and plazas will provide frequent points of interest in between the other Rhodes East destinations.

APPRECIATION
One of the mixed use corners is proposed to be collocated with a heritage cottage adjacent to McIlwaine park.

LEGIBILITY
The mixed use corners and corner plazas are also used as wayfinding mechanisms. They terminate vistas, guide pedestrians to street crossings and key destinations.

FUTURE-PROOFING
High residential development values tend to reduce the likelihood of developers voluntarily providing non-residential floorspace. It is therefore important to set aside space for community and public life. Small, flexible spaces that permit mixed uses enable a community to grow organically as the place matures.

ECONOMIC DEVELOPMENT
It is responsible and sustainable to ensure that creative start-ups and small, local vendors have financially accessible opportunities in any new community and contribute to employment, even in a small way.
DESIGN STRATEGIES

CONTROL PLAN

The Control Plan identifies the following key built form elements that will collectively contribute to the creation of the unique identity of each Character Area:

• The open space network provides context and logic for a number of regulated elements

• The three Mixed Use Corners will require special attention to the built form and the open space/public realm

• View sharing is critical to ensure value in depth is delivered through the Height Plan and View Setbacks

• View Sharing is further enhanced through Landmark Heights which will capture water and CBD views as well as terminating key vistas and offsetting public benefit contributions. The maximum landmark height is 38 storeys

• Architectural, landscape or cultural features provide legibility and function as gateway elements

• Blocks fronting key connections have been categorised into an Vibrant, Friendly or Mixed Facade based on the intended function and pedestrian priority
Figure 18
Control Plan

- Vibrant Facade
- Friendly Facade
- Mixed Facade
- Landmark Heights
- Public Art/Landscape Feature
- Mixed Use Corner
- Corner Plaza
- Public Open Space
- Pedestrian Link
- Land Bridge Location
- View Setback
- River Activation
- Ferry Wharf (proposed)
- Land to be rezoned
Some of the key issues considered to determine appropriate parking rates include:

- Consistent with best practice, Rhodes East should adopt maximum parking rates
- The parking rates should reflect proximity to the train station
- It is critical that people working and visiting Rhodes are encouraged to use active transit as the existing road network is close to capacity.
- Bicycle parking rates should be increased and specific requirements for end of trip facilities considered
- Increasing the provision of car share scheme spaces to encourage and support lower levels of car ownership

Whilst the ultimate parking rates will be determined in collaboration with Council, TfNSW and Jacobs, the feasibility testing has used the following assumptions for residential development:

- East of Llewellyn Street max 1 space/unit, to reflect the building typology and resident expectation
- 400 metres of the station Zero, to reflect the proximity Rhodes East Train Station
- Balance of Rhodes East 0.5 spaces/unit
- Leeds Street Foreshore Precinct Limited parking for retail development

A key consideration in determining the ultimate development capacity will be the ability of the transport network to cater for the additional population. There are ongoing discussions with Transport for NSW to identify ways to increase the rail capacity and deliver the modal shift required to efficiently cater for the transit needs of the new Rhodes East community.
FIGURE 19
RESIDENTIAL PARKING RATES

- Max. 0.5 Spaces / unit
- Zero Spaces / unit
- 400m radius
- Public Open Space
- River Activation
- Ferry Wharf (proposed)

Legend:
- Land to be Rezoned

Map showing residential parking rates in the Rhodes area with various zones designated by color and distance from key points.
**DESIGN STRATEGIES**

**SUSTAINABLE INFRASTRUCTURE**

Two key sustainability objectives, agreed at the Vision Workshop, have informed the Urban Design Plan:

1. "A high level of sustainability is to be achieved and tested" and
2. "Prioritise walking, cycling and the use of public transport ahead of private vehicles."

The Sustainability Strategy has focused on the following 6 key areas:

1. Built and Natural Ecology: Implementing passive design to create healthy buildings that minimise reliance on artificial systems and creating habitats for both people, plants and animals.

2. Community: Provision of shared facilities close to living and working areas to prioritise walking and cycling over private vehicles and enable opportunities such as growing food and promoting active lifestyles on site.

3. Resources: A priority focus area to support the guiding principle of reducing water and energy use.

4. Greenhouse Gas: A priority focus area that combines the benefits of reduced resource

5. Connections: A priority focus area to support the guiding principal of prioritising walking, cycling and use of public transport.

6. Resilience: Ensuring development is adaptable and protected from future change including climate, economic and work practices.

---

**FIGURE 20**

SUSTAINABLE INFRASTRUCTURE

- Recycled Water Main
- Potential Locations for Recycled Water Plant
- Public Open Space
- River Activation
- Ferry Wharf (proposed)
- Land to be Rezoned
All developments will be required to provide recycled water pipelines and easements to participate in the private wire network.

For more information on the private wire and recycled water networks, please refer to the Sustainability Assessment (December 2016), prepared by Flux.
DESIGN STRATEGIES

PUBLIC ART STRATEGY

Public art strategies strengthen communities, provide opportunities to celebrate local history and culture, foster community dialogue, create place identities and provide a framework to support partnerships between artists, communities and the landscape.

The City of Canada Bay developed the Rhodes Peninsula Arts Plan 2013 in consultation with the community. The plan outlines public art principles, themes and opportunities within the Peninsula. Council will build on this plan to incorporate opportunities for Rhodes East, subject to funding availability. The themes in this plan include:

- Industrial Heritage: To build on the former industrial landscape of Rhodes and represent the storyline between nature and impact if industries on both the river and the Peninsula
- Remediation: Highlights the extraordinary environmental remediation that Rhodes underwent in the first decade of the 21st Century
- Indigenous to Intercultural: Resonates the Aboriginal heritage in this locality, with Parramatta River as a source of food and transport as well as spiritual significance
- The River and the Environment: Emphasises the beauty of the waterway, and the foreshore being a natural focus for walking, cycling, family outings and community events
- The Designed Environment: The emergence of a high density built form in Rhodes has created a community environment different from other suburbs of Canada Bay, including spaces for public sharing and private reflection, and the recognition of design as a cultural statement.

Permanant public art could be integrated into the landscape as part of the foreshore access, in resting areas, corner plazas, pedestrian links, existing parks and reserves, and may include sculptural art, lighting, typography, and/or graphic in paving and interactive art.
The draft Precinct Plan represents the long term vision for the redevelopment of Rhodes East. It envisages that development will be delivered over a 15-20 year period, the overall effects on the precinct will therefore not be evident immediately. Also, the existing land ownership within the precinct means that land amalgamation is required in order to deliver the draft Precinct Plan.

Some locations, particularly around the station and in the north around Leeds Street, may be redeveloped in the short-term following any rezoning.