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INTRODUCTION

1.1 PROJECT OVERVIEW

The Rhodes peninsula is located between Brays Bay and Homebush Bay on the southern bank of Parramatta River and enjoys an extensive foreshore with great views across the river, and beyond to the Sydney CBD 16km east.

The recent development of Rhodes West has delivered a number of quality open spaces and a continuous publicly accessible foreshore.

The Rhodes East masterplan seeks to deliver a holistic public domain vision for future development that completes the open space networks of Rhodes West, retains the existing qualities of the place, and establishes a unique identity for the Rhodes East precinct.

1.2 BACKGROUND INFORMATION & PROJECT BRIEF

RHODES PENINSULA

Several documents (prepared by others) have been key to understanding the existing layers of the site, and current aspirations for its future. Particularly, the Rhodes Peninsula FRONTDOOR2FORESHORE Open Space Master Plan (June 2015) written by Corkery Consulting has been key to understanding the site’s broader context and peninsula-wide strategies that council have recently adopted to achieve an integrated masterplan.

RHODES EAST

Vision: Rhodes East will be a model for human scaled, sustainable, low-rise high density redevelopment incorporating heritage integration supported by a forward thinking transport strategy and meaningful connections to the water, with a community identity built on the existing sense of place.

Objectives

- Sustainability – planning for the future with a suite of robust infrastructure and ecological systems that support social connectivity and economic longevity.
- Active Transport strategy - Encourage walking, cycling and the use of public transport ahead of private vehicles.
- Affordable Housing - Deliver a minimum 5% affordable housing for key workers in the area.
- Human-Scale High-Density Low-Rise Development of 2-15 storeys – achieve a significant increase in residential density without the extensive need for high-towers.

This document considers the information and recommendations of these studies in the development of a consolidated public domain vision.
2.1 WHAT IS PUBLIC DOMAIN?

Public Domain is defined by the Merriam-Webster online dictionary as ‘land owned directly by the government’.

Present-day urban development is seeing the notion of public domain redefined, as privately owned open space becomes increasingly available for the enjoyment of the general public.

For the purposes of this report it is important to clarify that in addition to government owned open space, the proposed public domain plan also includes a number of privately owned open spaces and through-site links that are freely accessible by the general public and therefore considered to be part of the public domain network.
2.2 OPPORTUNITIES

STRENGTHEN OPEN SPACE CONTINUITY/LEGIBILITY
Potential to extend Rhodes’ western waterfront parklands around the headland to connect with King George Park and McIlwaine Park. This in turn will establish broader regional connections along the north and south Parramatta River Foreshore and to the Homebush Bay Bridge.

IMPROVE FORESHORE ACCESS
Improve continuity and quality of foreshore public access. The unique peninsular location of Rhodes provides many opportunities for community access to the foreshore.

INTEGRATE ART INTO THE PUBLIC DOMAIN
The presence of art in the public domain contributes to cultural identity, education, and wonderment in the everyday experience.

MITIGATE BARRIERS TO PUBLIC DOMAIN CONNECTIVITY
Strategies such as overpasses, thru-site links, signalised intersections and pedestrian priority thresholds can combine to significantly improve the walkability of neighbourhoods. Focus areas include Concord Road, the Railway line, and both bridges on the northern waterfront.

OPEN VISTAS TO WATER
Open vistas to the water at the ends of streets (e.g. Visual connection to the water from Cavell Avenue is blocked by industrial buildings).

ENHANCE AND MEANINGFULLY INTEGRATE EXISTING LANDSCAPE AND KEY CHARACTER
Develop an appreciation for the sites past and future uses. (e.g. Consider how significant existing trees can guide design decisions and be meaningfully integrated from the outset).

ENHANCE PUBLIC AMENITIES
Increase vibrancy of streets and open spaces. Provision of quality paving, street furniture, drinking fountains, and other facilities creates a public domain where people want to stay and play.

IMPROVE WAYFINDING / CONNECTION TO THE FORESHORE FROM STREETS
In addition to a cohesive wayfinding signage strategy, redesign of key nodes / intersections will strengthen legibility of the public domain, e.g. Pathway connection under Hyde Bridge is not visible from end of Leeds St (west side).

OPEN VISTAS TO WATER
Open vistas to the water at the ends of streets (e.g. Visual connection to the water from Cavell Avenue is blocked by industrial buildings).

ENHANCE AND MEANINGFULLY INTEGRATE EXISTING LANDSCAPE AND KEY CHARACTER
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ENHANCE PUBLIC AMENITIES
Increase vibrancy of streets and open spaces. Provision of quality paving, street furniture, drinking fountains, and other facilities creates a public domain where people want to stay and play.

BETTER UTILISE SPACE ON HERITAGE SITES
Improve use and amenities while protecting, preserving and enhancing the significance of heritage sites. e.g. Rhodes Community Hall, Uhr’s Point Reserve, King George V Park, McIlwaine Park and street trees on Cavell Avenue.

UTILISE LARGE DEVELOPMENTS TO FUND / CONTRIBUTE TO MAJOR PUBLIC DOMAIN INFRASTRUCTURE
e.g. Land bridges / tunnels, community facilities.

PROVIDE RECREATION FACILITIES SPECIFIC TO THE LOCAL COMMUNITY
e.g. Walking, cycling, dragon boating, riverfront swimming, dog walking, table tennis, badminton, etc.
3.1 VISION AND PRINCIPLES

The broader open space principles for Rhodes, established by Corkery Consulting’s Rhodes Peninsula FRONTDOOR/FORESHORE Open Space Master Plan (June 2015) are:

- A Peninsula of Places
- Visual Coherence in the Public Domain
- A Connected and Legible Open Space Network
- Community Engagement and Partnerships
- Sustainable Open Spaces

These principles have been acknowledged in the development of guiding principles specific to Rhodes East. The following principles for Rhodes East assume that any design proposals should be made with a respect for the existing community and site heritage, with a view to enhance the existing values for the benefit for the future community.

The Rhodes East public domain principles are:

1. Creating meaningful connections to the water
2. Create a network of ‘Context Sensitive Streets’
3. Creating a series of key community places
PUBLIC DOMAIN PLAN

The proposed public domain plan delivers a pedestrian priority environment that encourages engagement with the landscape as part of the everyday experience.

Rationalisation of the street and open space networks achieves a legible public domain that includes a range of streetscape typologies and open space programs for a rich and diverse experience.

The following pages provide a breakdown of the key elements that combine to create the proposed public domain.

EXISTING OPEN SPACE

1. Mill Park
2. John Whitton Bridge Park
3. Uhrs Point Reserve
4. King George V Reserve
5. McIlwaine Park
6. Brays Bay Reserve
7. Rhodes Park
8. Churchill Tucker Reserve
4.1 URBAN FRAMEWORK AND STRATEGIES

4.1.1 CYCLE AND PEDESTRIAN NETWORKS
Proposed network of pedestrian & cycle paths creates continuity in the public domain, seamlessly linking key community facilities & encouraging ‘green’ transport modes that benefit health of the individual and wider community (e.g. less air / noise pollution from private motor vehicles).

Important connections include:
/ Connecting separated cycleway and pedestrian paths at Leeds foreshore to the West Rhodes foreshore promenade, connecting into broader foreshore network
/ Widened and upgraded pathway connections under the northern foreshore bridges
/ Designated ‘Commuter Cycleway’ on Blaxland Rd (not a shared path)
/ Potential for a new pedestrian link over the railway and Concord Rd to create a continuous pedestrian loop within Rhodes. One pedestrian bridge proposed, with two potential locations indicated on the map - final location to be determined following further community consultation.

Existing Open Space
1. Mill Park
2. John Whitton Bridge Park
3. Uhrs Point Reserve
4. King George V Reserve
5. McIlwaine Park
6. Brays Bay Reserve
7. Rhodes Park
8. Churchill Tucker Reserve

Gateways
A. Bicentennial Park gateway
B. Bennelong Bay Bridge gateway
C. Meadowbank Railway Bridge gateway
D. Uhrs Point Bridge gateway

Legend
- Precinct Boundary
- Proposed Ferry Wharf Location
- Gateway Arcade/Land Bridge
- Regional Cycleway / Pedestrian paths
- Separate Cycleway / Pedestrian Path
- Shared Cycleway/Pedestrian Path
- Active Transport Mesh
- Potential pedestrian overpass location. Final location to be determined.

Existing Open Space
1. Mill Park
2. John Whitton Bridge Park
3. Uhrs Point Reserve
4. King George V Reserve
5. McIlwaine Park
6. Brays Bay Reserve
7. Rhodes Park
8. Churchill Tucker Reserve

Gateways
A. Bicentennial Park gateway
B. Bennelong Bay Bridge gateway
C. Meadowbank Railway Bridge gateway
D. Uhrs Point Bridge gateway
4.1.2 OPEN SPACE NETWORK AND HABITAT SYSTEMS

The highly fragmented existing open space is developed to become a continuous network of ‘Green Streets’ and parks. The open space enhancements will both contribute to the urban ecology and increase livability of the city for people.

Existing mangrove areas will be protected and foreshore vegetation protection zones established.
4.1.3 PUBLIC DOMAIN HERITAGE

Protection and celebration of existing heritage elements in the public domain is vital to the development of a meaningful place. A number of listed heritage items have been considered in the proposal.

John Whitton Bridge, the north-western gateway to Rhodes East is a structure of state heritage significance.

Heritage street trees Phoenix canariensis along Cavell Avenue.

In addition to heritage open spaces, several public buildings contribute to the cultural history of Rhodes East.

Heritage Items
1. Brays Bay Reserve
2. McIlwhaine Park
3. Rhodes Station
4. Rhodes Community Hostel (heritage trees)
5. Cavell Ave heritage trees
6. Uhrs Point Reserve
7. King George V Reserve
8. John Whitton Bridge
9. Warehouse
4.1.4 THE CORNERS STRATEGY

The corners strategy identifies key ground floor corners along important desire lines to be designed and zoned for mixed use. These mixed use corners aim to create function and activity at key points throughout Rhodes.

These mixed use corners will have interwoven relationships with the public domain open space, heritage sites as well as the character areas. These corners become important in creating fine grain urban scale and will become vibrant hubs for the local community.

Busy morning at popular Bourke Street Bakery in Surry Hills, Sydney

Corner store acting as a hub and active point in the community West Juliett Cafe in Enmore, Sydney
4.1.5 PUBLIC DOMAIN COMMUNITY FACILITIES

The public domain experience is punctuated with a series of key community facilities and activation areas, most of which are collocated with proposed retail, major transport infrastructure and primary circulation routes to maximise their accessibility.

The Rhodes East structure plan sees a ‘Corners Strategy’ implemented to co-locate open space pockets and community space, spreading activation along key desire lines and throughout the entirety of the Structure Plan.
4.1.6 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 in 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 of 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.
- **Permanent public art** could be integrated into the landscape as part of the foreshore access, in the resting areas, corner plaza, pedestrian links, existing parks and reserves, and may include sculptural art, lighting, typography and/or graphic in paving and interactive art.
4.2 CHARACTER AREAS

A key guiding principle for the Rhodes Peninsula is for it to become a ‘Peninsula of Places’ (Open Space Masterplan, 2015). Four character areas have been defined to recognise and celebrate the existing diversity across the site. These 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.

RHODES EAST GATEWAY

This retail precinct will become the civic hub of Rhodes East, and contribute to the civic life of the greater region. Key to the activation of this precinct is the proposal for a land bridge connection across Concord Road, that achieves seamless connectivity to the Eastern Foreshore. The land bridge not only connects people, but also the landscape to the civic heart of Rhodes.

LEEDS STREET FORESHORE

The cultural hub of Rhodes East, this north-facing foreshore area is framed by John Whitton Bridge and Ryde Bridge, and will become ‘the place to be’ in Rhodes. A generously proportioned new foreshore promenade and village green framed by destination retail sets the scene for the full spectrum major events. Pedestrians can be delivered to the Foreshore from from Rhodes Station along the upgraded commuter route along Blaxland Rd, or the community spine along Cavell Avenue.

THE HIGH POINT

Collocating civic and community uses at the centre of the site near the church and old school creates a community heart consistent with the Character Area intent. Public amenity (e.g. Shaded seating, drinking fountains, bicycle parking) will support the proposed creation of a community hub. Key view lines will be capitalised on from this elevated area of the site, visually connecting people with the river and open spaces along leafy-green upgraded streets.

CONCORD ROAD CORRIDOR

A harsh, hardscape dominated stretch of arterial road is re-imagined to become a green boulevard through the precinct. Large trees appropriate to the scale of the roadway combine with native understorey planting in an increased setback area to create amenity, mitigate noise and air pollution for adjacent development.
4.3 STREET NETWORK AND TYPOLOGIES

Streets are recognised as a key component of public domain, providing pedestrian connections through the urban fabric and contributing to the character of the Rhodes East Investigation Area. The modern day urban environment calls for streets to be much more than conduits for cars. Streets are now viewed as valuable components of the open space network, and truly “Context Sensitive” Streets have a number of key characteristics, including:

- Pedestrian priority
- Summer shade and winter sun
- Minimal impermeable surfaces
- Active sidewalks (street furniture generous footpaths, mixed use corners)

Street typology and design aims to improve wayfinding and urban livability through the public domain, by encouraging sustainable modes of people movement like walking and cycling whilst providing safer street environments that are also a place for the community.

Additionally, good street design has environmental benefits, such as stormwater capture and filtration, shading of paved surfaces to reduce heat island effect, and provision of habitat for urban flora and fauna.

A number of elements will combine to achieve these design objectives, as follows:

- Context Sensitive Streets
- Green Streets
- WSUD
- Street furniture
4.3.1 CONTEXT SENSITIVE STREETS

The character areas established throughout Rhodes East will be reinforced by the streetscape. The proposed landscape identity for each street (as outlined in the following pages) will be responsive to context and the range of development types that occur along its length.

The various street conditions that require different context sensitive strategies include:

Active Frontages (incl. the ‘Corner Strategy’)
- High quality paving material
- Increased footpath width
- Street furniture and amenities (seating, bike racks, drinking fountains, etc.)

Residential
- Balance of privacy for apartments and passive surveillance of the street
- Planting that contributes amenity to the streetscape
- Legible driveway/access paths

Pocket park
- Streetscape plazas collocated with pocket parks to reinforce key nodes
- Open views from street into the pocket park
- Feature tree planting
4.3.2 GREEN STREETS

Providing tree planting and vegetation is important to provide a safe, efficient and healthy environment. Green streets strategies include:

- Tree shading: Providing livable, walkable streets
- Buffer planting: Mitigating noise and air pollution
- Character planting: Place making and providing diversity

Passeig De St. Joan Boulevard, Barcelona
4.3.3 WSUD

WSUD strategies are underpinned by water consumption, water recycling, water minimization and environmental protection.

Reduction in stormwater run off at Rhodes East will improve water quality of Parramatta River - contributing to the broader objectives of Parramatta River Catchment Group’s “Our Living River” initiative.

Key aspects of the WSUD proposal are:
/ Rain Gardens in selected streets (as shown on diagram)
/ Rain Gardens in the proposed new open spaces
/ Incorporation of water detention/retention systems in new open spaces (pocket parks, plazas, etc.)
/ Re-use of captured water (e.g. for irrigation)
4.3.4 STREET FURNITURE

A consistent suite of quality street furniture is key to establishing great streets. Collocating key facilities at appropriate hubs contributes to an environment where people feel safe and comfortable.

Specific requirements are to be detailed in the DCP Controls.

Urban Elements will include:

/ Lighting
/ Seating benches
/ Bike racks
/ Drinking Fountains
/ Rubbish bins
4.3.5 STREET HIERARCHY

A street hierarchy has been developed for the site and is characterised by the following road types:

- Greenway Corridor
- Commuter Street
- Destination Street
- Community Spine
- Local Streets*

Note:
- All street sections have been developed with the existing road alignments retained.
- Refer to Appendix *Denham Street and New Street will have a reduced setback of 1m, with 6m upper level setback, whilst retaining the look and feel of other Local Streets.
The Concord Road 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 Greenway Corridor provides a setback for large trees, understorey planting and wide pathways to be established, creating a landscape buffer for new development along Concord Rd.

Bus stop plazas at through-site links and key building entries create connection with Concord Road, and facilitate future transformation such as rapid bus lanes or light rail.

Existing lighting to the road is retained in its current alignment.

*Existing paths, verges and setbacks along the Eastern side of Concord Road are to be retained.
COMMUTER STREET (BLAXLAND RD)

Already functioning as an important north-south commuter st, Blaxland Rd will become an important conduit between the Leeds St Foreshore and Station precinct.

The existing shared path provision has ‘pinch points’, and is 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 Gateway Precinct and at Leeds Street, Setbacks will be reduced and the Blaxland Rd paths will be increased to become the full width of the streetscape verge, with trees in grated tree pits to support active frontages.
DESTINATION STREET (LEEDS ST)

The vision for the Leeds Street waterfront precinct to become 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 designation of the road as a “40km/h high pedestrian activity area” to establish an understanding of pedestrian priority for motorists.

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

Cavell Ave 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 (e.g. existing Coptic Church, potential school and integrated community facility).

Similarly to Leeds St, the proposed “40km/h high pedestrian activity area” establishes an understanding of pedestrian priority for motorists.

Proposed seating coves are collocated with community buildings to support habitation of the streets and create visual thresholds at key community interfaces.
LOCAL STREET (MINOR ROADS THROUGHOUT PRECINCT)

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.

Private gardens will support the streetscape planting palette with culinary species included in planting.

*Denham Street and New Street will have a reduced setback of 1m, with 6m upper level setback, whilst retaining the look and feel of other Local Streets.
4.4 PARKS

The public domain proposal recognises the limited potential for council to acquire additional open space, and focuses on strengthening the quality and connectivity of existing open spaces.

New amenities are to be provided to all parks, appropriate to the scale of upgrade and specific needs of the park. Amenities will include public toilets, lighting, drinking fountains, and consistent lighting are to be installed in all parks.

LEEDS STREET FORESHORE PRECINCT PARKS

A diverse offering of spaces and places on the Leeds St Foreshore will attract a range of users, and generate many waves of activity throughout the day. From the early morning fishermen and cyclists, midday skaters and lunch-breakers, to the late night shoppers and diners, this precinct will always be full of life.

POCKET PARKS

There is an importance for small, but frequent pocket parks throughout our increasingly urbanised environments. The proposed pocket parks throughout Rhodes East are collocated with key community nodes (e.g. mixed-use corners), or as extensions of the road alignment to improve visual connections to the water.

MCILWAINE PARK

McIlwaine Park is currently a popular destination for picnicking and recreation for visitors to Rhodes. The proposed new River pool, landbridge connection from the west, and foreshore walk to the north will invite many more people to the park, and appropriate upgrades are required to consolidate these new greenspace links. In particular, the new riverpool and landbridge development presents an opportunity for public toilets and/or a cafe space to be integrated into the graded transition down to park level.
4.5 KEY PLACES

The public domain plan creates a continuous network of places throughout the Rhodes East area. There are 4 key public domain proposals that will be instrumental to realising the vision for a place that can accommodate many more people, and provide quality public domain for them long into the future:

- Leeds Street Foreshore Precinct
- Rhodes East Gateway
- River Pool
4.5.1 LEEDS STREET FORESHORE

The cultural hub of Rhodes East, this north-facing foreshore area is framed by John Whitton Bridge and Ryde Bridge, and will become ‘the place to be’ in Rhodes. A generously proportioned new foreshore promenade and village green framed by destination retail sets the scene for the full spectrum of major events.

Access to the water’s edge is balanced with the protection of important aquatic ecology, which is a celebrated feature of the upgraded foreshore landscape.
Access to the water’s edge is balanced with the protection of important aquatic ecology, which is a celebrated feature of the upgraded foreshore landscape.
LEEDS STREET FORESHORE - SECTION AT VILLAGE GREEN

A generously proportioned new foreshore promenade and village green framed by destination retail sets the scene for the full spectrum of major events.

Cross section subject to further detailed design.
4.5.2 RHODES EAST GATEWAY

This precinct will become the civic hub of Rhodes East, and contribute to the civic life of the greater region. This precinct collocates public transport, high density residential, commercial retail with high quality public domain forming a social and commercial hub.

This hub currently provides connection to Rhodes West via the railway concourse. The proposed Retail Arcade combines with a Landbridge across Blaxland Rd and Concord Rd to achieve seamless connectivity between Rhodes Station and to the eastern foreshore and River Pool.

LAND BRIDGE TO RHODES STATION
Land bridge connects the civic arcade to Rhodes Station and through to Rhodes West. Longitudinal section on page 41.

LANDBRIDGE TO MCILWAINE PARK
Landbridge frames views of McIlwaine Park and harbour, forming continuous landscaped link to Foreshore Walk. Cross section page 40.

ROOFTOP AND RETAIL ARCADE
Active retail and hospitality opportunities in a publicly accessible arcade. Cross section page 39.

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ROOFTOP AND RETAIL ARCADE
Active retail and hospitality opportunities in a publicly accessible arcade. Cross section page 39.
PUBLIC ROOFTOP AND RETAIL ARCADE

The life and energy of Rhodes Station will be dispersed directly from the platform level and into a rooftop retail arcade. The journey to McIlwaine Park will be framed by a fine grain, diverse mix of retail offerings, with elevated views of the Land Bridge and McIlwaine Park beyond.
LAND BRIDGE

Land bridge connections have the potential to transform disconnected urban neighbourhoods into thriving precincts. The land bridge not only connects people, but also the landscape to the civic heart of Rhodes. The proposed higher density development in the Station Precinct creates an opportunity for this key public infrastructure to be funded as part of a major private development.

The land bridge will be developed with adherence to the key design parameters outlined by the NSW “Pedestrian Bridge Design Standards for Built up Areas”, in particular the minimum clearance height of 5.5m. It is proposed that walkways can be provided (as well as steps) to provide equal access to McIlwaine Park.

Salford Meadows Bridge (concept), United Kingdom

Landbridge creates seamless parkland connections above a busy street network - The High Line, NYC
The long section reveals seamless pedestrian connectivity achieved.

The steep change in level between Blaxland Rd and Concord Rd may necessitate a platform lift, in addition to steps, at the eastern end of the retail arcade (as shown).
4.5.3 RIVER POOL

WHY A POOL?

SYDNEY CONTEXT

Sydney’s climate and geography has seen the city characterised as a place where outdoor living at the waters edge occurs throughout the urban metropolis. This culture of connection with water – most famously an affinity for the beach - extends further to include our love of the river, the harbour, and also the pool. The pool’s cultural importance is the topic of the Australian Pavilion at this year’s Architecture Biennale; “a key architectural device, a memory and also a setting... aptly represents a distinctly democratic and social space. A great leveler of difference” as noted on the Australia’s Exhibition at the 2016 Venice Architecture Biennale web site.

With the ever-increasing urban density in Sydney comes a greater reliance on the public domain to provide people with their recreational needs. The public pool provides a place of refuge from the Sydney summer heat, a place for outdoor activity and exercise as well as a place for community to come together and engage.

URBAN POOL

Rhodes East River Pool is unique as it brings a river pool typology into a high density urban environment, characterising Rhodes East as a modern development with close association to its natural environment and its waterfront location. Furthermore, the designation of foreshore space is important to allow public access to the water’s edge and Sydney’s natural environment.

WATER SOURCE

In a celebration of environmentally aware development and the “Our Living River” initiative the proposal is committed to using the Parramatta River’s water, similar to precedents found in Sydney and Copenhagen. If the water quality is not safe at the time of completion, a pop-up barge solution is proposed as a transition solution.

DEPTH

Precedent studies suggest a minimum 2m depth is required for foreshore pools. The “River Pool” typology functions effectively with a gradient starting at a depth shallower than 2m, allowing gradual access or tidal beach leading into the water.

NOTE: Refer appendices for Foreshore Pool Case Studies
RIVER POOL TYPOLOGIES
There are a range of foreshore pool typologies. Most can be classified as edge, river/harbour or barge. The appropriateness of each has been considered for Rhodes East.

Edge
Located on the land and using potable water usually with chlorine or salt water, this typology requires significant infrastructure and ongoing operational costs.
Examples include Cabarita Pool and Drummoyne Pool, and Cairns Esplanade Lagoon.

River/Harbour
Located in the river/harbour and using the river/harbour, these pools range from minimal infrastructure projects consisting of shark nets/wharfs designating safe space to swim to significant building like the heritage listed buildings of Dawn Fraser Baths. River pools rely heavily on good water quality for their success.
Examples include Greenwich Baths, Watson’s Bay Baths, Dawn Fraser Baths, Island Brygge, and Yarra Pool (proposed).

Barge
Located in the body of water, barge pools generally use chlorinated potable water with the exception of an innovative project +Pool in New York City that challenges this by using filtered river water. These barges often use existing floating structures, re-purposed to form swimming pools that can migrate through the harbour/river.
Examples include +pool (NYC), Badeschiff (Berlin), and Piscine Josephine Baker (Paris).

HARBOUR POOL
Island Brygge in Copenhagen Harbour relies on the water quality and is periodically closed accordingly.

BARGE POOL
A proposed floating pool in the Hudson River, New York, that filters river water.

EDGE POOL
Cairns Esplanade Lagoon

EDGE POOL
Drummoyne Pool uses a combination of river water and chlorinated fresh water.

RIVER POOL
Dawn Fraser Baths is a Heritage Building on the National Trust and on the register of the National Estate, highly valued in the Balmain peninsular community.

RIVER POOL
Badeschiff or “Swimming Ship” sees the successful adaptive repurpose of a shallow river cargo container in Berlin.

RIVER POOL
Island Brygge in Copenhagen Harbour relies on the water quality and is periodically closed accordingly.
PROPOSED RIVER POOL LOCATION

BRAYS BAY - BARGE POOL
A barge pool in Brays Bay would give a new lease of life to McIlwaine Park, creating a true destination for locals and visitors alike. The location would support activity along the proposed land bridge and retail arcade that connects to Rhodes Train Station.

Aspirational Project - Malmö, Sweden

Aspirational Project - +pool, NYC
DCP Recommendations

The following DCP urban and greenware guidelines ensure a cohesive landscape quality and hierarchy throughout Rhodes East, whilst contributing to a “Peninsula of Places” (2015).

The design controls dictate a cohesive palette of high-quality paving, street furniture and other urbanware, along with a greenware palette influenced by existing landscape character and suitability to the future precinct.

Urban
This precinct will become a commercial hub of Rhodes East. As such, urbanware and greenware to have a distinct urban character, suitable for high usage and traffic volumes.

Foreshore
Leeds Street Foreshore is to be the cultural hub of Rhodes East, with event spaces and active shop frontages, as well as a strong interface with the harbour. Following this, urbanware and greenware is to have a marine character and suitability, with event spaces punctuated by urbanware suited to high usage.

Neighbourhood
Urbanware and greenware are to reinforce a local neighbourhood character and sense of fine grain whilst maintaining a cohesive link to Rhodes East Gateway and the Foreshore through materials and plant selection.
5.1 STREET PAVING MASTERPLAN

5.1.1 PAVING MASTERPLAN

The street paving masterplan provides for cohesion throughout Rhodes East whilst contributing to space identification and street hierarchy, with a strong link between the Rhodes East Gateway and Leeds Street Foreshore precincts.
### 5.2 PUBLIC DOMAIN STREETWARE

#### 5.2.1 URBAN STREETWARE

<table>
<thead>
<tr>
<th>DESIGN COMPONENTS</th>
<th>Paving</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A. Feature stone unit paving to key public spaces</td>
<td></td>
</tr>
<tr>
<td>1B. Stone unit paving to street verges in stretcher pattern</td>
<td></td>
</tr>
<tr>
<td>1C. Cobblestone to demarcate driveways, shared roadway and pedestrian crossings</td>
<td></td>
</tr>
<tr>
<td>1D. Ecotrihex Permeable paving to street tree surrounds</td>
<td></td>
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<tr>
<td>1E. Tree grates to be used throughout plazas</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Urban Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>2A. Australian hardwood timber and 316 stainless steel seating. Backrests and armrests to at least 60% of public seating</td>
</tr>
<tr>
<td>2B. Australian hardwood and 316 grade stainless steel bench seating</td>
</tr>
<tr>
<td>3. Accessible water fountains</td>
</tr>
<tr>
<td>4. Bollards</td>
</tr>
<tr>
<td>5. Bins</td>
</tr>
<tr>
<td>6. Bike Racks to be placed in key locations</td>
</tr>
</tbody>
</table>

#### Lighting

| 7A. LED Post lighting to be used in plazas |
| 7B. LED Catenary lighting to retail arcade |
| 7C. LED Feature lighting to significant trees |
5.2.2 FORESHORE STREETWARE

**DESIGN COMPONENTS**

**Paving**
1A. Feature stone unit paving to key public spaces
1B. Cobblestone paving for shared roadways and pedestrian crossings
1C. Stone unit paving to street verges in stretcher pattern along Leeds St
1D. Asphaltic paving for shared pedestrian and cycleway along Foreshore

At Leeds Street Foreshore: continuation of Rhodes West foreshore path material

**Urban Elements**
2A. Australian hardwood and 316 stainless steel custom seating
2B. Australian hardwood and 316 grade stainless steel accessible seating
2C. Australian hardwood and 316 grade stainless steel bench seating
3. Accessible water fountains
4. Bollards
5. Bins
6. Bike Racks to be placed in key locations

**Lighting**
7A. LED Post lighting to be used in plazas and event spaces
7B. Catenary lighting to delineate programmable shared zones
7C. Bega Luminaire Symmetrical Flat Top posts to be used along Foreshore
5.2.3 NEIGHBOURHOOD STREETWARE

**DESIGN COMPONENTS**

Paving and Kerbs

1A. Insitu concrete paving to neighbourhood pedestrian paths and driveway intersections

1B. Stone unit paving to for mixed-use corners and heritage areas

1C. Cobblestone paving at key pedestrian crossings

Urban Elements

Street Furniture

2A. Classic park bench

2B. Park benches and picnic tables to be used in pocket parks

3. Accessible water fountains

4. Bins

5. Bike Racks to be placed in key locations

Lighting

6A. Street lighting to illuminate neighbourhood streets

6B. Supplementary public domain lighting to key nodes, mixed use corners, and thru-site links
5.3 PUBLIC DOMAIN GREENWARE

5.3.1 STREET TREE MASTERPLAN

The Street Tree Masterplan species selections are appropriate to the Character Areas and reflect the Street Typologies, whilst responding to the existing plantings and site conditions.

A mix of native and exotic species ensures a balance between contributing to the native landscape character and biodiversity, and creating an appropriate urban microclimate (e.g. summer shade and winter sun achieved using exotic deciduous species).
5.3.2 URBAN GREENWARE

INDICATIVE SPECIES SELECTION
Urban greenware species to exhibit seasonal variation and provide good solar access in winter.

**Streetscape**
1A. *Platanus x hybrida* to be planted as street tree
1B. *Gardenia florida*
1C. *Raphoelepsis 'Oriental Pearl'*

**Proposed Land Bridge/Podium Arcade**
2A. *Pyrus ussuriensis* as accent trees throughout arcade
2B. *Tristaniasia laurina* as avenue planting along landbridge
2C. *Liriope muscari*
2D. *Lomandra 'Tanika'*

![Images of street trees and plants related to urban greenware species]
5.3.3 FORESHORE GREENWARE

**INDICATIVE SPECIES SELECTION**

Foreshore greenware species to reflect marine character along the foreshore and plaza, whilst Leeds Street planting to reflect each street typology character.

**Foreshore Walk**

**Tree Species:**
1A. Eucalyptus pilularis
1B. Melaleuca decora

**Understorey:**
1C. Isolepis nodosa
1D. Banksia spinulosa ‘birthday candles’

**Leeds Street**

**Tree Species:**
2A. Albizia Julibrissin avenue planting along streetscape

**Understorey:**
2B. Trachelospermum jasminoides (tricolour) and
2C. Liriope muscari
5.3.4 NEIGHBOURHOOD GREENWARE

**INDICATIVE SPECIES SELECTION**

Neighbourhood greenware to create a fine-grain community character throughout, whilst working to soften major rail/road transport interfaces along Blaxland and Concord Roads, respectively.

**Blaxland Road**

**Tree Species:**
- 1A. *Angophora Costata* along Western interface of Blaxland Road
- 1B. *Tristaniopsis Laurina* planted along Eastern interface

**Understorey:** Low maintenance native understorey mix
- 1C. *Imperata cylindrica*
- 1D. *Lomandra longifolia*

**Concord Road**

**Tree Species:**
- 2A. *Lophostemon confertus* boulevard planting along Concord Rd

**Understorey:** Low maintenance native understorey mix
- 2B. *Dianella caerulea*
- 2C. *Liriope muscari*

**Cavell Avenue**

**Tree Species:**
- 3A. *Eucalyptus haemastoma* avenue planting along streetscape
- 3B. *Phoenix canariensis* heritage planting to be retained
- 3C. *Ficus macrophylla* to frame pedestrian crossings/shared zones with *Hedera canariensis* underplanting

**Understorey:** Low maintenance native understorey mix
- 3D. *Lomandra tanika*
- 3E. *Liriope ‘Evergreen Giant’*
5.3.4 NEIGHBOURHOOD GREENWARE (CONTINUED)

**INDICATIVE SPECIES SELECTION**

Neighbourhood greenware to reflect community character throughout local streets and optimise WSUD performance. Several species have been suggested for private garden beds to complement community character.

**Local Streets**

**Tree Species:**
4A. *Ulmus parvifolia* avenue planting throughout

**Understorey:** Low maintenance native understorey mix with low maintenance perennial species with culinary usages
4B. *Hardenbergia violacea*
4C. *Rosmarinus officinalis* ‘Blue Lagoon’
4D. *Artemisia vulgaris*
4E. *Dianella caerulea*
4F. *Hebe ‘Inspiration’*

**WSUD Beds:**
5A. *Tristaniopsis laurina*
5B. *Isolepis nodosa*
5C. *Juncus usitatus*

**Private Garden Recommended Species**

**Tree Species:**
6A. *Prunus persica*
6B. *Prunus cerasifera nigra*
6C. *Olea europea*

**Understorey:** Mix of robust, low maintenance species that have a culinary use, to complement the streetscape understorey.
Proposal includes:
- protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access
- protect the health of waterways and aquatic habitats.

Rhodes is identified as a Strategic Centre with the following priorities (relevant to Public Domain)

- Support health-related land uses and infrastructure around Concord Hospital
  - Outside project scope
- Work with council to improve walking and cycling connections between Rhodes train station and Concord Hospital
  - Proposal includes:
    - pedestrian bridge between Rhodes Station & McIlwaine Park
    - ‘Green Street’ upgrade of Concord Rd improves pedestrian experience along this road
- Facilitate construction of a public transport, walking and cycling bridge over Homebush Bay to connect Rhodes to Wentworth Point
  - The proposal recognises this as a key urban link, and enhances connectivity further with the proposal for a potential bus/pedestrian tunnel connection from Gauthorpe St to Rhodes East under the rail line

<table>
<thead>
<tr>
<th>Report Name</th>
<th>Strategy / Recommendation (relevant to Public Domain)</th>
<th>Design Response</th>
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</thead>
<tbody>
<tr>
<td>A Plan For Growing Sydney</td>
<td>Protect the natural environment and promote its sustainability and resilience:</td>
<td>The proposal includes retention of significant / heritage vegetation, e.g. mangroves and Llewellyn St Brush Box trees.</td>
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<td>protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access</td>
<td>Proposed enhancements to coastline public access include:</td>
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<td>- creation of Leads St Foreshore Precinct: a quality northern foreshore destination</td>
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<td>- Potential Public easement for publicly accessible foreshore along Eastern peninsula upon redevelopment</td>
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<td>- creation of pocket parks along eastern foreshore, strategically located at ends of cross-streets to optimise visual connection to the water in public domain.</td>
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<tr>
<td>Futures Plan 20 Community Strategic Plan</td>
<td>Outside project scope</td>
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<td>focusing on support for community health and wellbeing, places for participation in sport and recreation, availability of community service needs, opportunities for community connection, celebration of established and emerging community, cultural awareness and support for the arts, culture and lifelong learning</td>
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<td>Sustainable Spaces &amp; Places</td>
<td>Proposal includes:</td>
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<td>- mangroves retained and protected</td>
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<td>- heritage landscape elements retained and protected (e.g. Llewellyn St Brush Box trees)</td>
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<td>- diverse mix of plant species proposed, enhancing biodiversity &amp; maximising resilience</td>
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<td>- CPTED principles applied throughout to support safer community; including maximise passive surveillance to public domain, adequate public domain lighting levels</td>
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<td>Social infrastructure proposed in accordance with Social Infrastructure &amp; Open Space Report (by Elton Consulting)</td>
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<td>Thriving and Connected</td>
<td>Proposal includes:</td>
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<td>- pedestrian priority intersections</td>
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<td>- additional cycleways (completing district/regional connections</td>
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<td>- widened footpaths, appropriate to street hierarchy</td>
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<td>aspirational completion of foreshore walk</td>
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<tr>
<td>Canada Bay Local Planning Strategy (LPS) 2010-2031</td>
<td>Recreation &amp; Open Space</td>
<td>Proposal includes:</td>
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<tr>
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<td>additional waterfront and pocket parks</td>
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<td>aspirational completion of foreshore walk</td>
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<td>river pool</td>
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<td>A perception of a lack of sporting and recreation facilities across the LGA</td>
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<td>A high proportion of small local parks</td>
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<td>Limited supply of natural area</td>
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<td>Many sportsgrounds rated by user organisations as having poor quality turf, insufficient floodlighting, poor to adequate amenities, floodlighting, kiosks etc.</td>
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### Recreational Facilities Strategy

**"Liberty Grove – Rhodes will have the largest increase in demand within the City of Canada Bay by 2031 for off-road, trails, and gym / fitness / dance / martial arts / gymnastics facilities"**

- Increased peninsula connectivity via pedestrian/cycle paths, and continuity of open space support this increased active lifestyle demand

**Rhodes / Concord / Strathfield and Russell Lea areas were consistently less well served than other areas of the City – largely because these areas lack large open spaces (which contain most of the City’s recreation facilities).**

- Use of streetscapes to provide amenity (vegetation, flora & fauna habitat, seating and shade

**Cabarita and Rhodes are outside 1km distance threshold of a public playing field**

- Provision includes: - retention of McIlwaine Park open space - provision of additional open space (>4000m2) on Leeds St Waterfront

**"Rhodes has very limited opportunities for residents to play soccer" …”Consider acquiring a 2-pitch site in Rhodes east… Consider using a rooftop for futsal in Rhodes Business Park, or a floating pontoon in Rhodes” (p. 31-32)**

- Limited capacity for council to aquire land required for this landuse within the study area. Future development may include playing field facilities - e.g. rooftops, indoor facilities

**"Consider providing a small skate facility in Rhodes East”**

- Proposal for extension of skateable moments under John Whitton (railway) Bridge to become a small skatepark integrated into the foreshore walk experience.

---

### Rhodes Peninsular Front Door 2 Foreshore Open Space Masterplan

**A Peninsula of Places**

- Proposal includes: - 5 Character Areas - 3 Key Places - Hierarchy of street types

**Visual Coherence in the Public Domain**

- Proposal includes: - Clear hierarchy of street types and building setbacks - Improved visual connections to the water

**A connected and legible open space network**

- Proposal includes: - rationalisation / amalgamation of existing fragmented open space - improved continuity between open space areas with legible pedestrian/cycle routes - improved pedestrian priority

**Community engagement and partnerships**

- Potential for: - edible streets program / workshops - mangrove area protection and rehabilitation program

**Sustainable Open Spaces**

- Resilient species, permeable surfaces, collocated with community uses / public facilities

**Instead of creating more open space aim to increase “the capacity of existing open spaces to comfortably accommodate more users”**

- Simplicity in open spaces enables adaptability for a range of uses (e.g. markets, events, active play)

---

### S94 Development Contributions Plan 2015

**Current rates of open space provision are 2.6ha per 1000 population:**

- Due to the unlikelihood of Council being able to purchase additional land for open space and recreation facilities, development contributions are better spent on upgrading, rationalising and increasing the capacity of existing infrastructure to better cater for the additional population**

- In place of community gardens, edible streetscapes for local streets. A long-term management strategy is to be developed

- Additional setback on Concord Rd for Boulevard Greenway provides potential for native vegetation establishment.

- Foreshore environmental works such as establishing mangrove protection zones to be implemented

**Proposal includes:**

- McIlwaine Park upgrade: - Increasing shade - Increasing amenity such as seating and BBQ facilities

- King George Park upgrade: - rationalisation of waterfront uses - improved foreshore walkability & underpass connection

**Proposal for extension of skateable moments under John Whitton (railway) Bridge to become a small skatepark integrated into the foreshore walk experience.**

- Off-lease area incorporated into King George Park - east of Concord Rd. Location selected for low conflict with cars & civic activity.

---

**Proposal includes:**

- More intensive use of McIlwaine Park
- Expansion of Leeds St precinct for public use and waterfront access
- Use of streetscapes to provide amenity (vegetation, flora & fauna habitat, seating and shade
- New Leeds St waterfront open space
- New foreshore public open space at Leeds street and potential publicly accessible foreshore, including Green Ribbon connection.
<table>
<thead>
<tr>
<th>Report Name</th>
<th>Strategy / Recommendation (relevant to Public Domain)</th>
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</thead>
<tbody>
<tr>
<td>Rhodes Peninsula Open Space Plan of Management</td>
<td>Public spaces extending from front door to foreshore</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;“Green Streets”, which become a meaningful component of the open space network&lt;/li&gt;&lt;li&gt;Additional foreshore parklands and improved public access to foreshore (i.e. Leeds St Waterfront, Green Ribbon)&lt;/li&gt;&lt;/ul&gt;</td>
</tr>
<tr>
<td></td>
<td>Cycle lane improvements, in particular along Walker Street, were noted as being of particular importance</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Improved shared/cycle path continuity&lt;/li&gt;&lt;li&gt;Dedicated cycleway along Blaxland Rd&lt;/li&gt;&lt;/ul&gt;</td>
</tr>
<tr>
<td></td>
<td>Increasing the vibrancy of streets, particularly at night, with bars and restaurants is also desired</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Leeds St Foreshore Precinct (destination retail)&lt;/li&gt;&lt;li&gt;Rhodes Station Precinct (convenience retail)&lt;/li&gt;&lt;/ul&gt;</td>
</tr>
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<td></td>
<td>Public Art</td>
<td>Proposal includes a foreshore public art</td>
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<td></td>
<td>Many open space areas lack adequate tree cover</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Additional tree planting / shade to the streets&lt;/li&gt;&lt;li&gt;Significant new tree planting&lt;/li&gt;&lt;li&gt;Balance of shade and open space within new parks&lt;/li&gt;&lt;/ul&gt;</td>
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<td></td>
<td>Some parks are valued as places for learning about the ecology and history of the area. Ecological responsibility</td>
<td>Proposal retains parks and vegetation of heritage significance (e.g. Churchhill Tucker Reserve, existing Mangroves, existing Brush Box trees on Llewellyn St)</td>
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<td>There is also a desire to incorporate public art into foreshore areas, such as contemporary art / small pieces that consider local context</td>
<td>Resting areas/aspirational waterfront access provides opportunity for holistic waterfront public art strategy. These could be permanent works integrated into the public domain fabric, or temporary installations - “Sculptures by the River”</td>
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<td></td>
<td>Opportunities for intergenerational and cross cultural engagement / participation in public art projects should be investigated</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Additional waterfront and pocket parks&lt;/li&gt;&lt;li&gt;River pool&lt;/li&gt;&lt;li&gt;These amenities will be provided therein&lt;/li&gt;&lt;/ul&gt;</td>
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<td></td>
<td>Community needs for sporting and recreation facilities, BBQ areas and public toilets are not considered to be very well met at present.</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Colocation of public open space with community infrastructure facilitates this desire for flexible uses&lt;/li&gt;&lt;/ul&gt;</td>
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<td></td>
<td>Many community members want to see a mix of programs within open space areas, including recreational, educational and cultural opportunities, markets that sell fresh food.</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Addition of waterfront and pocket parks&lt;/li&gt;&lt;li&gt;River pool&lt;/li&gt;&lt;li&gt;These amenities will be provided therein&lt;/li&gt;&lt;/ul&gt;</td>
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<tr>
<td></td>
<td>Peninsulawide strategies include:</td>
<td>Proposal includes: &lt;ul&gt;&lt;li&gt;Additional waterfront and pocket parks&lt;/li&gt;&lt;li&gt;River pool&lt;/li&gt;&lt;li&gt;These amenities will be provided therein&lt;/li&gt;&lt;/ul&gt;</td>
</tr>
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<td></td>
<td>Provide improved waterfront access where appropriate</td>
<td>Leeds street waterfront promenade open sapce created, resting areas/connections to eastern waterfront and aspirational continuous publically</td>
</tr>
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<td></td>
<td>To establish regional connections to surrounding areas, particularly with Bicentennial Park, Wentworth Point and Meadowbank via Meadowbank Railway Bridge.</td>
<td>Bus, cycle and pedestrian network</td>
</tr>
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<td></td>
<td>A Peninsula urban mesh is proposed to improve access and circulation through the peninsula including in east-west direction across the railway line and across Concord Road.</td>
<td>This strategy is integrated into the proposal. Additional streets and street extensions are proposed to ‘complete the mesh’</td>
</tr>
<tr>
<td></td>
<td>Continuous pedestrian / cycle connection along the northern foreshore, including:</td>
<td>This strategy is subject to the area being identified as appropriate and feasible for rezoning. The plans, sections and photographs shown are aspirational.</td>
</tr>
<tr>
<td></td>
<td>Extension of the Kokoda Track Memorial Walkway through Churchill Tucker Reserve to create the Pacific Campaign Walk.</td>
<td>This strategy is subject to the area being identified as appropriate and feasible for rezoning. The plans, sections and photographs shown are aspirational.</td>
</tr>
<tr>
<td></td>
<td>City of Canada Bay Cultural Plan</td>
<td>History and heritage, stories, people, landscape, streetscape and culture. It is about discovering what makes a place distinctive authentic, and memorable” for individuals and the community (p. 4)</td>
</tr>
<tr>
<td></td>
<td>Rhodes Peninsula Arts Plan</td>
<td>‘energise the public domain, recall local heritage, connect with the river and its moods and be an integral part of the design…” (p. 3).</td>
</tr>
<tr>
<td></td>
<td>‘The urban environment should be a place of lively, representative cultural identity’ (p. 3).</td>
<td>Proposal includes a number of key places that support a vibrant public domain and contribute to cultural identity: &lt;ul&gt;&lt;li&gt;Leeds Street Foreshore Precinct&lt;/li&gt;&lt;li&gt;Rhodes East Gateway&lt;/li&gt;&lt;li&gt;River Pool&lt;/li&gt;&lt;/ul&gt;</td>
</tr>
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</table>
The residents of this precinct are older (42.5 years) than those of the LGA as a whole (37.1 years) and of Sydney overall (35.7 years).

The high proportions of people living in high density environments suggests the need for good access to facilities that provide space outside the home to meet friends, take exercise, share meals, entertain, play, study and relax (due to a possible lack of adequate space at home for some activities).

In order of popularity, the most appealing features of Rhodes East are seen as:
- Its access to public transport
- Its public open spaces and parks
- Its walking and cycling links
- Its cafes, restaurants and shops
- Its sense of community
- Job opportunities.

The community facilities considered to be the highest priorities included:
- Schools
- Parking
- High quality street furniture
- Community centre
- Improved safety and security.

In order of popularity, the most appealing features of Rhodes East are seen as:
- Mesh of pedestrian and cycle paths, shaded streetscapes and plazas; providing comfortable places to pause and meet in the public realm
- Additional picnicking and barbeque area facilities in parks

Proposal includes:
- Proposed increased frequency of public transport services to meet demand
- Improved pedestrian and cycle connectivity / amenity to reduce motor vehicle dependence
- High quality street furniture and frequency of street furniture
- Increased streetscape amenity to activate and improve safety / security

Rhodes Central is a transport oriented development, located directly adjacent to Rhodes Rail Station. The precinct will be developed with emphasis on internal access and connections to and from major transport and infrastructure. The precinct will:
- Promote pedestrian and cycle activity.
- Provide safe, convenient & attractive footpaths for pedestrians.
- Provide excellent bike share ways and connections, including supporting systems (i.e. bike sheds, bike hire and storage facilities).
- Provide direct route connections to major facilities and frequently utilised resources.
- Provide a vibrant, safe and inviting amenity.
- Reduce car use and provide less on street parking to encourage higher use of streets for pedestrians and bikes.
- Create walkable, well connected, safe, weather protected (where appropriate) and attractive pedestrian routes.

Proposal includes:
- Blaxland Rd commuter cycle path provides a direct route between transport connections and retail areas
- pedestrian / cycle loop and mesh to support cycle
- upgraded streets that achieve amenity & safety outcomes
- areas of on street parking replaced with WSUD planting and widened path networks

A vibrant community will be developed through a multi layered approach of reducing car use to minimise streets dominated by cars and encouraging an active precinct through the increased public space and pedestrian movement on the streets.

Proposal includes:
- A foreshore activity hub - ‘Leeds St Waterfront Precinct’
- Recreation opportunities collocated with activity hubs, or seamlessly connected via pedestrian / cycle routes
- Additional ferry wharf is proposed, collocated with ‘Leeds St Waterfront’ destination
- Inspirational continuous public foreshore access pending rezoning and feasibility

The proposal recognises this as a key urban link, and enhances connectivity further with the proposal for a bus/pedestrian tunnel connection from Gauthorpe St to Rhodes East under the rail line
<table>
<thead>
<tr>
<th>Report Name</th>
<th>Strategy / Recommendation (relevant to Public Domain)</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1-8</td>
<td>Provides appropriate building height, scale and form</td>
<td>Proposal includes:</td>
</tr>
<tr>
<td></td>
<td>Activation of Rhodes Central will be led by diverse building forms and architecture. Vibrancy on the streets through retail opportunities and high pedestrian traffic will be coupled with diverse building facades to create interest and clear building identification within the precinct.</td>
<td>Opening up of views for visual connection to the river</td>
</tr>
<tr>
<td></td>
<td>» Establishes urban scaled streets and public spaces.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>» Provides a range of residential densities and heights, with particular emphasis on achieving high density in low rise buildings.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>» Encourages a relationship between residences and street interface. Wherever possible, ground floor apartments should have front doors that are directly accessible from the street.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>» Improve sight lines, north/south to the river and open space.</td>
<td></td>
</tr>
<tr>
<td>FLUX</td>
<td><strong>2.0 Build and Natural Ecology</strong></td>
<td>Mangrove areas protected and restored in the masterplan</td>
</tr>
<tr>
<td></td>
<td>High quality built environment and protects and restores the precincts natural ecology</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Importantly it is noted that the investigation has two biodiversity regions within or adjacent the site.</td>
<td>Public domain planting will include local native planting to augment existing native flora and fauna habitats</td>
</tr>
<tr>
<td></td>
<td>Connectivity strategies with biodiversity regions</td>
<td>Upgraded streetscapes increase planting ratio on the street and in some cases (e.g. Boulevard Greenway) increase setbacks to maximise opportunities for biodiversity augmentation</td>
</tr>
<tr>
<td></td>
<td><strong>3.0 Community</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shared gardens for both growing of food and enjoyment, provision of recreation and fitness spaces and spaces for community gatherings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Consider the opportunity identified within the connections section for a cultural and entertainment space</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>6.0 Connections</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Connections are a significant sustainability consideration for the planning of new precincts as they enable and define appropriate densities for the site and also define how people will prioritise their lifestyles</td>
<td>Proposal includes:</td>
</tr>
<tr>
<td></td>
<td>In the case of Rhodes East the key focus for the sustainability assessment is how to create optimal internal connections at a suburb level.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rhodes is well connected to the remainder of Sydney as it has both the main Northern rail line and Concord Road passing through it. This strength is also a weakness as it subdivides the suburb into three parts and is observed as a significant hurdle to the delivery of intra-suburb lifestyle resources required to generate a modal shift from cars to bicycles and pedestrians. Indeed the prioritisation of walking, cycling and public transport use had been identified as a guiding principal for the project.</td>
<td>Proposal includes:</td>
</tr>
<tr>
<td></td>
<td>It is seen that generally Rhodes is quite good with respect to walkability specifically the newly developed components to the south of the railway station. However, the tool clearly shows that to the North of the station walkability rapidly diminishes, particularly in the sites on the Northern and Eastern boundary of the Rhodes East Structure Plan serviced by Leeds St and Llewellyn St.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Incorporation of a culture and entertainment precinct - It is recommended an area within the Leeds St precinct be considered to be zoned specifically for this purpose.</td>
<td>Recommendation has been adopted in the proposal</td>
</tr>
<tr>
<td></td>
<td>Improved connections/access to parks - It is recommended a detailed investigation be performed to provide grade separated connections for cyclists and pedestrians across Concord Road at the Parramatta River foreshore and/or to connect Leeds St to Llewellyn St and also to connect Llewellyn across Concord Road at the southern end of the investigation area.</td>
<td>Proposal includes:</td>
</tr>
<tr>
<td></td>
<td>Ideally a connection would also be provided between Gauthorpe St and Llewellyn St across the rail line to create a contiguous pedestrian and cycle loop within Rhodes and unify the three discrete sectors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Creation of a pedestrian and cycle loop to unify Rhodes incorporating Llewellyn St, Gauthorpe St and the foreshore pathway.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implementation of appropriately sized and clear cycle and pedestrian facilities.</td>
<td>Recommendation has been adopted in the proposal</td>
</tr>
</tbody>
</table>
We believe that every Australian should have easy access to a natural place to swim and relax. For the million or so people who live within 20 minutes of its beauty, that river is the Parramatta River. We are looking to design and implement better infrastructure that improves access for everyone. Diversity of amenity
- Sporting amenities
- Picnic/BBQ
- Seating
- Multipurpose spaces

Healthy living propositions include
- Continuation of cycle loop
- Maximised pedestrian opportunity/pedestrian focused streetscapes
- Dedicated play / exercise areas

The proposal includes retention of significant existing vegetation, and new foreshore planting will be a diverse mix of predominantly local native species

Healthy Living
Living near a swimmable waterway or healthy creek promotes healthy living. This is not just because of the obvious health benefits of swimming or walking, but also because the area becomes more activated with children’s play areas, walking paths, cycleways, major events and other recreational activities.

Healthy living propositions include
- Continuation of cycle loop
- Maximised pedestrian opportunity/pedestrian focused streetscapes
- Dedicated play / exercise areas

As the Parramatta River is improved to allow for more human activities, many places along its banks will be developed so residents and tourists can enjoy the benefits. We are looking to design and implement better infrastructure that improves access for everyone.

Diversity of amenity
- Sporting amenities
- Picnic/BBQ
- Seating
- Multipurpose spaces

Healthy Living
Living near a swimmable waterway or healthy creek promotes healthy living. This is not just because of the obvious health benefits of swimming or walking, but also because the area
becomes more activated with children’s play areas, walking paths, cycleways, major events and other recreational activities.

Healthy living propositions include
- Continuation of cycle loop
- Maximised pedestrian opportunity/pedestrian focused streetscapes
- Dedicated play / exercise areas

As the area becomes busier, business opportunities will increase. Restaurants and venues will have the opportunity to invest in waterfront locations or benefit from improved access to the river and capitalise on the benefits of a living river.

Proposed Leeds Street Waterfront destination retail area recognises this potential

Increased Property Value
Living in close proximity to clean, swimmable water or nice open space areas or wetlands is highly sought after and greatly increases property prices. A swimmable Parramatta River and cleaner creeks will attract property investors, promote redevelopment and help increase the desirability of living in all suburbs near the river and its tributaries.

WSUD initiatives in the masterplan will significantly contribute to the economic value of Rhodes East

Submission52 - Parramatta River Catchment Group submission to the Senate Inquiry into Stormwater Resources in Australia - 8th May 2015
Recommendation to "provide consistency and drive the paradigm shift in effective stormwater management through water sensitive urban design to create resilient and water sensitive cities. A set of national minimum standards for stormwater should be developed to ensure water quality improvements are prioritised for all greenfield, brownfields, infill and retrofit development.

The proposals WSUD Strategies include:
- Rain gardens
- Increased green spaces
- Increased permeable surfaces

Most of the stormwater drainage network in the catchment is managed by the 13 councils that sit within it, with the remainder managed by Sydney Water and private estates. There is over 1400km of drainage network, worth more than $1.3billion, in the Parramatta River catchment. There are over 900 stormwater outlets flowing into the Parramatta River and its tributaries. Less than a third of these have stormwater quality improvement devices installed.

This precinct will become a benchmark WSUD project for Councils in the catchment
## A2. FORESHORE POOL CASE STUDIES

<table>
<thead>
<tr>
<th>Pool Name</th>
<th>Location</th>
<th>Completed?</th>
<th>Length (m)</th>
<th>Width (m)</th>
<th>Depth (m)</th>
<th>Typology</th>
<th>Water Source</th>
<th>Distance from ferry wharf (m)</th>
<th>Other Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabarita Pool</td>
<td>Sydney</td>
<td>Yes</td>
<td>50</td>
<td>50</td>
<td>2.7</td>
<td>Edge pool</td>
<td>Chlorinated</td>
<td>183</td>
<td>Refurbished 2010. Tidal beach surrounded by historic building - built 1880</td>
</tr>
<tr>
<td>Greenwich Baths</td>
<td>Sydney</td>
<td>Yes</td>
<td>50</td>
<td>60</td>
<td>2.0</td>
<td>Edge pool</td>
<td>Chlorinated</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Drummoyne Pool</td>
<td>Sydney</td>
<td>Yes</td>
<td>50</td>
<td>10</td>
<td>2.7</td>
<td>Harbour pool</td>
<td>Heated outdoor salt water (chlorinated)</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>Watsons Bay Baths</td>
<td>Sydney</td>
<td>Yes</td>
<td>50</td>
<td>8.2</td>
<td>2.0</td>
<td>Harbour pool</td>
<td>Harbour Water</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Dawn Fraser Baths</td>
<td>Sydney</td>
<td>Yes</td>
<td>50</td>
<td>25m</td>
<td>3.2</td>
<td>Harbour pool</td>
<td>Harbour Water</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Yarra Pool</td>
<td>Melbourne</td>
<td>No</td>
<td>50</td>
<td>60</td>
<td>2.0</td>
<td>Harbour pool</td>
<td>Chlorinated, Heated water</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>PLUS pool</td>
<td>NYC</td>
<td>Yes</td>
<td>50m</td>
<td>50m</td>
<td>2.7m</td>
<td>Harbour pool</td>
<td>Harbour Water</td>
<td>700</td>
<td></td>
</tr>
<tr>
<td>Piscine Josephine Baker</td>
<td>Paris</td>
<td>Yes</td>
<td>25m</td>
<td>10m</td>
<td>2.3</td>
<td>River pool</td>
<td>Mechanical filtration</td>
<td>N/A</td>
<td>Convertible roof enclosing the pool in winter. Social with bar and events. Repurposed river cargo container 70cm above the surface of the river</td>
</tr>
<tr>
<td>The Badeschiff or “Swimming ship”</td>
<td>Berlin</td>
<td>Yes</td>
<td>32.5m</td>
<td>10m</td>
<td>2m</td>
<td>Harbour pool</td>
<td>Chlorinated (400,000L)</td>
<td>N/A</td>
<td>“Diving pool with three and five metre springboards.”</td>
</tr>
<tr>
<td>Island Brygge</td>
<td>Copenhagen</td>
<td>Yes</td>
<td>2x50m</td>
<td>2m</td>
<td></td>
<td>Harbour pool</td>
<td>Harbour water</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>