Rhodes East Priority Precinct Investigation Area Workshops Outcomes Report

Department of Planning and Environment
June 2016
1 Introduction

The Department of Planning and Environment and the City of Canada Bay Council are, in partnership, investigating the Rhodes East area as a potential Priority Precinct and generating a 20 year vision for Rhodes East. The process for the Rhodes East Priority Precinct Investigation Area entails investigation and background studies, planning and eventually a rezoning for the area.

As part of this investigation, and consistent with the project partners’ commitment to proactive engagement, key stakeholders have been involved in identifying opportunities and constraints for Rhodes East. In late 2015 initial consultation was undertaken with the local community. This comprised an information session and an online survey. Key findings of this engagement were:

» Local character is important
» Housing choice and affordability is important
» More shopping, cafes and restaurants are desired
» Parramatta River foreshore access should be continuous
» It can be difficult to get on trains in the morning
» Concord Road gets congested
» Infrastructure is required to support any future growth

In March 2016 an additional three community workshops, involving approximately 200 participants were convened to further explore community and stakeholder preferences and needs. This report sets out the outcomes of these workshops. The feedback contained in this report is reflective of the responses received at the workshops and should not be construed as being fully representative of the collective opinion within the local community.

Purpose

The Rhodes East workshops brought together the project team, key stakeholders and community members in groups to explore community perspectives about the possible options for the Rhodes East area, assess the strengths and weaknesses of options and identify any outstanding issues and desired community benefits deriving from any potential development. The purpose of each workshop was to:

» Gather information from the local community to inform the preparation of a future plan for Rhodes East
» Develop a deeper understanding of the full range of community views
» Integrate the community’s vision and driving principles
» Identify possible suitable locations for housing, retail space, community recreational facilities and open space
» Investigate options for Rhodes East from community perspectives.

Workshop format

The Rhodes East workshops were held on:

» Wednesday 23 March, 6.30pm – 8.30pm
» Tuesday 29 March, 6.30pm – 8.30pm
» Wednesday 30 March, 6.30pm – 8.30pm.
Urban design and public domain

A presentation on urban design and public domain was delivered by Roberts Day at each of the workshops. This presentation provided a summary of earlier community feedback and an introduction to the local urban design context of Rhodes East including existing land uses and character.

A draft vision and draft objectives for the precinct were presented to frame small group discussion around urban design and public domain opportunities for Rhodes East.

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. The way that buildings relate to the street and the rich amenity of Rhodes East will encourage residents and visitors to walk further, stay longer, live more happily and take pride in this place. The community identity will be built on the existing essence of the place.

Following the presentation, small group discussions were facilitated and focused on the following questions:

- What locations could be suitable for greater density?
- Should there be a local centre over this side of the railway line? If so where could it be? What kind of place would you like it to be?
- Locations for open spaces?
- What are your views about any future development east of Concord Rd?
- What do you like and what don’t you like about some of the precedent images?

What the community told us

A number of key issues were identified by participants throughout the workshops. These issues have been summarised in the table below.

### Housing density

- Increased housing density was considered to be more appropriate in Rhodes Central between Concord Road and the train line. Particular suggestions included on Leeds Street and by Rhodes Station.
- Important that building heights are scaled throughout Rhodes East to retain views, minimise overshadowing and create a human scale.
- Concern with increased housing density to the east of Concord Road with many noting this area should not be redeveloped at all, although some participants did support housing density in this area.
- Clarification sought on what low rise high density means and how it could be achieved within Rhodes East, particularly concerning potential building heights.

### Building heights

- Rhodes East and West should be readily distinguished through building heights and urban design.
- Important that building heights are scaled throughout Rhodes East stepping down from the railway station and railway line to lower rise near the water. There was strong preference to see foreshore areas have low rise development.
- Lower scale buildings were generally viewed as more appropriate.

### Land use

- Retail and community uses were considered appropriate where co-located with increased density. Particular suggestions included on Leeds Street and by Rhodes Station.
- Strong view that the water front area north of Leeds Street should be for neighbourhood level food, gathering and recreation.
- General support for a local centre in Rhodes East, some feedback queried whether more retail is suitable in Rhodes.
- Further understanding required on what retail and community uses are appropriate for the area.
- Clarification sought and some concern regarding the potential for land acquisition.

### Open space

- Opportunity to derive a public benefit from any redevelopment of the area.
- Opportunity to provide continuous access to the foreshore.
- Create better connections between existing open spaces including Brays Road Reserve, the Concord Hospital area and Sydney Olympic Park.
- Some concern that the area requires local open space, particular suggestions included creating a foreshore open space with a local centre at Leeds Street.
Urban design and public domain themes

While there were numerous opinions raised regarding the future of Rhodes East and any changes in the area, there were consistent matters raised across the sessions. Feedback on urban design and public domain throughout the sessions revolved around the themes of density, building heights, land use types, open space, and urban design. Some community members noted that they desired the current density at Rhodes East to remain unchanged, while others noted redevelopment in this area would be appropriate if the opportunities and constraints were carefully considered.

Density

Each table discussed the opportunities for densification in Rhodes East with two common suggestions on appropriate locations for increased density. The industrial precinct north of Leeds Street was frequently identified as an area appropriate for densification, particularly as the area provided opportunities for public space and redevelopment would have a reduced impact on existing residents. The area around Rhodes Station was also considered a suitable location for greater density given the immediate access to public transport and opportunities for mixed use redevelopment.

Some community members chose to distinguish the areas east and west of Concord Road with regard to redevelopment, with some noting that redevelopment and densification should focus on the area between Concord Road and the railway line. There were quite divergent views on the areas to the east of Concord Road. Many participants expressed a desire to see the area remain the same. Some participants felt that the character of the area east of Concord Road would be fundamentally changed by development in the central part of Rhodes and therefore a holistic redevelopment strategy must be prepared, while others noted strong views that, with the exception of parkland and pedestrian access improvements, no redevelopment should occur within the area east of Concord Road. Many people questioned the level of uplift required to make any development of this area feasible.

There was a strong view that any increase in population would need to be accompanied by improved transport and community infrastructure.

Building heights

Community members took a number of positions regarding suitable building heights for Rhodes East. Generally, support for redevelopment was conditioned on scaling of building heights throughout Rhodes East. Community members considered that heights should be scaled down to the foreshore with the maximum height of buildings at the foreshore ranging from 2 to 5 storeys, with some community members noting that some of the Rhodes East foreshore should be maintained as is or opened up for a public benefit.

While lower rise development was generally favoured by community members, some feedback received considered that taller buildings may be appropriate in certain locations if a reduced scale of buildings could be delivered in the remainder of Rhodes East. The locations identified as possibly suitable for high and medium rise development were all west of Concord Road and included the area around the station, along the railway line and on Concord Rd. High rise tower building forms were the most contested type of development proposed for the area.

Key considerations for building heights were retention of views (particularly looking to the east from Rhodes West), minimising overshadowing, and creating a human scale. Some community members noted overshadowing is a significant concern and that once set height limits for development should be enforced and not traded for “public benefit”.

Development controls and building design

Development controls were considered important for some community members, to ensure foreshore views are maintained and development is set back from Concord Road. Some community members expressed concern with the development controls provided at Rhodes West. It was considered appropriate that Rhodes East is distinguished from the high rise development at Rhodes West. Some community members felt that the area should allow for a mix of building heights and built form across Rhodes East to provide variety and interest.

Land use

Some feedback noted that redevelopment of Rhodes East should provide a mix of housing types and should cater to a variety of community members. Some feedback was concerned with the economic feasibility of redevelopment, particularly consolidating lots and the importance of determining minimum lot sizes. Community members expressed a range of views on whether a local centre for retail or community uses should be provided in Rhodes East. Generally, feedback was supportive of introducing a local centre into the area. Those community members who were supportive of a local centre in the area considered Leeds Street a great opportunity for a local retail centre, particularly if densification was focused in this area of Rhodes East. It was emphasised that this centre should be a local focused centre serving Rhodes East and West and has the potential to be more neighbourly and personal than the Rhodes West shopping centre. The Majors Bay Road shops were frequently cited as a good example of an active local centre with opportunities for cafes, restaurants and smaller scale retail to bring people out and about.

Leeds Street was also considered an appropriate location given opportunities to improve access to the foreshore and generate a public benefit. A few participants expressed a preference to see Leeds Street stay light industrial. The area surrounding Rhodes Station was considered as an alternate location for a local centre, with some community members noting the opportunity to attract commuters and local residents to visit the centre and use facilities. Community members generally felt there would be a need for community facilities and retail in the local centre, and potentially a child care centre nearby Rhodes Station. Some community members felt Rhodes East does not require any retail or community facilities, and that the current access to retail and entertainment precincts is adequate. The area where Council’s existing community hall is located and the Coptic Church precinct were also seen as suitable locations for the provision of community facilities and aged care services.
Urban design and public domain maps

The following maps consolidate many of the opportunities and constraints identified by community members for urban design and public domain in Rhodes East.

**POSSIBLE FUTURE LAND USE AS SUGGESTED BY THE COMMUNITY**

1. **Rhodes Station mixed use precinct**
   - Local facilities for commuters and residents, such as a child care centre.
2. **Rhodes Central residential**
3. **Leeds Street mixed use**
   - Residential area with a local centre focused on retail, food, and recreation.
4. **Leeds Street foreshore recreation area**
   - Access to the foreshore with quality open space.
5. **Llewellyn Street precinct residential**

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[Map showing possible future land use in Rhodes East with numbered areas and descriptions.]
1. Rhodes Station high/medium rise
   Appropriate for increased heights given access to Rhodes Station, with redevelopment stepping down towards the water.

2. Rhodes Central medium rise
   Appropriate for increased heights given access to Rhodes Station, with redevelopment focused along the rail line and stepped down towards the water.

3. Leeds Street low rise
   Low rise at the foreshore, to retain views and provide a pedestrian scale.

4. Leeds Street foreshore recreation area
   Access to the foreshore with quality open space.

5. Llewellyn Street precinct residential
   Two strong views were provided on redevelopment of the Llewellyn Street area suggesting minimal change or integration with the remainder of Rhodes East, shown in Map 2 and 3.
Traffic and transport

A presentation on traffic and transport was delivered by Jacobs at each of the workshops. This presentation provided a summary of earlier community feedback regarding traffic and transport in Rhodes East.

This exercise asked participants to discuss within their allocated tables their perspectives on traffic and transport in and around Rhodes East. Following the presentation, table discussions revolved around the following questions:

» Where do you see the opportunities to improve pedestrian and cycling connections?
» How could the station be connected into the new precinct?
» Thinking about the future - what would make you cycle and use public transport more?
» Traffic - what other issues need to be resolved?

What the community told us

A number of key issues were identified by participants throughout the workshops. These issues have been summarised in the table below.

### Traffic

- Concord Road and Homebush Bay Drive are frequently congested.
- Concern with travelling between Rhodes East and West, crossing under the train line and Concord Road is considered difficult.
- Opportunities suggested for road infrastructure upgrades including over or underpasses.
- Specific local roads with opportunities for improvement included Averill Street, Cavell Avenue, Leeds Street and Mary Street.

### Parking

- On street parking is currently a significant issue across all of Rhodes East and particular in Llewellyn Street.
- Concern additional population will put pressure on parking.
- Support for off street parking for residents.
- Some support for car sharing where off street parking is not provided.

### Public transport

- Access to public transport in Rhodes East was generally considered excellent.
- Concern with capacity of public transport. At peaks, capacity issues make public transport less attractive.
- Frequency of the train service considered is an issue, particularly at peak hour and on the weekend.
- Opportunity to introduce light rail.
- Congestion on Concord Road impacts buses.

### Walking and cycling

- Opportunities for improved pedestrian access to Rhodes West and the Station, particularly over Concord Road. Much of the delay along Concord Road derives from the time it takes for pedestrians to safely cross.
- Opportunities to improve cycling and walking connections outside of Rhodes East, particularly recreational use along the foreshore and Homebush Bay Bridge.
- Ensure connections are safe and well lit. Suggestions included separated cycle ways and wide footpaths.

### Traffic and transport themes

Community members were keen to discuss traffic and transport in the area, as well as opportunities for improvement. This feedback revolved around the themes of traffic, parking, public transport, and walking and cycling. Rhodes East was described as well serviced by active and public transport connections by a majority of community members. A number of suggestions were put forward by community members for opportunities to improve connections in the area, particularly with regard to public transport frequency.

### Congestion in the broader road network

Traffic was a significant concern in the area and community members particularly drew attention to congestion along Concord Road. Concord Road and Homebush Bay Drive were frequently described as congested and sometimes made travelling outside of Rhodes challenging. As such, some community members suggested that development on Concord Road may not be appropriate from an amenity perspective or the potential to preclude future road widening or road improvements.

### Local traffic issues

Local vehicle connections were less frequently raised with the majority of local traffic concerns focused on east west connections over Concord Road and the train line. Opportunities to improve connections between Rhodes East and West were provided in feedback during the sessions, with suggestions for a new connection between Rhodes East and West including an over- or under-pass. Some community members noted that traffic around Rhodes Station can be congested due to the volumes of pedestrians crossing from Rhodes Station and that this possible impact should be addressed at Rhodes East. Development in areas outside of Rhodes and the potential for worsened traffic congestion was raised by some community members, as well as the potential impact from the construction of the Homebush Bay Bridge.

### Parking

Parking was considered a significant issue for a large number of community members. On street parking by residents and commuters was frequently mentioned by community members. Feedback frequently noted that commuters are parking in residential streets at Rhodes East to access Rhodes Station and a commuter car park for Rhodes Station should be provided to alleviate this. Some community members noted the provision of commuter parking could worsen traffic congestion in the area.

When discussing onsite parking requirements for new developments there were many opinions which considered the appropriateness of development parking rates. A large proportion of community members felt that off street parking should be provided for residents and in some instances, visitors to the area.

### Public transport

Access to public transport in Rhodes East was generally considered excellent with a number of community members noting the ability to walk to Rhodes Station from all areas of Rhodes East and the relatively quick commute time for trains to the CBD. Improvements to train capacity and frequency particularly in peak hours and on the weekends were seen as priorities now and would definitely need to be secured if the population was to increase.

Some feedback from community members drew attention to the new ferry wharf and access to this additional form of public transport. Other suggestions for opportunities for public transport upgrades included having an express service from Rhodes to the Sydney CBD, and having regional train services stop at Rhodes. Some community members noted the other public transport services in Rhodes are adequate for their needs. Other suggestions included the extension of the proposed shuttle bus service from Wentworth Point and Rhodes West into Rhodes East.

Some community members were supportive of reduced onsite parking where there are opportunities for car sharing schemes, given public transport options available in the area. Car sharing schemes were generally supported across the sessions, with some community members raising that car sharing may not be suitable for all residents.
Walking and cycling

The majority of feedback regarding walking and cycling received described Rhodes East as a walkable neighbourhood. A large number of community members liked the walkability of the neighbourhood, but noted that current connections across Concord Road and Rhodes Station are poor. Pedestrians crossing Concord Road was considered a significant issue, with some community members suggesting opportunities for a pedestrian overpass to improve east and west connections and to reduce the impact of pedestrians on traffic flows and to improve safety. This would also help to link Rhodes East directly with Brays Bay Reserve, Rhodes Park and the Kokoda Track Memorial Walkway.

A number of community members felt the pedestrian environment of Rhodes East, particularly street trees, should be retained and enhanced. Some community members raised the creation of better connections to the Concord Hospital precinct as an important consideration. The provision of a local centre on the eastern side of the railway line or around Leeds Street could also lessen traffic and promote pedestrian activity as presently residents of East Rhodes drive to either Rhodes or Top Ryde for shopping.

While community members generally felt Rhodes East has adequate walking and cycling connections, some feedback raised the opportunity for a walk and cycle way connecting along the foreshore of Rhodes East to provide continuous access to the foreshore and encourage the use of active transport. The cycle and walkway under Ryde Bridge should be improved as part of this connection.

Community members also raised the possibility of a regional cycleway connecting Rhodes East via the Homebush Bay Bridge and extending through Brays Bay Reserve to Five Dock. Llewellyn Street is already used as an informal cycleway. Support exists for it to be formalised particularly if it reduced commuter parking use.

A common matter regarding transport in the area was the safety of connections, with community members suggesting improved lighting and footpaths for pedestrian connections as well as separated cycle ways.

Some ideas we heard:
- Create another rail line underpass to relieve congestion at the existing Leeds Street underpass
- Walking paths need to be shaded, attractive, and safe
- A bicycle parking hub at Rhodes Station to facilitate and promote cycling in the area
- An elevated walkway or "landbridge" directly from the railway station to Brays Bay Reserve to take pedestrians off Concord Rd.
- Make Rhodes East an exemplar renewal project with the highest level of car share use within Sydney
- Extend the proposed shuttle bus service from Wentworth Point and Rhodes West into Rhodes East.
- Link in with the hospital precincts to make the best use of open space around the waterfront that surrounds Concord.
Traffic and transport map

The following map consolidates many of the suggested opportunities and constraints for traffic and transport in Rhodes East.
Social infrastructure

During the workshops, a summary of earlier community feedback regarding social infrastructure in Rhodes East was provided and it was noted that a Rhodes East social infrastructure and open space assessment is currently being undertaken.

Following the presentation by Elton Consulting on social infrastructure, table discussion centred on the following questions:

» Thinking about the future needs of this community - what is needed and where? Open spaces / community centres / gathering places.
» Do you have any good examples of places we could be inspired by?
» How important is affordable housing to the future of Rhodes East?

What the community told us
A number of key issues were identified by participants throughout the workshops. These issues have been summarised in the table below.

<table>
<thead>
<tr>
<th>Community facilities</th>
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<tbody>
<tr>
<td>• Strong support for multi-functional community facilities, particularly near the local centre.</td>
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<tr>
<td>• Opportunity to provide a school in Rhodes East. Suggested locations included near Leeds Street or at the old school site.</td>
</tr>
<tr>
<td>• Alternately, support for upgrading or increasing capacity at nearby primary and secondary schools.</td>
</tr>
<tr>
<td>• Strong support for the provision of public sporting facilities.</td>
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<tr>
<td>• Support for a child care centre.</td>
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<tr>
<td>• Some concern with replicating facilities available at Rhodes West.</td>
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<table>
<thead>
<tr>
<th>Open space</th>
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</thead>
<tbody>
<tr>
<td>• Existing open space close to Rhodes is good: areas include Brays Bay Reserve, Millennium Park and the Kokoda Track Walkaway.</td>
</tr>
<tr>
<td>• Opportunities to improve connections to existing open space.</td>
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<tr>
<td>• Opportunities to provide quality multi-function open space integrated with other community uses, suggested locations included Leeds Street.</td>
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</tbody>
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<table>
<thead>
<tr>
<th>Affordable housing</th>
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<tbody>
<tr>
<td>• General support for affordable housing throughout Rhodes East, if feasible although some felt that this may not be a core responsibility of Council and was an issue for all levels of government.</td>
</tr>
<tr>
<td>• Clarification required on the administration of affordable housing and how it can be delivered by Council.</td>
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</tbody>
</table>

Social infrastructure themes
Feedback on social infrastructure and open space for Rhodes East focused on the themes of education facilities, local community facilities, sports and recreation, and affordable housing.

Education facilities
Feedback on community facilities in Rhodes East was predominantly focused on primary and secondary schools. Schools in the area were considered very important by community members. A number of community members considered that the growing population would require a local school in Rhodes East. The old school site and the Leeds Street industrial area were both put forward by some community members as appropriate locations for the provision of a new school. Some feedback noted the potential for a vertical school at the old school site. As an alternative, other community members noted that the number of primary schools in the area could be improved or expanded. There was some feedback which suggested a secondary school would be required in the area. One suggestion regarding a new school in Rhodes East was the potential for co-location of other community uses on the site. Childcare and after school care would also need to be provided commensurate with the increase in population.

Community facilities and community uses
Community members also raised the provision of local facilities such as open space and a community hall. A large amount of feedback raised that new community facilities should be multi-functional with some community members suggesting that community facilities should be provided for people of a range of ages. It was strongly felt that a mix of community, outdoor, retail, and entertainment uses should be used to generate activity in Rhodes East. One suggestion was put forward that the area should be considered as a broader community asset when planning for community facilities and residents’ needs. The potential location of these community facilities was discussed by community members, with some suggesting an opportunity to generate a central and accessible precinct near Rhodes Station, and others considering the Rhodes East foreshore appropriate for mixed use activity. Further suggestions included an all season public area appropriate for community uses and activities such as markets.

Other social infrastructure considered at the workshops included a swimming pool. Some feedback noted that Rhodes West facilities do not need to be duplicated for Rhodes East. The community hall and swimming facilities at Breakfast Point were raised as a good example of community facilities.

Community members felt that there is a good amount of existing open space in the area, and noted opportunities to improve the connections between this open space and Rhodes East. Feedback suggested that any new open space in Rhodes East should cater to the residents and should be connected and of a high quality. It was frequently mentioned that areas of Rhodes East could be activated by integrating open space with other community uses to attract residents and visitors to the area. Some community members felt that open space in Rhodes East should generate points of interest for local residents and the wider community and others mentioned open space could be provided as a piazza style with other public uses, such as cafes. Community members thought that these spaces should be attractive and integrate a variety of uses. Union Square in Rhodes West Plaza was not seen by some as a suitable model for the type of urban spaces envisaged for Rhodes East. Union Square was described as too urban and also as a place to pass through not a place to linger.

Acknowledging the significant open space available near to Rhodes East, it was considered appropriate that new open space should function as linkages to the Rhodes East foreshore and to existing open space in the area. Community members took this opportunity to discuss opportunities for new locations for open space, including the foreshore and potential for a highline style park over the rail line.

The Coptic Church was seen as part of the identity of Rhodes East and as having and ongoing community role within the precinct.
Sports and recreation

**Sporting facilities** such as basketball and netball courts were considered very important by a number of community members. Other open spaces such as community gardens and a dog park were also raised by community members as potential outdoor uses in the area.

Opportunities for passive recreation particularly in vicinity to the water was also seen as important. Barangaroo was considered by some community members as a good example of activation at ground level on the water front. The Royal Botanic Gardens were provided as another good example of access to and use of the water front, which plays a significant cultural role in the area.

Open space

Community members predominantly considered locations for new open space in conjunction with access to the foreshore and existing open space in the area. A large proportion of community members felt the area is well serviced by open space, although there was some feedback that access to this open space can be improved and new open space in Rhodes East should be linked to existing open space.

Some community members considered that new open space should be provided in Rhodes East as there is a need for local community facilities. The area north of Leeds Street was considered by some community members a suitable location for **new open space** encompassing access to the foreshore and a link to a potential Leeds Street local centre. Discussions on new open space focused on the quality of open space and consideration of what the open space would be used for, suggestions included a children’s playground, a dog park, sporting facilities, and an outdoor pool.

Some community members raised that a smaller amount of open space could be provided closer to Rhodes Station to encourage use from commuters and residents, particularly school children. Other suggestions included elements of Llewellyn Street replicating the Manly Spit Bridge walk where the walk way switches between foreshore tracks and local streets and footpaths.

Affordable housing

Feedback from community members regarding **affordable housing** in Rhodes East was diverse. Predominantly, community members believed that affordable housing should be considered for Rhodes East. A few community members queried whether affordable housing was viable or necessary for Rhodes East, and if so how could it be delivered. Many noted that this was an issue for all levels of government to resolve not just Council.

Those community members in support of affordable housing for key workers suggested that affordable housing should be provided across all of Rhodes East, rather than concentrated in one area. Only a few attendees suggested that any proposed affordable housing be created in one location. These who favoured a single location suggested that area around Rhodes Station as the most suitable. Some community members considered that areas closer to **Concord Hospital** are more appropriate locations for affordable housing as many key workers will be employed there.

Some ideas we heard:
- A continuous foreshore walkway around as much of the peninsula as possible
- A good family friendly neighbourhood pub
- An all season public area appropriate for outdoor markets
- Generate points of interest for local residents
- Consider a vertical school at the old school site
- A highline park over the railway line
- A pedestrian and cyclist land bridge over Concord Road that brings McIlwaine Park into the area west of Concord Road.
## Urban form precedents

Twelve precedent images demonstrating various methods of urban design and public domain design were discussed at each of the tables. Comments have been summarised below.

<table>
<thead>
<tr>
<th>Precedent image</th>
<th>✓</th>
<th>✗</th>
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<tbody>
<tr>
<td>Design</td>
<td>Unattractive pedestrian aspect Unattractive design Insufficient greenery Insufficient open space</td>
<td></td>
</tr>
<tr>
<td>Design</td>
<td>Character – village feel Insufficient set back Old style design Parking</td>
<td></td>
</tr>
<tr>
<td>Aesthetic</td>
<td>Insufficient greenery Old style design Insufficient public domain Insufficient set back</td>
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<tr>
<td>Mixed use</td>
<td>Scale inappropriate for Rhodes East Design</td>
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<tr>
<td>Open space</td>
<td>Access to foreshore Public domain Design Use of foreshore Mixed use</td>
<td></td>
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<tr>
<td>Modern design</td>
<td>Design unattractive</td>
<td></td>
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<tr>
<td>Greenery</td>
<td>Insufficient greenery Views to foreshore Design</td>
<td></td>
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<tr>
<td>Parking</td>
<td>Mixed scale/character Narrow roads</td>
<td></td>
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<tr>
<td>Public domain</td>
<td>Mixed scale – concern with overshadowing Design</td>
<td></td>
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<tr>
<td>Community use</td>
<td>Design</td>
<td></td>
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<tr>
<td>Design</td>
<td>Parking</td>
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## Conclusion

The following tables provide a summary of common themes and issues identified at the workshops.

<table>
<thead>
<tr>
<th>Concerns</th>
<th>Opportunities/Options suggested by Community</th>
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<tbody>
<tr>
<td>Overshadowing and view impacts</td>
<td>• Height limits for development</td>
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<tr>
<td>Building heights</td>
<td>• Scaling of building heights</td>
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<tr>
<td></td>
<td>• Heights scaled down the foreshore</td>
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<tr>
<td></td>
<td>• Maximum of 2 to 5 storeys</td>
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<tr>
<td>Car parking</td>
<td>• Commuters parking in residential streets near train station</td>
</tr>
<tr>
<td></td>
<td>• Some suggested a commuter car park, others noted this could worsen traffic congestion</td>
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<tr>
<td>Congestion</td>
<td>• Congestion experienced in the broader network</td>
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<tr>
<td>Connections over Concord Road and train line</td>
<td>• Over or under pass connection between Rhodes West and East</td>
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<tr>
<td></td>
<td>• Reduce pedestrian impact on traffic flow, and improve safety, by an overpass over Concord Road</td>
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<thead>
<tr>
<th>Desires</th>
<th>Opportunities/Options suggested by Community</th>
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<tbody>
<tr>
<td>Improve access to the foreshore</td>
<td>• Generate public benefit</td>
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<tr>
<td></td>
<td>• The Leeds Street area was considered an appropriate for access to the foreshore</td>
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<tr>
<td></td>
<td>• Provide continuous access to the foreshore</td>
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<tr>
<td>Create a community feel</td>
<td>• Places to gather</td>
</tr>
<tr>
<td></td>
<td>• Amenities and local retail focused on serving community needs not a regional destination</td>
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<tr>
<td></td>
<td>• All season public area for community uses and activities</td>
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<td></td>
<td>• Coptic Church seen by some as part of Rhodes East identity and have a community role</td>
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<tr>
<td>Increased density</td>
<td>• Leeds Street an appropriate location for low rise high density</td>
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<tr>
<td></td>
<td>• Area around Rhodes Station given immediate access to public transport</td>
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<tr>
<td></td>
<td>• General preference to see minimal development to the east of Concord Road</td>
</tr>
<tr>
<td>Development control</td>
<td>• Ensure views are maintained</td>
</tr>
<tr>
<td></td>
<td>• Ensure setbacks from Concord Road</td>
</tr>
<tr>
<td></td>
<td>• Lower rise along foreshore areas</td>
</tr>
<tr>
<td></td>
<td>• Low rise development favoured</td>
</tr>
</tbody>
</table>

### Medium/high rise

- Appropriate in certain locations if a reduced scale of buildings could be delivered in the remainder of Rhodes East

### Open space

- Access to the foreshore
- Link a to new local centre
- Focus on quality over quantity
- Children’s playground, dog parks, sporting facilities, outdoor pool
- Good amount of existing open space in the area
- Opportunity to improve connection between open spaces
- Integrate open space with other community uses
- Open space to generate points of interest, could be provided as a piazza style with other public uses such as cafes
- Should be attractive, not to be too ‘urban’ and not only used as a transient space for passing through
- New open space should function as linkages to the Rhodes East foreshore and to existing open spaces
- North of Leeds Street a suitable location. Potential for open space over the rail line

### Walking and cycling

- Majority described Rhodes East as a walkable neighbourhood
- Link Rhodes East directly with Brays Bay Reserve, Rhodes Park and Kokoda Track Memorial Walkway
- Street trees retained and enhanced to improve walking experience
- Create better connection to Concord Hospital precinct
- Encourage use of active transport
- Improve cycling and walking under Ryde Bridge
- Regional cycleway to connect Rhodes East via Homebush Bay Bridge and extend to Brays Bay Reserve to Five Dock
- Llewellyn Street already used as an informal cycleway, support exists for it to be formalised if it reduces commuter parking use

### Sports and recreation

- Sporting facilities such as basketball and netball courts are important
- Dog parks and community gardens were suggested as potential uses
- Passive recreation within vicinity of the water seen as important, similar to that of Barangaroo

### Local centre on the eastern side of railway or on Leeds Street

- Local centre could alleviate traffic as presently residents of Rhodes East drive to Rhodes or Top Ryde for shopping
<table>
<thead>
<tr>
<th>Needs</th>
<th>Opportunities/Options suggested by Community</th>
</tr>
</thead>
</table>
| Community facilities          |  • Community facilities should be multi-functional and provided for people of all ages  
  • Mix of community, outdoor, retail and entertainment uses should be pursued to generate activity in Rhodes East  
  • Located in the local centre  
  • Opportunity to generate a central and accessible mixed use precinct either near Rhodes Station or the foreshore  
  • Rhodes West facilities are not necessarily needed to be duplicated in Rhodes East                                                                                                                                 |
| Planning                      |  • Planning should provide certainty                                                                                                                                                                                                             |
| Existing open space           |  • New linkages should be provided between existing areas of open space and the foreshore                                                                                                                                                      |
| Mix of housing types          |  • Cater for a variety of community members  
  • Ensure development is economically feasible  
  • Keep detached residential as part of the mix in the Llewelyn Street East area  
  • Affordable housing was predominantly considered appropriate for Rhodes East  
  • Some queried whether affordable housing was viable and necessary, and if so how would it be delivered. Affordable housing is for all levels of government to resolve not just Council  
  • Suggested that affordable housing for key workers should be provided across Rhodes East, rather than concentrated in one area.  
  • Only a few suggested Affordable Housing should be in one location; and that it be situated around Rhodes Station, or close to Concord Hospital as many would be employed there |
| Schools and childcare         |  • Schools considered important, growing population requires local schools – both primary and secondary  
  • Potential for a vertical school, a number of schools in the area could be improved or expanded  
  • Colocation of school with other community uses  
  • Potential child care near Rhodes Station  
  • Childcare and afterschool care needed with the growth in population                                                                                                                                 |
| Access to public transport    |  • Public transport generally considered excellent, considered by some as being adequate for their needs.  
  • Rhodes Station within walking distance, short train commuting times to Sydney CBD  
  • Improvement needed to train capacity and increase frequency in peak hours and on weekends  
  • Suggestion for express service between Rhodes and Sydney CBD, and for regional services to stop at Rhodes  
  • Suggestion to extend the proposed shuttle bus from Wentworth Point to Rhodes West, into Rhodes East |
The investigations for Rhodes East are in the initial stages. The feedback received during the community workshops will be used to inform the preparation of a draft precinct plan for the future development of Rhodes East.

It is anticipated that a draft precinct plan will be placed on public exhibition in late 2016. The draft plan will outline how the feedback received from the community workshops was incorporated into the plan. The public will be invited to comment on the draft plan during the public exhibition period and feedback will be used to finalise rezoning plans for Rhodes East.