

Rhodes Place Strategy



The Rhodes Precinct has been rezoned following the finalisation of the Rhodes Place Strategy. This included an update to the Canada Bay Council Local Environmental Plan.

Building on community and stakeholder feedback from earlier consultation in 2017 and 2018–2019, the Department of Planning, Industry and Environment prepared the draft place strategy to guide the next chapter for Rhodes.

We would like to thank you for the extensive feedback you provided when we exhibited the draft place strategy in 2020.

The final Rhodes Place Strategy is a 20-year plan to deliver new housing and jobs, supported by infrastructure, open space, community spaces and pedestrian and cycling paths.

This document outlines the key issues raised during the 2020 consultation and how we have incorporated your feedback into the final place strategy.

We have carefully considered all the submissions we received.

The final place strategy does not increase the final precinct target of 4,200 new homes over the next 20 years. We have also kept the dwelling cap, which means no more than 3,000 homes can be built without the provision of further transport infrastructure.

We have added statutory weight to the place strategy by making amendments to the Environmental Planning and Assessment Regulation to ensure future development applications are in line with the outcomes identified in the place strategy.

A detailed infrastructure schedule sets out the infrastructure needed to support the precinct over the next 20 years.



Key issues/feedback

Views

What we heard: The community was concerned about loss of views, particularly from existing buildings in Rhodes West.

The place strategy promotes a ‘view sharing’ approach. The place strategy and supporting planning controls ensure well-spaced and slender towers to protect views between buildings. These controls will make sure views can be enjoyed by both existing and future residents of the Rhodes Precinct.

Building heights and density

What we heard: The community felt the proposed heights and densities were too high in some parts of the precinct and too low in Cavell Avenue and Leeds Street.

Locating new homes near public transport is a key NSW Government objective. It will make it easier for everyone to travel around our cities. The place strategy takes a ‘design-led’ approach and is based on a height strategy that ensures most homes are located close to Rhodes train station. It does this while celebrating local character and providing a variety of housing types and densities across the precinct.

We have listened to the concerns in the Cavell Avenue and Leeds Street character areas and provided 5% more floorspace in Leeds Street and introduced an incentive (5% additional floorspace) for the delivery of terraces in Cavell Avenue.

Overshadowing

What we heard: The community was concerned about tall buildings overshadowing public spaces.

The place strategy and planning controls protect sunlight access to open space. The planning controls prevent additional overshadowing of public spaces at key times of the day to ensure these areas remain useable by the community. Future development applications will need to show how sunlight access is provided per the plan.

Open space

What we heard: The community wants more high-quality open space.

The place strategy features 2.3 hectares of new public space including a 7,500 square metre foreshore park and a 15-metre-wide promenade at the Leeds Street foreshore on Parramatta River.

It also includes a new pedestrian bridge across Concord Road that will make it easier and safer for people to use Mcllwaine Park and provide a direct connection to open space on the western side of the rail line. A \$5 million upgrade to Mcllwaine Park is under way and an upgrade is proposed at Uhrs Point Reserve.

We have also made changes to the place strategy to encourage the delivery of a 2,000 square metre public plaza on Marquet Street near Rhodes station.



Infrastructure

What we heard: The community wants development to be supported by infrastructure.

The place strategy sets out the infrastructure upgrades needed to support new development. We have applied a dwelling cap of 3,000. This cap will not be removed to allow the final 1,200 dwellings until further transport network upgrades are scheduled. Proposed new infrastructure includes a primary school, train station upgrades, a ferry wharf and 2.3 hectares of public open space.

Rhodes train station

What we heard: The community was concerned about the capacity of the Rhodes train station to support a larger population.

The place strategy and infrastructure schedule include upgrades to Rhodes station. We are working with other government agencies on a detailed staging plan and delivery program to ensure the station can handle future growth. Upgrades include better station access and longer platforms to accommodate more people. We are working closely with Transport for NSW to begin these upgrades as soon as possible.

Other major projects will also help support the increasing demand and give more public transport options. These include Sydney Metro West and Sydney Metro City & South West, the potential upgrade of the Northern Rail Line to 4 tracks, which will allow more services to stop at Rhodes, and the potential extension of Parramatta Light Rail to Wentworth Point and Sydney Olympic Park.

School

What we heard: The community supports a new primary school but wants further detail on delivery timeframes and traffic management.

The place strategy identifies a preferred location for a new primary school. School Infrastructure NSW is undertaking early planning for the new primary school. Planning will consider factors such as demographic trends, educational requirements, existing schools in the area, school catchment boundaries, site size, transport links and partnership opportunities.

School Infrastructure NSW will continue to work towards establishing the delivery timeframe so that the school is built in line with population growth. Given the school catchment and improvements to walking and cycling in the precinct, a large percentage of students will be able to walk or cycle to school. The location of bus stops and 'kiss and drop' zones will be exhibited as part of future school plans.

Aged care

What we heard: The community wants to ensure the provision of aged care facilities along with public spaces that are usable by the elderly.

We have added incentives to encourage seniors housing in the Station Gateway East and Cavell Avenue character areas. These sites are close to public transport, shopping, entertainment and public spaces and will help create an environment that will support healthy lifestyles for the elderly.

The place strategy sets out actions and priorities for future development to ensure that open space is designed to be suitable for all future users, including the elderly.

Car parking rates



What we heard: The proposed rates of car parking are too low and will increase congestion and reduce the availability of street parking.

We have not changed the car parking rates in the final place strategy. We are aiming to reduce traffic congestion by encouraging more people to use public and active transport.



Pedestrian and cycling infrastructure



What we heard: The community wants more active transport infrastructure such as pedestrian and cycle paths.

The place strategy includes almost 3 kilometres of new walking and cycling paths in the precinct.

New and upgraded pedestrian and cycling links will make it easier and safer to walk, run or cycle within the Rhodes Precinct and beyond to recreation and employment areas.

These upgrades include new pedestrian links connecting to the new ferry wharf and the Leeds Street foreshore promenade, and upgrades to paths on Blaxland Road that will form a north-south connection.

Traffic

What we heard: The community is concerned about increasing traffic congestion.

The place strategy and supporting infrastructure schedule identify the road upgrades needed to support development in the precinct over the next 20 years. This includes an intersection upgrade at Concord Road and Averill Street, upgrades to Leeds Street and Cavell Avenue and new local streets to improve traffic movement in the precinct.

The new pedestrian and cycling connections, upgrades to Rhodes station and the new ferry wharf will help reduce traffic.

More information

You can **download the final Rhodes Place Strategy** from our website.