

RHODES

REVISED DRAFT PRECINCT PLAN

NSW Department of Planning and Environment
December 2018



ACKNOWLEDGEMENT

NSW Department of Planning and Environment acknowledges the Traditional Custodians of the land, the Wangal clan of the Eora Aboriginal people, and pays respect to all Elders past, present and future.

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OVERVIEW

Introduction

Rhodes was identified as a Planned Precinct in 2015 because of its access to public transport, opportunities to provide new jobs for the future and the potential to deliver high quality new homes supported by infrastructure.

Since then, the Department of Planning and Environment has been working with the City of Canada Bay Council on a strategic plan to bring together planning for the Rhodes peninsula. In late 2017, a draft Precinct Plan was released and this was later followed by a draft Special Infrastructure Contribution (SIC) framework.

Following exhibition, the Department considered the views of the community, landowners and government stakeholders. It became evident that this plan presents an opportunity to draw together the eastern and western sides of the station and plan for the station area in a holistic manner. It also provides an opportunity to respond to recent changes in the

context of Rhodes, adapting to and incorporating the Greater Sydney Commission job targets, designing for future train station capacity and identifying a school site within the precinct.

The revised draft plan expands the precinct boundary to the west, to integrate key undeveloped land adjacent to Rhodes train station. By planning for this land in tandem with the land to the east, it enables comprehensive planning to occur to the key piece of public transport infrastructure for the area, Rhodes Station. This plan also reacts to the changing context of Rhodes by providing certainty in a school site and an additional 1,200 jobs within the precinct.

RHODES WILL DELIVER



PUBLIC TRANSPORT

High levels of public transport access and walkability



CONNECTIONS

Better east to west connections across the railway line



OPEN SPACE

Great public recreation spaces on the river



EMPLOYMENT

Jobs for office workers and health professionals



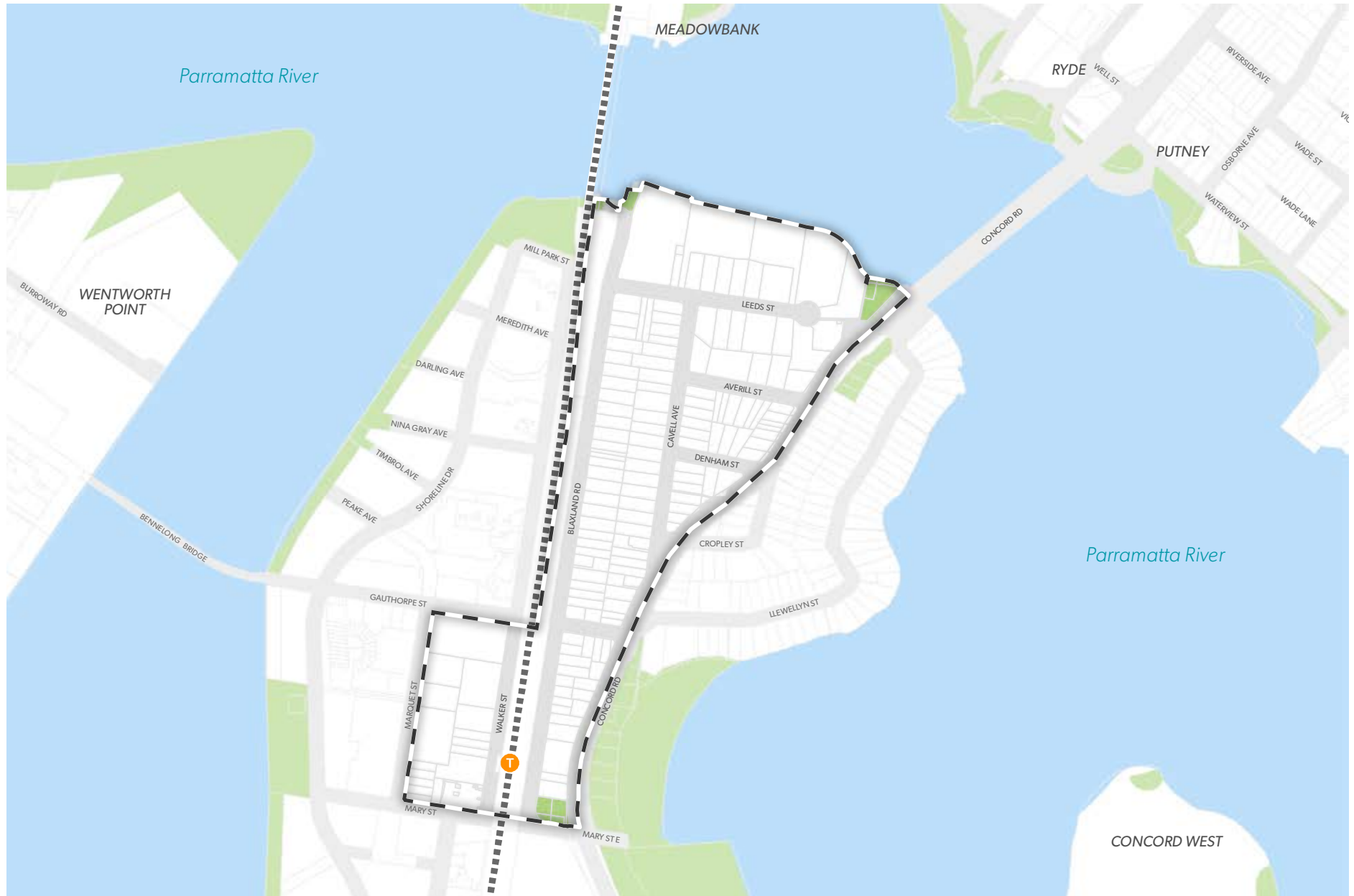
EDUCATION

A local school and local community spaces



HOMES

New homes close to jobs and schools

Figure 1: Revised precinct boundary



Context

GREATER SYDNEY REGION PLAN

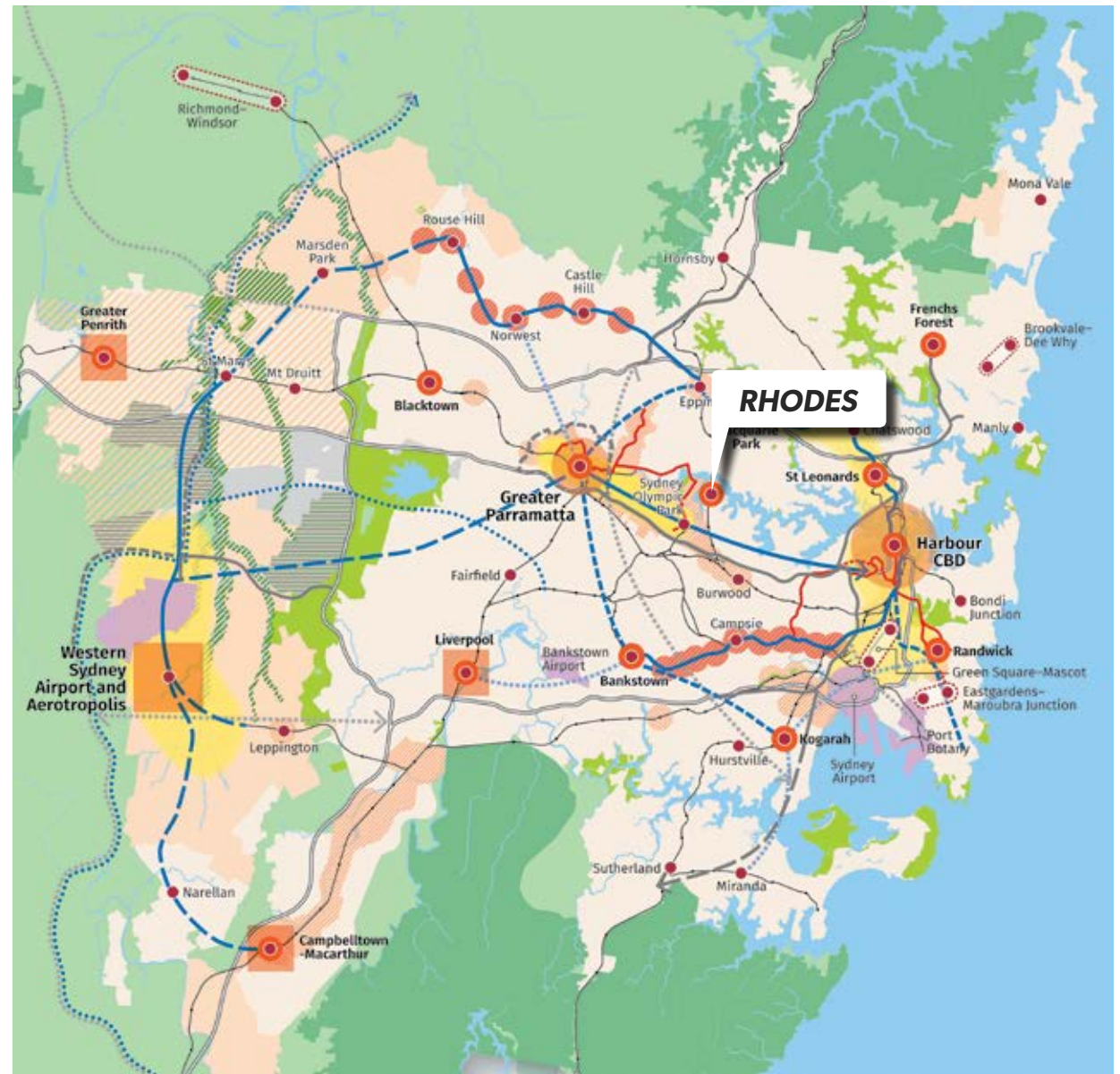
The Greater Sydney Commission has outlined the vision for metropolitan planning of Greater Sydney in the Greater Sydney Region Plan. The Greater Sydney Region Plan, released in March 2018, sets the planning framework for the five districts which make up the Greater Sydney Region. It establishes a 40-year vision to 2056 for Greater Sydney to be a metropolis of three cities, enabling most people in Greater Sydney to commute to their nearest city within 30 minutes. The three cities are: Western Parkland City, the Central River City and the Eastern Harbour City.

The Region Plan provides strategies for infrastructure and collaboration, liveability, productivity, sustainability and implementation supported by 10 key directions, all of which are reflected in the revised draft Plan for Rhodes.

Rhodes is located within the Eastern Harbour City. It is a strategic centre with an important commercial office precinct. The retention and growth of these areas is important for Sydney's global competitiveness in the future. Rhodes has also identified as one of five Collaboration Areas, with a focus on fostering sustainable infrastructure for water and energy.

	Metropolitan City Centre
	Metropolitan City Cluster
	Health and Education Precinct
	Strategic Centre
	Economic Corridor
	Trade Gateway

Figure 2: Rhodes in the context of the Greater Sydney Region Plan



Source: Greater Sydney Commission (GSC)

GREATER SYDNEY COMMISSION CENTRE HIERARCHY

Rhodes is located on the western edge of the Eastern City District. It is around Rhodes where three districts meet, and where the interdependence of the districts occurs.

While identified as a Strategic Centre for the Eastern City District Plan, dependence on Rhodes as a Strategic Centre will extend to the neighbouring North and Central City districts.

Rhodes as a strategic centre

Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. They will become increasingly important parts of the region's structure and support the 30-minute city.

The Sydney Region Plan identifies Rhodes as one of 34 Strategic Centres

Investment

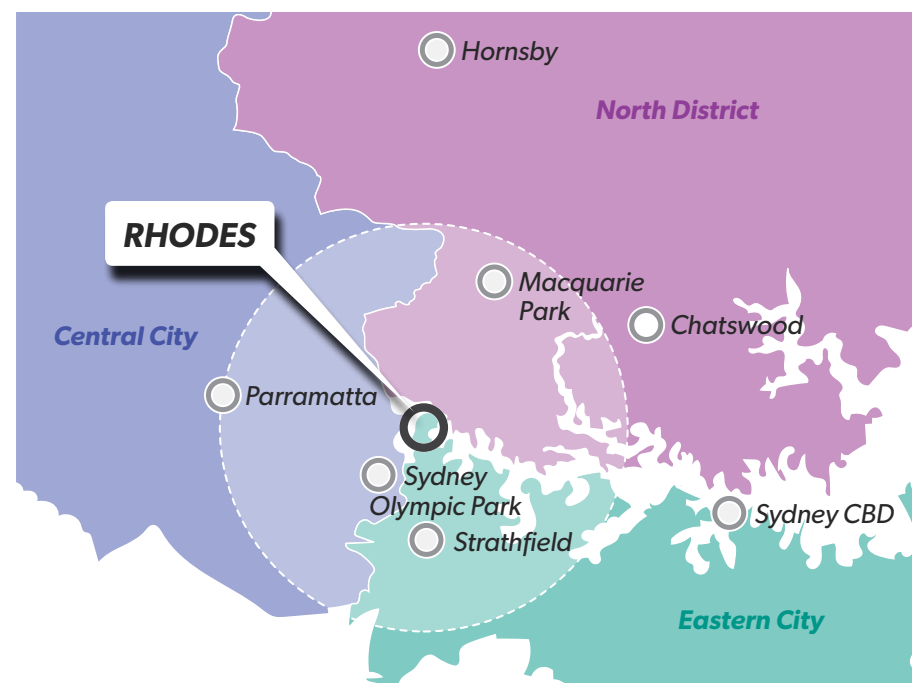
To support its role as a strategic centre in the Greater Sydney Region Plan, Rhodes is identified for key infrastructure improvements. In recognition of the differing opportunities and scale of the strategic centres, the NSW Government will prioritise infrastructure investment to encourage:

- high levels of private sector investment
- flexibility, so that the private sector can choose where and when to invest
- co-location of a mix of land uses, including residential
- high levels of amenity and walkability and being cycle friendly
- areas identified for commercial uses, and where appropriate, commercial cores.

Rhodes will benefit from this investment through new or enhanced infrastructure to support growth.

Source: *Jobs and skills for the city, Greater Sydney Commission, Greater Sydney Region Plan 2018*

Figure 3: Rhodes as a strategic centre between three districts



EASTERN CITY DISTRICT PLAN

The Greater Sydney Commission has prepared district plans which guide the implementation of the Region Plan at a district level and act as a bridge between regional and local planning.

Rhodes is identified as a strategic centre in the Eastern City District Plan. It is also identified as a collaboration area. The strategic centre incorporates the entire peninsula including the employment and Concord Hospital to the south.

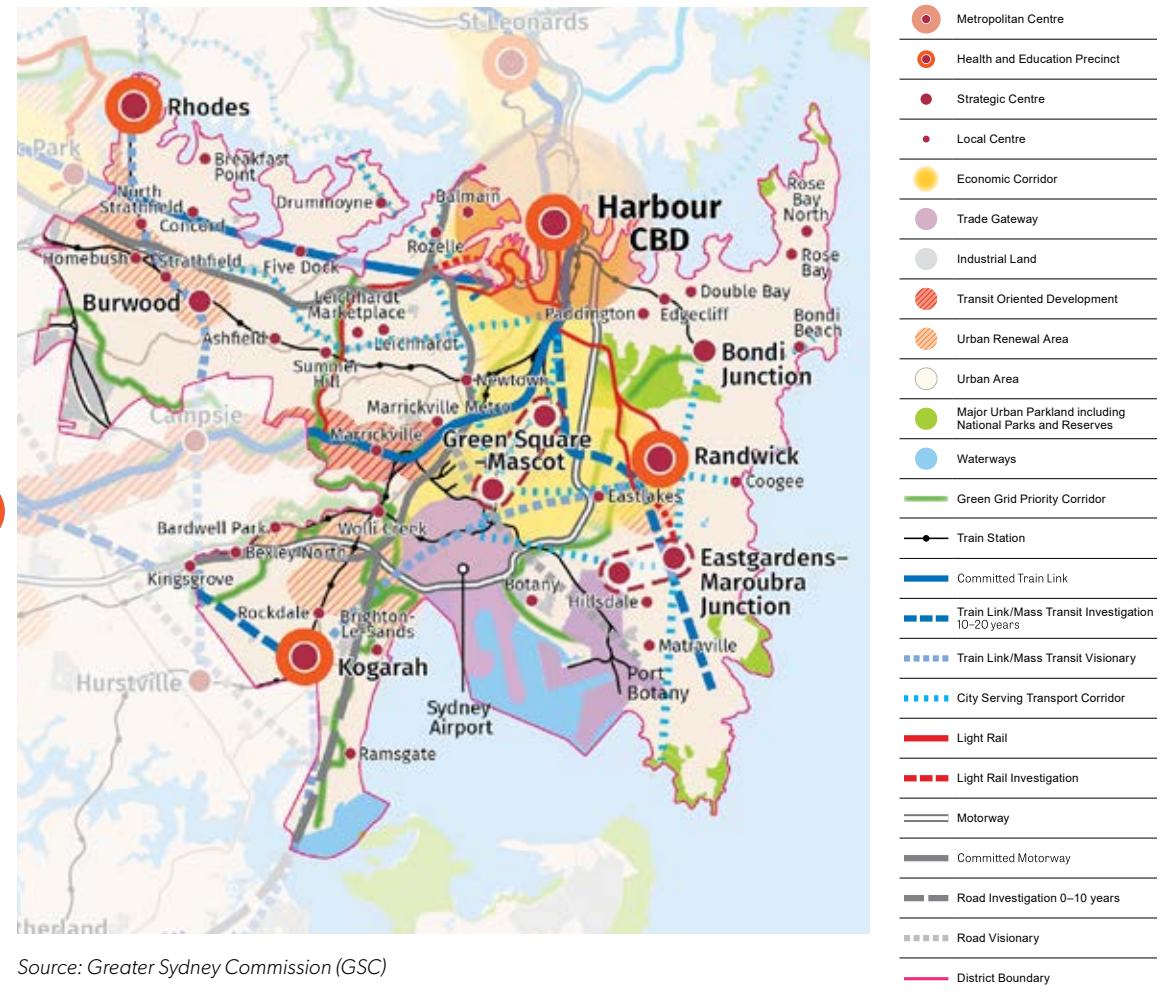
The district plan describes Rhodes as a 'great place', where there is a focus on creating a people friendly public realm, including open space, streets and centres.

This plan seeks to address and respond to the key actions in the District Plan. A key component is the delivery of between 6,300 and 8,300 new jobs in the Rhodes peninsula by 2036.

The District Plan identifies specific actions for Rhodes which include:

- protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
- protect employment generating capacity at Rhodes Business Park
- improve links to the Greater Parramatta and Olympic Park area
- enhance links with Concord Health Precinct
- promote place-making initiatives to improve the quality of public spaces
- develop opportunities to provide sustainable utility infrastructure
- create a connected walking and cycling network within the precinct, to regional links and where possible along river foreshores
- plan for growth that is supported by public transport.

Figure 4: Eastern City District Plan



Source: Greater Sydney Commission (GSC)

A CITY IN ITS LANDSCAPE

The Eastern City District Plan identifies sustainability targets that planning for Rhodes needs to adhere to. These targets centre around maintaining and managing green areas, a notion that is shared with the revised draft Plan. The Eastern City District Plan identifies Planning Priorities to guide sustainable growth, one of which relates to urban tree canopy and Green Grid Connections.

Tree canopy

PLANNING PRIORITY E17

Increasing urban tree canopy cover and delivering Green Grid connections

OBJECTIVE 30

Urban tree canopy cover is increased

CURRENT TREE CANOPY

The current tree canopy cover area in Rhodes is:

18%
(48,561m²)

The NSW Government has set a target to increase tree canopy cover across Greater Sydney to 40 per cent.

The revised draft Plan aims to increase urban tree canopy cover with provision of new open space, complemented by other green cover solutions such as rain gardens, green roofs and green walls. Green cover can help slow and store stormwater and improve water quality, filtering pollution before it reaches the local water bodies.

Figure 5: Current tree canopy cover in Rhodes



Legend

- Rhodes Precinct Boundary
- T Rhodes Train Station
- Railway

Indicative Tree Canopy Cover
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Green Grid

PLANNING PRIORITY E17

Increasing urban tree canopy cover and delivering Green Grid connections

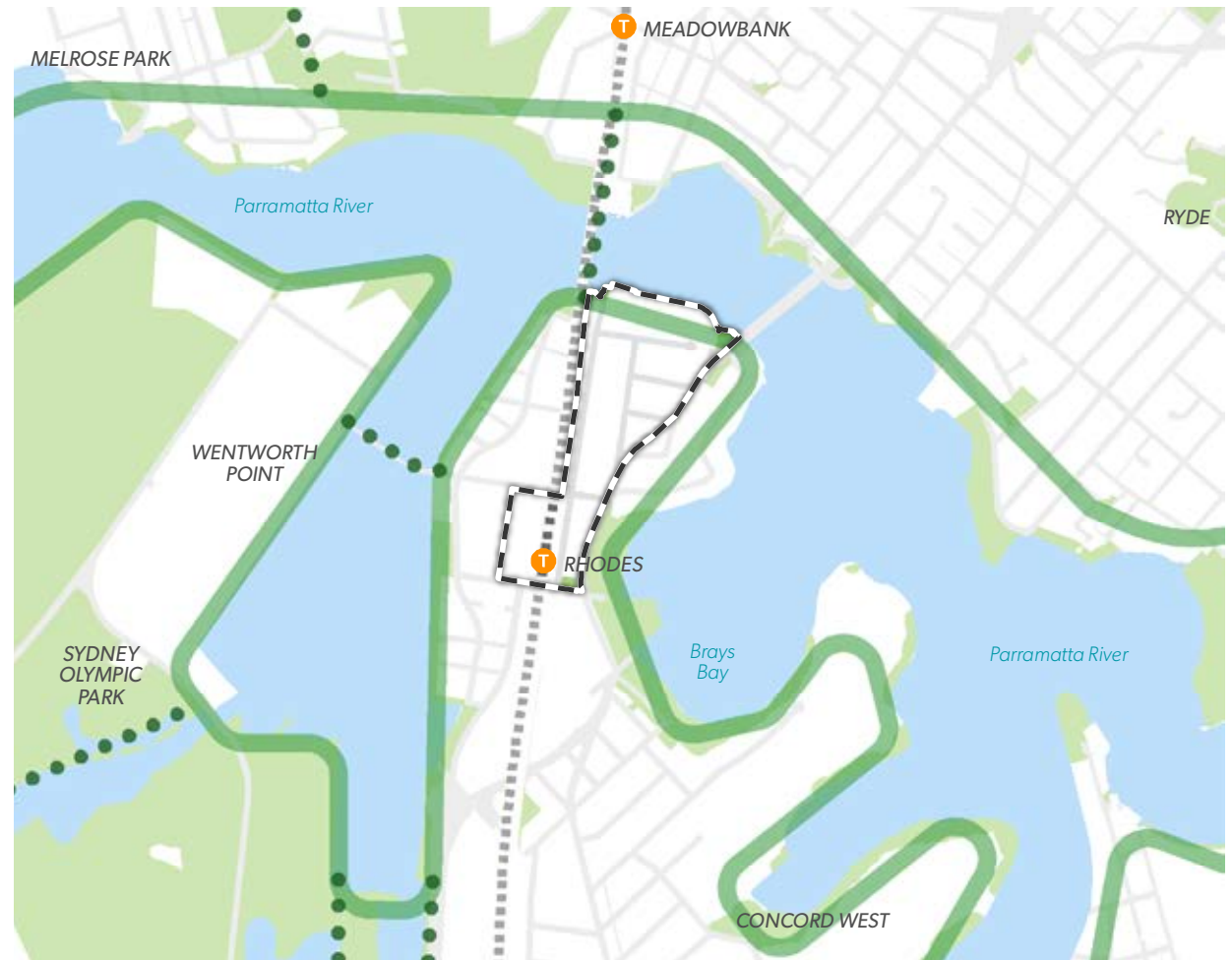
OBJECTIVE 32

The Green Grid links parks, open spaces, bushland and walking and cycling paths

The Greater Sydney Green Grid is a vision for a network of high quality green spaces that connects communities to the natural landscape. Over the long term, it is proposed that as opportunity arises, green space is reserved or created to provide a continuous green link around greater Sydney.

Planning for Rhodes has given the opportunity to contribute to this grid, and it has been made a priority in the revised draft Plan. The draft Plan identifies the current industrial lands on the foreshore to be transformed into public green space along with the Leeds Street park and promenade. This high quality public asset will provide a high quality addition to the Green Grid, linking Concord Road to the western side of Rhodes.

Figure 6: The Greater Sydney Green Grid



Legend

- Rhodes Precinct Boundary
- T Rhodes Train Station
- Major Green Grid
- Minor Green Grid
- Railway

FUTURE TRANSPORT STRATEGY 2056

This strategy, prepared by Transport for NSW, sets the vision, direction and outcomes framework for NSW transport investment. The Strategy was released in March 2018 to set a 40 year vision, direction and outcomes framework NSW to guide transport investment over the long term.

This strategy goes beyond infrastructure delivery. It links transport to land use, tourism and economic development. Transport planning has evolved from focusing on individual modes of transport, such as buses or trains, to providing integrated solutions for the future. It does this by providing issue-specific and place based plans.

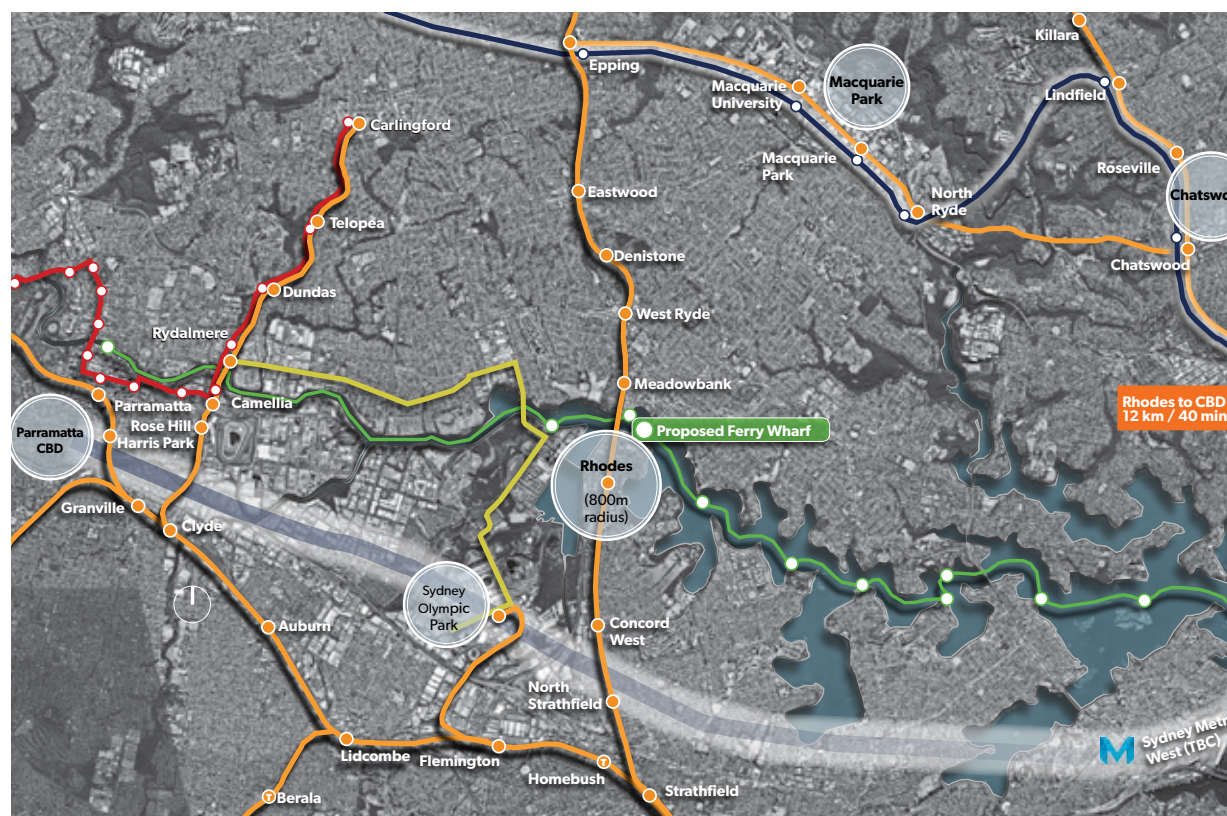
There is an emphasis on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future. A key principle of this plan is to encourage mode shift away from cars and towards public transport.

Rhodes benefits from being located on the T1 Northern train line and the Parramatta River, offering both train and ferry access to jobs and opportunities around Sydney.

The revised draft Plan takes into consideration the role of Rhodes in the wider transport infrastructure network and explores opportunities to upgrade the existing train station and a new ferry wharf in the Parramatta River foreshore to improve accessibility to the area and potential to integrate with future transport services such as Metro and Light Rail.

These measures contribute to create a 30-minute city as well as mode shift to public transport.

Figure 7: The public transport context of Rhodes



Legend

- Existing rail network
- Parramatta Light Rail Stage 1
- Parramatta Light Rail Stage 2
- Existing F3 Line Parramatta to Sydney CBD
- Sydney Metro Northwest
- Sydney Metro West

THE 2017 DRAFT PLAN

The planning for Rhodes has focussed on the existing opportunities and future potential of the peninsula. Being highly connected to public transport, the precinct is very well placed to support a thriving community supported by open space, social facilities and improved accessibility.

In 2017, Council and the Department released a draft precinct plan which established a vision and objectives for land east of the railway line (Rhodes East). The plan also included a framework for how it could be implemented and, a short while later, a draft SIC was released outlining a mechanism to fund infrastructure.

The 2017 draft report was informed by community and stakeholder input gathered from:

- council-led community workshops
- working group meetings
- stakeholder briefings.

A range of reports were also prepared which analysed a variety of technical aspects.

The key aspects of the 2017 draft plan included:

Around 3,600 new homes east of the train station, with a target of 150 - 200 affordable homes for key workers.

Increased density and height closest to the station and around the Leeds Street area.

Very low parking rates with zero car parking near the station.

Lower building heights with terraced frontage in the middle of the precinct.

Retail and community uses near both the station and Leeds Street.

New primary school for up to 600 students in a mixed use building near the station.

An 18 metre wide 'land bridge' over Blaxland Road and Concord Road, connecting the railway station to McIlwaine Park.

A new promenade along the Leeds Street waterfront with links to the proposed ferry wharf.

New foreshore park and several small pockets of open space.

New infrastructure including local streets, cycle paths and two other pedestrian bridges.

Upgraded intersections.



The 2017 draft precinct plan, and the accompanying technical studies are still available to be read and downloaded from the Department's website at www.planning.nsw.gov.au/rhodes

WHAT WE HEARD

In September 2017, the Department exhibited a plan for the future of Rhodes. This plan put forward a proposal for land use, built form, landscape and infrastructure across the precinct for the future.

To communicate the draft Plan, the Department provided a number of avenues for the community to ask questions and seek clarification on any issues. These included three community drop-in sessions and presentations to stakeholder groups.

In response to the draft plan, there were 60 submissions made by members of the community, 17 submissions made by developers/landowners and 225 responses to an online survey. A wide range of issues were raised in relation to building height and form, access, infrastructure and quality of life in the greater Rhodes area.

The outcomes from the interactions and issues raised in the submissions were considered in the revision of this plan.

Drop-in sessions

3 

Submissions

60 

BY COMMUNITY

17 

BY DEVELOPERS/
LANDOWNERS

Online survey

225 

RESPONSES

Of these responses, support was given to matters such as:

- increased foreshore access
- additional open space
- retention of heritage items
- new ferry wharf
- new primary school
- lower density than Rhodes West.

Matters identified included:

- loss of views from Rhodes West
- impact on Concord Road traffic
- lack of additional public transport provision
- parking restrictions
- economic feasibility for developers and landowners.

THE NEW STRATEGIC PLANNING CONTEXT



Since the 2017 public exhibition of the draft Precinct Plan, new and updated information has emerged relating to:

EMPLOYMENT

the need to provide more local jobs for Greater Sydney and Rhodes peninsula

TRANSPORT CAPACITY

future demand and the capability of public transport to meet it

LEGISLATION

legislative changes and a renewed focus on community participation, strategic planning and local character

SCHOOL SIZE

design requirements for a school site in Rhodes

DELIVERY MECHANISMS

how key infrastructure items in the plan are to be funded and delivered

MCILWAINE PARK

Precinct Support Scheme allocation of \$5 million in funding for upgrades to McIlwaine Park.

Revising the draft plan provided an opportunity to revisit or incorporate these matters to ensure that the future of Rhodes was being planned in a coordinated and holistic manner.

WORKSHOPPING THE NEW CONTEXT

While planning for the entire precinct was affected by changes in context, the area most affected was the area close to Rhodes Station. The station area provided the opportunity to consider job growth and housing provision that focused on public transport, reducing the impact on existing roads. The station area was the focus of a Department-led workshop in early September 2018. Projected growth scenarios and the implications for infrastructure and surrounding land use were debated and discussed.

Stakeholders with a direct interest in resolving these issues were invited to take part, including the City of Canada Bay Council, key State agencies and landowners near the station.

Workshop discussion:

- the capacity of Rhodes Train Station and the testing of different initiatives to service the current and possible future demand for train travel
- how different land uses generate trips to and from the precinct and what this means for the location of housing and jobs
- how existing and proposed employment areas can service the new job targets, and ideas to be explored to ensure they are met.

The key issues to be addressed:

- identify ways to address the capacity and constraints around Rhodes Station
- mode share and move to public transport
- investigate employment areas
- integrating east and west, with good links throughout
- economic feasibility, further clarity of infrastructure funding and requirements for the school and community facilities.



Walkway along the Brays Bay Reserve Lake, Rhodes, Sydney.



REVISED DRAFT PLAN

VISION

The vision for the precinct has been revised to reflect the important role of an integrated station precinct and increased employment opportunities.

Rhodes will be a great place to live, work and visit.

A revitalised station gateway area will provide an accessible location for new employment, homes and community facilities.

New homes will meet the needs of a range of household types. It will also allow more jobs to be located near the station and give residents the opportunity to walk to work.

Vibrant waterfront areas, green space and intimate plazas will provide places to relax and enjoy. The area's heritage will be evident and respected.

An improved network of streets will support walking, cycling and use of public transport.

Improved amenity will encourage residents and visitors to spend time in Rhodes and continue to take pride in the area.

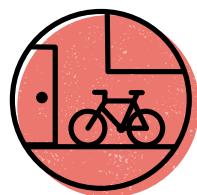


Rhodes Station

Figure 8: Vision for Leeds Street Foreshore



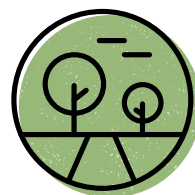
PLANNING PRINCIPLES



The following planning principles provide the framework for achieving the desired local character outcomes for Rhodes. These are related to five key themes.

PLACE

- Provide employment floorspace near the station to secure long term commercial employment opportunities and provide jobs closer to homes.
- Enhance the Station Gateway and Leeds Street character areas to provide commercial/retail hubs for residents, workers and visitors.
- Deliver active streets that are pedestrian friendly.
- Ensure the quality of the public domain is considered in future planning.
- Ensure new development retains and enhances important heritage elements by adhering to setbacks that respect current building alignment, using sympathetic building materials and preserving key views and vistas.



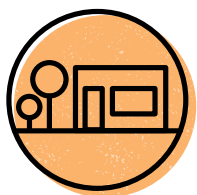
LANDSCAPE

- Provide access to quality public open space through corner plazas, Leeds Street Foreshore and pedestrian bridge to McIlwaine Park.
- Ensure key areas of open space are protected and adequate linkages to new development are provided.
- Map and protect heritage, street and foreshore trees to retain their shade and character.
- Provide active frontages around open spaces and incorporate walking and cycling connections to encourage use of the open space.
- Incorporate green streets into the plan, including the Cavell Avenue spine of the Precinct.
- Where possible, new development should provide setbacks to enable accessibility and greener streets.



BUILT FORM

- Allow for a diversity of building heights and human-scale development which balance increased housing and height transitions.
- Deliver a public domain with active streets and safe pedestrian environments.
- Ensure new development contributes to a range of dwelling typologies incorporating an affordable housing target of 5%.



LAND USE

- Provide for a local school that can accommodate up to 1,000 students.
- Co-locate new community facilities near walking and cycling routes.
- Provide a maximum of 3,600 dwellings east of the station and an extra 600 dwellings west of the station, subject to quality design.
- Safeguard employment land adjacent to the train station to encourage future commercial development and high order jobs.
- Provide additional retail opportunities close to the station, as well as at the Leeds Street Foreshore which will provide restaurants, cafes and destination-based retail.










MOVEMENT

- Enhance or upgrade public transport to accommodate the extra population and jobs whilst limiting the impact on Concord Road.
- Ensure strong pedestrian and cycling connections to promote active transport within the precinct, including the upgraded Cavell Avenue and Blaxland Road cycling path linking the train station and foreshore and pedestrian bridge to McIlwaine Park.
- Provide best practice maximum parking standards to control the number of cars within the precinct.
- Create new development that is public transport centric which promotes mode shift away from cars.



WHAT HAS CHANGED

							
	PRECINCT BOUNDARY	STATION UPGRADES	LOCAL SCHOOL	COMMERCIAL LAND USE	HEIGHT & DENSITY	CAR PARKING	OPEN SPACE
2017	The precinct boundary included land to the east of the train line only	No change to existing train station	A vertical primary school for 600 students within a mixed-use development	The area to the east of the station was proposed for predominantly residential and mixed use development	Specific building heights and floor space ratios were provided across the precinct	A parking rate of zero cars proposed for all dwellings within 400m of the station	4,500m ² foreshore open space with promenade was proposed within the precinct
2018	<i>The precinct has been expanded</i> to include a parcel of land to the west of Rhodes Station to ensure planning for the station is comprehensive and incorporates all undeveloped land	<i>Station upgrade</i> options include extension of the platform and new northern entrances east and west of the railway line	<i>A free standing local school</i> for 1,000 students with on-site play space	<i>A commercial core has been established</i> within Station Gateway East, to help create up to 1,200 new jobs close to public transport	<i>Appropriate building heights and floor space ratios</i> will be determined following state-led assessment of master plan proposals	<i>Best practice maximum parking rate</i> is proposed for all dwellings	<i>The Leeds Street foreshore</i> has been expanded to provide 7,800m ² of high quality public open space with promenade on the foreshore

WHAT **HASN'T** CHANGED?

2018

PEDESTRIAN BRIDGE

Pedestrian bridge over Concord Road will connect Rhodes to Mcllwaine Park



FERRY WHARF

New ferry wharf connecting Rhodes (Leeds Street foreshore) with Sydney CBD and Parramatta



HOUSING VARIETY



The precinct will provide a housing mix from apartments through to terrace houses

PARK ENHANCEMENTS

Mcllwaine Park to be upgraded with funding from Precinct Support Scheme



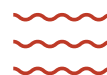
INTERSECTION IMPROVEMENTS



Improvements to road intersections remain in the infrastructure schedule

FORESHORE ACCESS

Increased public access to Parramatta River foreshore and open space at Leeds Street and Mcllwaine Park



IMPROVED CONNECTIONS

The plan identifies new streets (and or pedestrian links), cycle paths and pedestrian bridges



CHARACTER ELEMENTS

The plan retains important character elements including the old public school building and the Coptic Church



ACTIVE TRANSPORT

The plan still aims to maximise walking and cycling within the precinct



LEEDS STREET

Leeds Street will be transformed with a foreshore promenade supported by increased public open space and 1,600m² of destination retail



TREES

Heritage and Foreshore Trees will be protected for their character and shade



CORNER PLAZAS

Three new mixed-use corner plazas are proposed in the plan



KEY OBJECTIVES

The vision and objectives for Rhodes have evolved since the 2017 draft plan. Most of the objectives remain unchanged, however there is sharper focus on improving east-west integration at the station and incorporating employment.

DELIVER AFFORDABLE HOUSING

An affordable housing target of 5% to provide housing options for key workers in the area, for example people working in occupations such as teaching, child care, policing or nursing.

PLAN FOR A SUSTAINABLE FUTURE

Ensure Rhodes can meet the challenges of the future by building sustainability and longevity into planning, design and commercial capability from the start.

PRIORITISE ACTIVE TRANSPORT

Design integrated transport services and experiences that prioritise walking, cycling and the use of public transport.

DENSITY WITH A HUMAN SCALE

Deliver a range of built forms, from terraces to apartment buildings, that promote activity on lower levels of buildings. The range of built forms will result in more open space, more sunlight to buildings and a closer connection to the street, other people and amenities.

ENHANCED WATERFRONT ACCESS

Provide new public access to the Parramatta River foreshore, including the provision of housing and public open space with views to the water.

CREATE GREAT PUBLIC SPACES

Provide a range of high quality, pedestrian prioritised public spaces that are safe for gathering and socialising. Map and protect important street and foreshore trees to retain their shade and character.

OPPORTUNITIES FOR NEW JOBS

Ensure commercial floorspace near the station is safeguarded for future employment.

BETTER EAST TO WEST CONNECTIONS

Improve accessibility around the train station and between east and west to enable easy access between homes, jobs, shopping, recreation and entertainment opportunities.

INTEGRATE INFRASTRUCTURE AND LANDUSE

Deliver infrastructure (including social facilities) in line with development of housing and jobs.