

# CREATING THE STRUCTURE PLAN

## LAND USE DEVELOPMENT SUMMARY

Land uses have been allocated across the Structure Plan to reflect technical advice provided by the Project Team, discussions with the Department of Education, RMS, Transport for NSW submissions received during the exhibition period of the 2017 Structure Plan, and broader Stakeholder feedback.

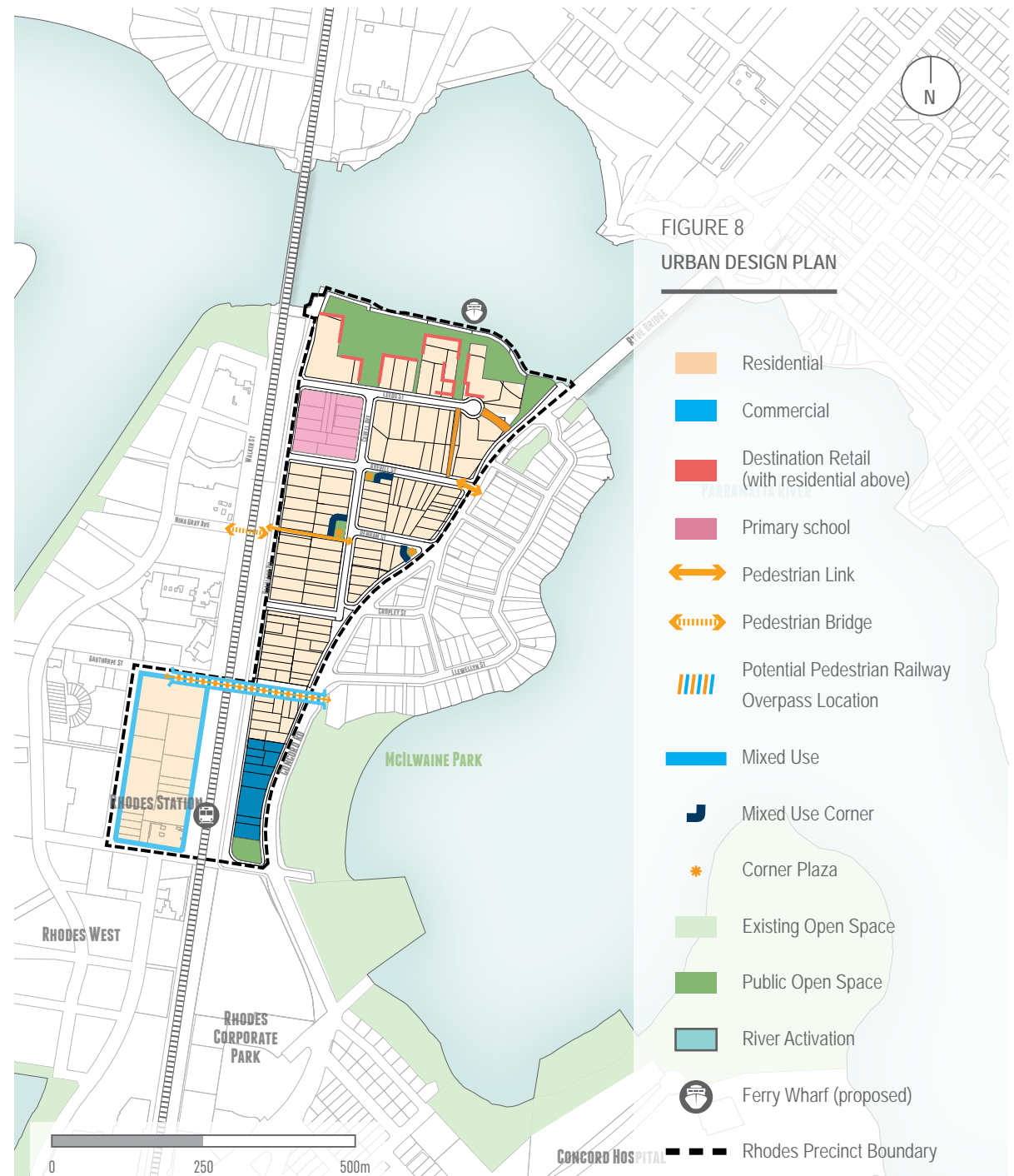
A key principle is to encourage multi-purpose trips through the location and combination of land uses.

The following land uses, yields and population reflect the ultimate development scenario subject to the realisation of transport improvements and interventions.

Approximate Area (SQM)	
STATION GATEWAY EAST - CONVENIENCE RETAIL	TOTAL: 6,000- 6,500 SQM
Potential uses may include: Community Support Services Speciality Food Grocers/Liquor Restaurants and Fast Food Speciality and Personal Services Non-retail services	1,500 - 2,000m <sup>2</sup> 600m <sup>2</sup> 1,000 - 1,500m <sup>2</sup> 1,500m <sup>2</sup> 500 - 1,000m <sup>2</sup>
LEEDS STREET FORESHORE DESTINATION RETAIL	7,000 SQM
Potential uses may include: Micro-Brewery Wine, cheese, olives Wine Bars, cafés Small gourmet supermarket such as a Thomas Dux	
<b>Urban Primary School</b> A Primary School Site has been identified in the Leeds Street Character Area with the capacity to accommodate up to 1000 students. The site has the potential to provide all the facilities and amenities of a conventional school, but adapted to a 4 to 5 storey, high density design reflective of its inner urban site and context. The proposed school site is capable of complying with current Education Department spatial requirements.	Approximate Area: 1.03 hectare GFA: 10,800m <sup>2</sup> Outdoor Area: 13,200 (includes 7,100m <sup>2</sup> at grade)
<b>Mixed Use Corners x 3</b> These provide community, cultural and/ or retail spaces collocated with intimate open spaces.	Open Space: 100m <sup>2</sup> x 3= 300m <sup>2</sup> Mixed Use Floorspace: 25m <sup>2</sup> x 3= 75m <sup>2</sup>

The draft Structure Plan proposes an indicative yield of approximately 3,600 dwellings east of the railway line. An additional 600 dwellings, over and above those proposed by the approved Rhodes Station West Masterplan may be provided west of the railway.

CHARACTER AREA	INDICATIVE DWELLING YIELD	INDICATIVE GFA	INDICATIVE POPULATION (BASED ON 2.4 PEOPLE PER DWELLING)
Station Gateway East	1,350	135,000	3,240
Leeds Street	1,450	145,000	3,480
Cavell Avenue	800	80,000	1,920
<b>TOTAL (EAST)</b>	<b>3,600</b>	<b>360,000</b>	<b>8,640</b>
Station Gateway West	600	60,000	1,440
<b>TOTAL (WEST)</b>	<b>600</b>	<b>60,000</b>	<b>1,440</b>



# CHARACTER OF RHODES

## OVERVIEW

Four Character Areas have been identified based on character, the likely timing of development and the infrastructure required to support the increased population. The Character Areas will inform the creation of a series of distinct places that celebrate the existing community and identity. Character Area Intent Statements describe the intended future character and identity of each area.

As the boundaries of the Character Areas are defined by the area's attributes, it is preferable for both sides of the existing streets to be within the same Character Area. This results in a consistent character on both sides of the street, creating an attractive and legible environment. However, in circumstances, where this can not be achieved, the desired character can be achieved through a combination of landscape and street scape.

Development will be progressed in parallel with the delivery of required infrastructure with a flexible approach to future built outcomes subject to meeting agreed design principles.



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## BUILT FORM

### Station Gateway East, Leeds Street, Cavell Avenue

Maximum dwelling yields and GFA have been established for each Character Area and will be inserted into the LEP.

Master Plans will be required for each Character Area that reflect the agreed design principles and demonstrate an appropriate and equitable distribution of height and density to deliver up to, but not exceeding, the maximum dwelling numbers and GFA.

The Master Plans will also need to demonstrate how the required infrastructure for each Character Area will be delivered.

Following endorsement of the Master Plans, and prior to development proceeding, Development Control Plans (DCP's) will need to be prepared and adopted by the Canada Bay Council. The DCP's will ensure that built form outcomes and infrastructure requirements are consistent with the Character Area intent and agreed design principles.

A state led competitive design process will ensure design excellence.

This approach will allow flexibility as to the future form of development as it incrementally occurs throughout the Peninsula, whilst respecting the maximum dwelling yields and GFA.

### Station Gateway West

For this Character Area, the LEP will be amended to enable a review of the Council's adopted Rhodes Station Precinct Masterplan to deliver additional height and density subject to meeting agreed design principles and the provision of transport infrastructure.

The review will need to consider the potential for additional public transport infrastructure, the outcomes of a design excellence process and key design principles including solar access, pedestrian connectivity, public realm and streetscape activation.

Subject to the outcomes of this design review process, amended height and FSR controls may be considered to provide for additional development on this site.

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## PUBLIC DOMAIN

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

The Character Areas will be reinforced by the streetscape. The proposed landscape identity for each street will be responsive to the range of development types that are along its length.

# STATION GATEWAY EAST

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## CHARACTER AREA INTENT STATEMENT

The Station Gateway East includes land immediately to the east and north of the Rhodes Station along Blaxland Road. Feasibility studies identified the land adjacent to the station as a strategic location to provide more jobs consistent with the Greater Sydney Commissions identification of Rhodes as a Strategic Centre. The proposed development will proudly announce arrival at Rhodes from the south and guide people to the Station, McIlwaine Park and to the foreshore. The built form will reflect its location adjacent to the Station with new jobs and increased residential densities in close proximity to a broad range of services easily accessible by public transport reducing reliance on private vehicles.

Street level activation and a land bridge will provide a safe pedestrian environment promote connectivity between East and West, across Concord Road, into McIlwaine Park and link to Parramatta River.

### Design Considerations

- Provide for additional jobs in commercial only buildings, supported by appropriate retail and other uses to create activity at ground level
- High density residential development is to exhibit design excellence and deliver attractive streetscapes. Proposals will need to be reviewed by a design panel
- The heights and building separation of the commercial buildings are to ensure views over McIlwaine Park and the Parramatta River are preserved.
- The built form is to provide an active, mixed used podium and street level frontage with formal landscaping that complements the character of McIlwaine Park
- Dwellings are to be appropriately distributed throughout the Character Area to ensure economic feasibility and achievement of key objectives for the Precinct
- Make improvements to walking and cycling links as a part of Blaxland Rd upgrades.
- Building height to be distributed throughout the Character Area to minimise overshadowing of McIlwaine Park



# STATION GATEWAY WEST

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## CHARACTER AREA INTENT STATEMENT

The Station Gateway West includes a strategically located 2 hectare mixed use site immediately to the west of the Rhodes Station. It provides an opportunity to increase homes in close proximity to the Station and broader amenity. This site consolidates the Station Precinct and has an approved Structure Plan providing approximately 1,300 homes.

### Design Considerations

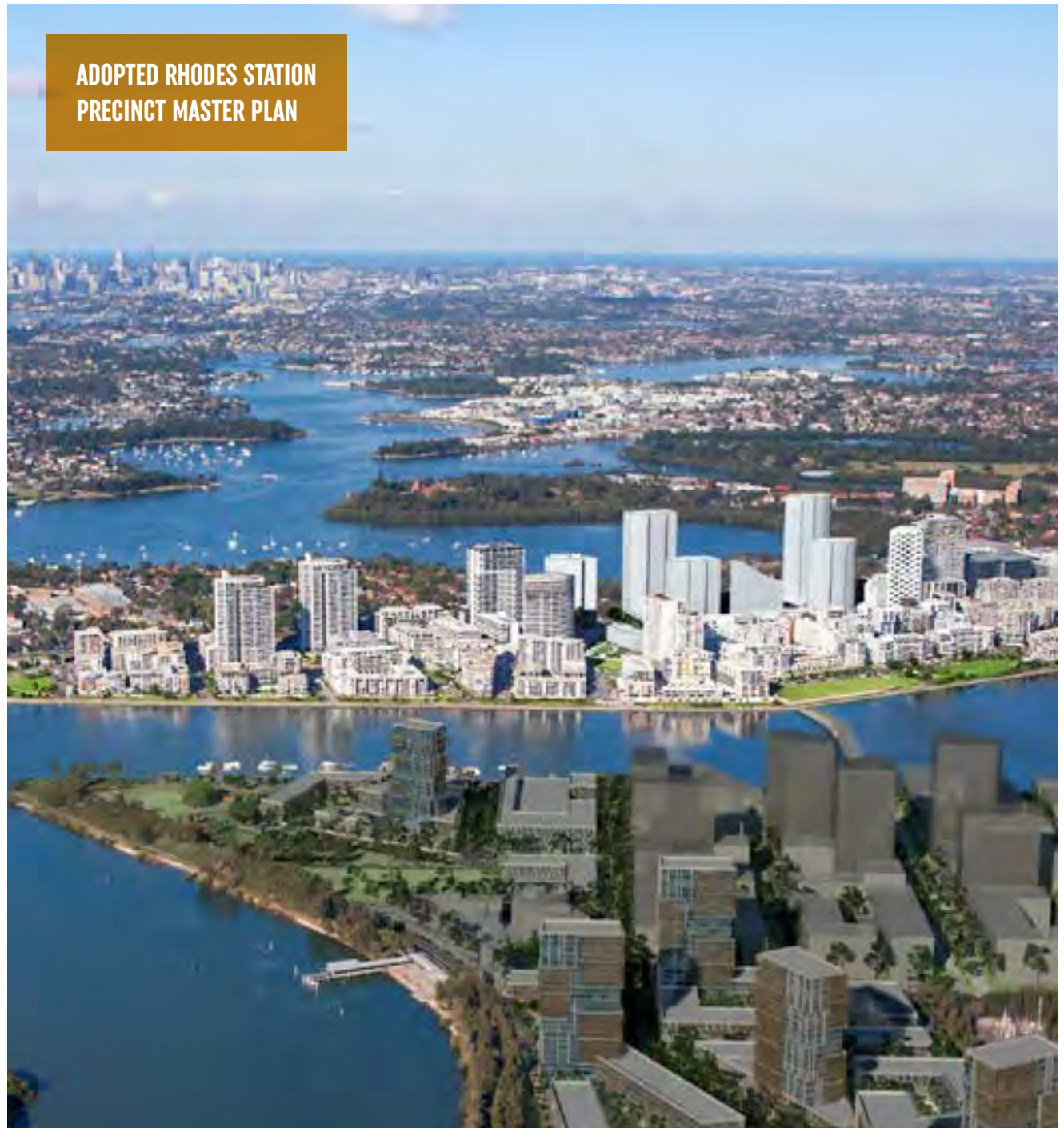
- Review the Structure Plan for Station Gateway West to provide additional dwellings supported by substantial public benefit, including upgrades to the train station to create extra capacity and a high-quality east-west link.
- The land-bridge from Blaxland Road to McIlwaine Park to create a high quality attractive environment for people to use and active frontages to adjoining developments.
- Design of the land bridge to consider opportunities to create a public plaza.
- High density residential development is to exhibit design excellence and deliver attractive streetscapes. Proposals will need to be reviewed by a design panel.
- Ensure provision of well located, publicly accessible open space to support any additional dwelling yields. Detailed design to consider overshadowing and solar access.

## ADOPTED RHODES STATION PRECINCT MASTER PLAN

### RHODES STATION WEST DESIGN PRINCIPLES

Any future development proposals arising from a review of the Rhodes Station Precinct Master Plan must take into consideration both the Vision and Principles contained within the Rhodes Station Precinct Master Plan and the following additional design principles:

- Create a lively safe pedestrian experience through the creation of transit plazas that will also enhance bus and rail commuter experience at:
  - Marquet Street
  - corner of Gaulthorpe and Walker Streets; and
  - Walker Street opposite the Station.
- Provide a connection between the Station Plaza and the Town Square through a widened verge or increased setback
- Provide active frontages along key pedestrian routes to encourage safe pedestrian movement
- Provide a pedestrian connection from Rhodes West to Rhodes East through an integrated land bridge aligned with Gaulthorpe Street that has 24 hour public accessibility and a north facing public plaza on the corner of Walker and Gaulthorpe Street
- Any increase in dwelling yield to be supported by well located, publicly accessible open space. Detailed design to consider overshadowing and solar access.
- Ground floor street activation fronting Blaxland Road and the Station
- View corridors to be maintained from the Station, between buildings and to McIlwaine Park and Parramatta River.



# LEEDS STREET FORESHORE

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## CHARACTER AREA INTENT STATEMENT

The Leeds Street Character Area will provide a multi-modal, water-based destination with high amenity, a mix of uses and characterised by extensive public open space and destination retail. It will introduce meaningful visual and physical connections to the water in addition to a vibrant mix of uses. The lifestyle and activities promoted within this Character Area will prioritise pedestrians and facilitate human interaction.

Buildings will be flexible and multi-purpose and, whilst they may have larger floor plates, they will also have provide a fine grain frontage to public areas. The built form will respond to the northern aspect of the Character Area through the sensitive allocation of height combined with block permeability and building separation ensuring pedestrian level views of Parramatta River from the centre of Rhodes.

Significant areas of quality open space will be provided adjacent to the Parramatta River providing a diverse range of spaces catering for different recreational needs. A consolidated area of 7,500 m<sup>2</sup>

will provide opportunities for active recreation. The open space will reinforce Leeds Street as a unique destination, complement and enhance the existing provision of open space throughout the Peninsula and ensure the needs of the future communities are met. It will also connect into the existing foreshore promenade Rhodes East, contribute to the ultimate aim of a continuous foreshore walk.

### Design Considerations

- Deliver a high amenity, mixed use area including residential development, retail uses, cafes and restaurants.
- Deliver a variety of building heights and forms exhibiting design excellence
- Built form outcomes to minimise wind tunnel effects
- Where possible, vehicular access and servicing to be located to prioritise Leeds Street for pedestrians
- Provide new foreshore open space and public promenade which improves access to the Parramatta River foreshore
- Improve walking and cycling connections along foreshore and integrate with the proposed ferry wharf, connections between Averill St to Leeds Street
- Leeds street and the foreshore, and public realm improvements to the Precinct
- Upgrade Uhrs Point reserve
- Upgrade of Cavell Avenue and Leeds Street intersection
- Provide for a new primary school to cater for up to 1000 students

THE LEEDS STREET  
FORESHORE  
PRECINCT WILL  
INTRODUCE  
MEANINGFUL VISUAL  
AND PHYSICAL  
CONNECTIONS  
TO THE WATER IN  
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TO A VIBRANT MIX  
OF USES.



# CAVELL AVENUE

## CHARACTER AREA INTENT STATEMENT

The Cavell Avenue Character Area will largely consist of community and residential uses. There will be a mix of high density apartments, lower density strata titled terraces and mid rise apartments that will deliver a diversity of heights and human scale built form creating a balance between increased housing, public/ private amenity and an active and safe pedestrian environment. Future development will facilitate enhanced connectivity between the east and west of the Peninsula, to public transport and will create localised 'place' features along key desire lines and view axis.

Building heights will transition from Blaxland Road towards Concord Road and high amenity landscaped streets will encourage walking and cycling.

A new primary school is located on Leeds Street and combined with the existing Community Centre on Blaxland Road will provide a strong community focus to this Character Area.

The area is characterised by green streets, mixed use corners and strong active transport connections to the station and Leeds Street foreshore.

### Design Considerations

- Provide a mix of housing choice from high density apartments to lower density typologies such as mid-rise apartments and terrace houses.
- Streetscapes are to be landscaped to provide amenity and encourage walking and cycling
- Building heights should transition down from Blaxland Road towards Concord Road
- Development should be sympathetic to adjoining heritage items, including appropriate setback requirements
- Mixed use corners are to be incorporated on Cavell Avenue and

Denham Street

- Provision of a high-quality pedestrian link between Blaxland Road and Cavell Ave
- Extension of Avrill Street to be delivered in conjunction with the new primary school.
- Improvements to the existing Council community centre on Blaxland Road
- Local street upgrades to Denham Street and Averill Street, and the intersection of Averill Street and Concord Road
- Provision of a new pedestrian railway overpass at Nina Grey Circuit



# DESIGN STRATEGIES

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## VIEW SHARING

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

Overall, the Structure Plan has been designed to:

- Celebrate the existing view axis to Mcllwaine Park and the Parramatta River
- Create a northern water/foreshore view through a pedestrian extension of Cavell Avenue and new pedestrian connection leading to the proposed Ferry Wharf
- Create strategic breaks in the redevelopment east of Concord Road to provide visual and physical connections to the water
- Facilitate variable heights across the Structure Plan to achieve "value in depth" across the site by maximizing views to Parramatta River
- Establish height limits within the identified view sheds that will ensure views from The Cavell Avenue Character Area are preserved
- Respectfully consider the Rhodes West view impacts. Whilst the

redevelopment of the balance of the Peninsula will change the built form landscape, a sensitive design response will facilitate view sharing through combined bulk, scale, height and view controls, in particular:

- o Fine-grain: smaller building footprints enable view corridors between upper levels to be maintained whilst also reducing overshadowing
- o Human scale: diverse building forms that provide medium density lifestyle choice in non-tower forms



# DESIGN STRATEGIES

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## SETBACKS

Rhodes is an infill site that has historically been characterised by fragmented land ownership. However, more recently potential developers have been progressively acquiring land, resulting in a more consolidated ownership pattern. However, redevelopment may still occur gradually and incrementally. Consistent built form setbacks combined with street and public realm improvements will create an attractive and comfortable public realm, encouraging walking and promoting community pride.

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

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

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

The proposed Character Area DCP's will need to take into consideration these agreed setbacks.



# DESIGN STRATEGIES

## HERITAGE

As a result of the recommendations set out in the Heritage Assessment, the following design controls have been developed for each of the heritage items at Rhodes East.

LISTED HERITAGE ITEMS	DESIGN CONTROLS
<b>INDIVIDUAL HOUSES</b>	
59 Blaxland Road 35 Cavell Avenue	<ul style="list-style-type: none"> <li>*Future use to remain as residential or a use complimentary to the adjoining uses</li> <li>*Existing front lawn presentation to re-tained and/or upgraded</li> <li>*Future buildings are to have a 2 metre setback from the common boundary and limited to 2 storeys.</li> <li>An additional setback of 4 metres is re-quired for medium rise (5 – 8 storeys) or 6 metres for high rise building volumes (above 8 storeys)</li> <li>* Front setbacks for new developments are to be consistent with existing front set-backs.</li> </ul>
<b>INDIVIDUAL HOUSES ON CORNER LOTS</b>	
4A and 14 Cavell Avenue	Potential to explore the redevelopment of land at the rear to provide opportunity for new low scale building.
<b>INDIVIDUAL HOUSES NEAR EXISTING OR FUTURE ROADS</b>	
59 Blaxland Road 4A, 14, and 35 Cavell Avenue	<p>Any development between the heritage item and existing or proposed streets, is to be consistent with these guidelines.</p> <p>Medium (5 – 8 storeys) to high rise (above 8 storeys) development, located to the rear, is to provide a suitable transition to the retained heritage item.</p>
<b>WAREHOUSE</b>	
14 Cavell Avenue	<p>Existing face brick to be retained and incorporated into any new development at the rear, or on adjoining sites.</p> <p>New development at the rear can abut the existing brick building, with the first saw tooth roofed portion retained at the same height as the brick building.</p> <p>Adjoining sites can be redeveloped with zero lot side setbacks but front setbacks are to be consistent with existing development.</p>

LISTED HERITAGE ITEMS	DESIGN CONTROLS
<b>FORMER SCHOOL BUILDING</b>	
63 Blaxland Road	<p>The large trees located to the north of the site are to be retained.</p> <p>Consideration to future uses that complement the historic educational or community use</p> <p>The historic core of the old school building to be conserved and incorporated into the future developments on the site</p>
<b>PARKS &amp; RESERVES</b>	
King George Park Uhrs Point Reserve	<p>Indigenous planting to be retained and protected.</p> <p>New landscaping is to reflect the established planting rhythm and tree species</p>
<b>STREET TREES</b>	
Cavell Avenue	<p>The heritage street trees are to be retained and protected.</p> <p>New landscaping to reflect the established planting rhythm and tree species</p>
<b>REMANT TREES</b>	
4A Cavell Avenue	Existing trees to be retained and incorporated into residential development on the northern portion of the site.
<b>NON HERITAGE LISTED ITEMS</b>	
Coptic Church	The Coptic Church has a strong historical association with the community and is to be retained in situ.



# DESIGN STRATEGIES

## CONTEXT SENSITIVE STREETS

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

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

The Rhodes Context Sensitive Streets Strategy will create a street network where the key linkages will provide safe and efficient access

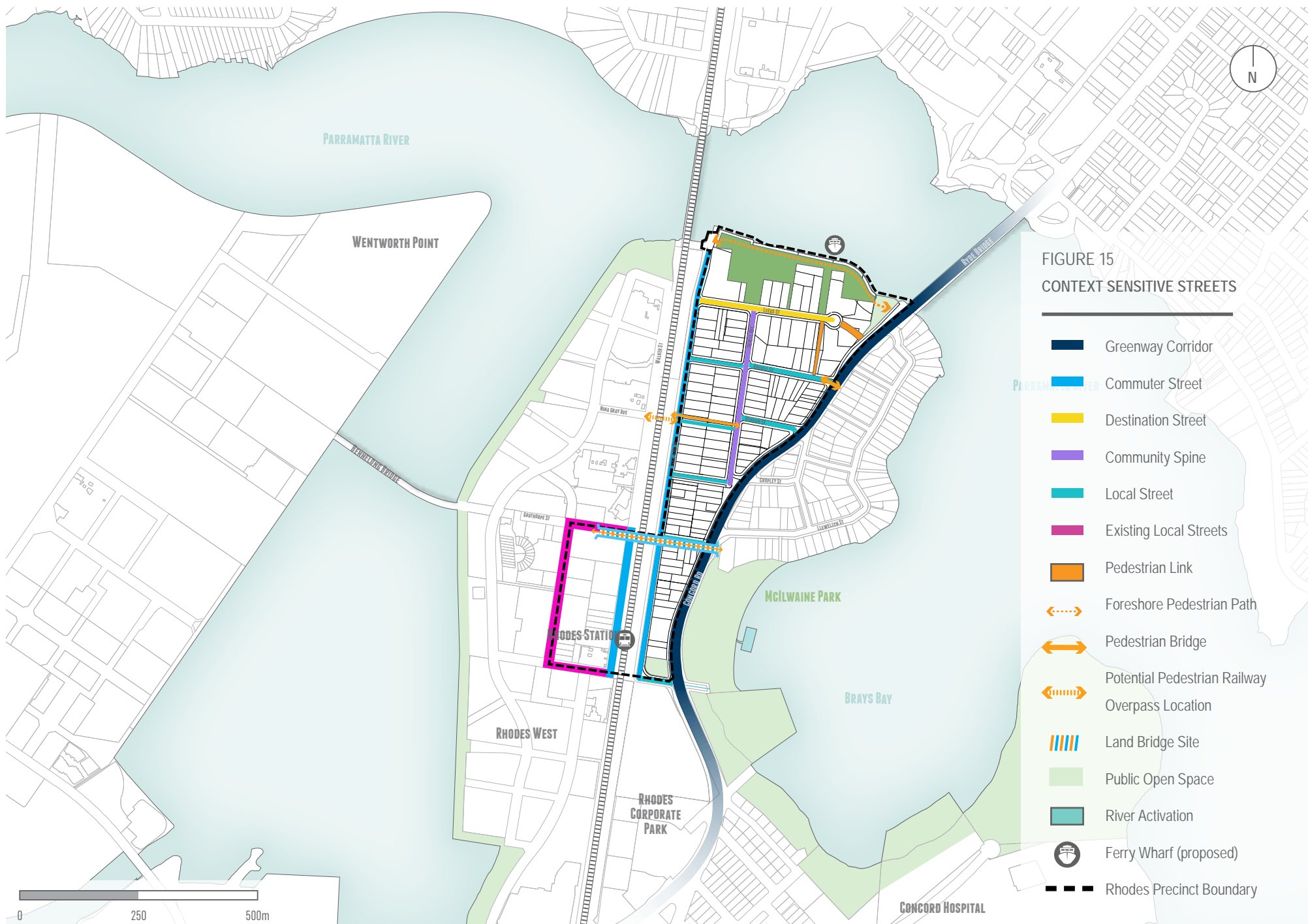
for all users, prioritizing pedestrians, cyclists, public transport and then vehicle infrastructure/investment in order to support a vibrant civic life. Movement is linked to land uses, desire lines and Character Area intent.

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

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

The character of the streets will be further reinforced through the facades of the buildings.

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



# DESIGN STRATEGIES

## TRANSPORT IMPROVEMENTS

### NEW STREETS

New streets and pedestrian passages are proposed to improve connectivity and promote pedestrian activity across the Precinct. They will also encourage the delivery of a finer grain of development as smaller, more compact blocks will be created that will contribute to a human scaled environment that has the ability to accommodate a range of housing types and sizes.

The new streets and pedestrian connections/links provide east to west connections between Cavell Street and Blaxland Road.

### PUBLIC AND ACTIVE TRANSPORT

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

### Train

As identified in the Traffic and Transport Assessment, the existing rail network is already congested and approaching capacity at Rhodes Station during peak hours. With the additional demand anticipated from the increased population arising from the proposed redevelopment of the balance of the Rhodes Peninsula, the Traffic and Transport Assessment has suggested a range of options for consideration, including:

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

In addition, further capacity will be required at Rhodes Station. Station upgrade measures that could be considered include:

- Additional stairs to the platform;
- New entrance at Blaxland Road;
- Widening and lengthening of the station concourse;
- Kerb widening for area surrounding the station along Blaxland Road and Walker Street.

These options will require further investigation by TfNSW. There may be an opportunity to deliver some of the agreed infrastructure requirements as part of future development proposals.

### Bus

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

- Increased frequency and span of hours of services using the Bennelong Bridge to connect to Wentworth Point and Sydney Olympic Park;

- Improving frequency and span of hours of the M41 along Concord Road, consistent with Sydney's Bus Future (TfNSW, 2013) to provide stronger connections to Ryde and Macquarie Park;
- Consider local bus network redesign opportunities to improve wayfinding and quality of services for customers;
- Improved bus stop facilities and walking access to stops on Concord Road and linking to Rhodes Station;
- Improving interchange facilities at Rhodes Station including high quality shelters and seating for waiting customers.

These options will require further investigation by TfNSW including engineering design and costing. The peer review of the Councils Master Plan for Rhodes West provides an opportunity to integrate infrastructure upgrades with future development proposals.

### **New Ferry Wharf**

A new ferry wharf is proposed within the Leeds Street Foreshore Precinct, and will provide ferry users with access to the broader Rhodes Peninsula and train station, Parramatta and Sydney CBD.

The location reflects the preferred RMS/TfNSW location. The NSW Government has committed to the delivery of the Ferry Wharf as part

of the Transport Access Program.

### **Station to McIlwaine Park Pedestrian Bridge**

As part of Rhodes East Gateway, a new 6 metre wide pedestrian bridge is proposed which will provide a safe and convenient pedestrian connection from Rhodes West, across the rail line, Blaxland and Concord Roads, to McIlwaine Park.

### **Pedestrian Rail Bridge**

A new pedestrian rail bridge is proposed and combined with the proposed land bridge will increase connectivity within the peninsula whilst providing safe pedestrian access over major transport routes. A potential location for the pedestrian rail bridge is between Nina Gray Avenue on the west and Blaxland Road / new street junction on the east.

### **Parking**

To assist in minimising the amount of vehicular traffic generated as a result of the development and to encourage the use of alternative types of transport, maximum off-street car parking rates are proposed for all dwellings in the three character areas in Rhodes West and for the additional dwellings above the masterplan in Station Gateway West.

These rates are based on the proximity of the development to the train station and are based on rates successfully implemented by the City of Sydney. They are supplemented by car share car parking provision and increased minimum bicycle parking rates.

# DESIGN STRATEGIES

## TRANSPORT IMPROVEMENTS

Some of the key issues considered to determine appropriate parking rates include:

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

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

### Maximum Car Parking Rates

LAND USE	PARKING RATES
Residential	0.1 space per studio dwelling
	0.3 space per 1 bedroom dwelling
	0.7 space per 2 bedroom dwelling
	1 space per 3 or more bedroom dwelling
Commercial	1 space per 150m <sup>2</sup> GFA
Retail	1 space per 100m <sup>2</sup> GFA
Cafes & Restaurants	1 space for every 150m <sup>2</sup> GFA or 1 space for every 6 seats (whichever is the lesser)
Industrial	1 space per 150m <sup>2</sup> GFA

### Minimum Bicycle Parking Rates

LAND USE	RESIDENTIAL/STAFF	VISITOR
Residential	2 per dwelling	2 per 10 dwellings
Commercial	2 per 150m <sup>2</sup> GFA	2 per 400m <sup>2</sup> GFA
Retail	2 per 250m <sup>2</sup> GFA	4+2 per 100m <sup>2</sup> GFA
Industrial	2 per 10 employees	4+2 per 100m <sup>2</sup> GFA

## ROAD AND INTERSECTIONS UPGRADES

Proposed road upgrades and improvements at key intersections have been identified within the Traffic and Transport Assessment to support the draft Structure Plan, including:

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

These upgrades will be implemented in line with development.



# DESIGN STRATEGIES

## CONTEXT SENSITIVE STREETS

### GREENWAY BOULEVARD (CONCORD ROAD)

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

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

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

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

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



## CONTEXT SENSITIVE STREETS

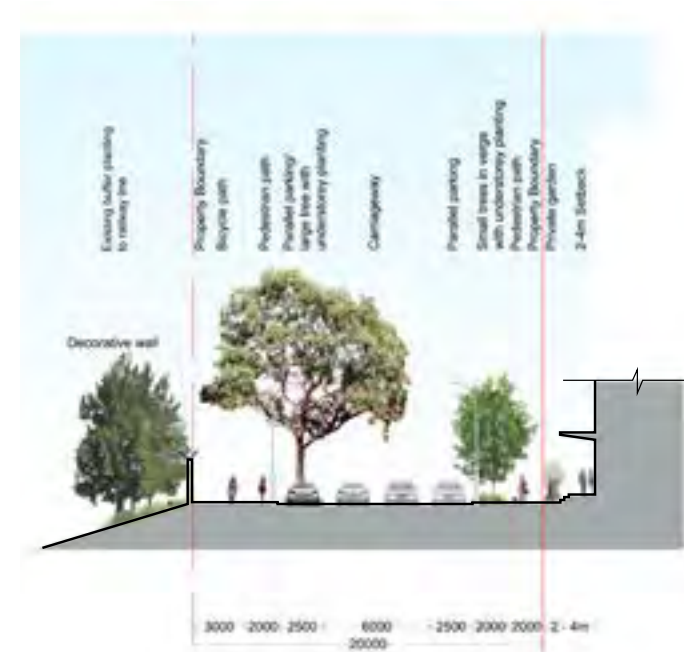
### COMMUTER STREET (BLAXLAND ROAD)

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

The existing shared pedestrian / cycle path provision has 'pinch points' and is currently insufficient to support active transport for the new development density. A dedicated cycleway will efficiently connect commuters and local residents between the Station Gateway and Leeds Street, 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 Station Gateway (south of Llewellyn Street), the Blaxland Road paths will be increased to become the full width of the streetscape verge, with trees in grated tree pits to support active frontages.



# DESIGN STRATEGIES

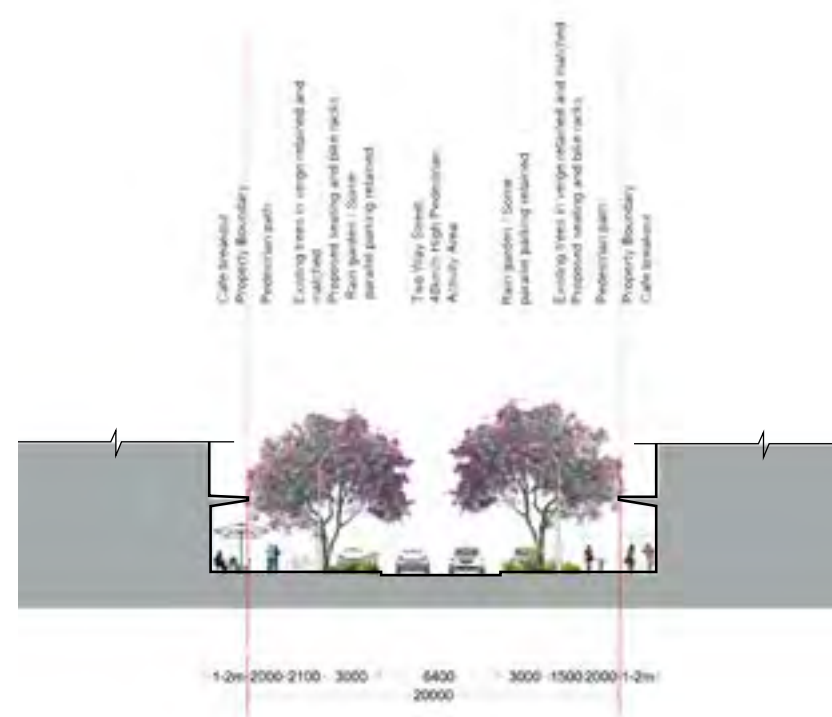
## CONTEXT SENSITIVE STREETS

### DESTINATION STREET (LEEDS STREET)

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

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

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



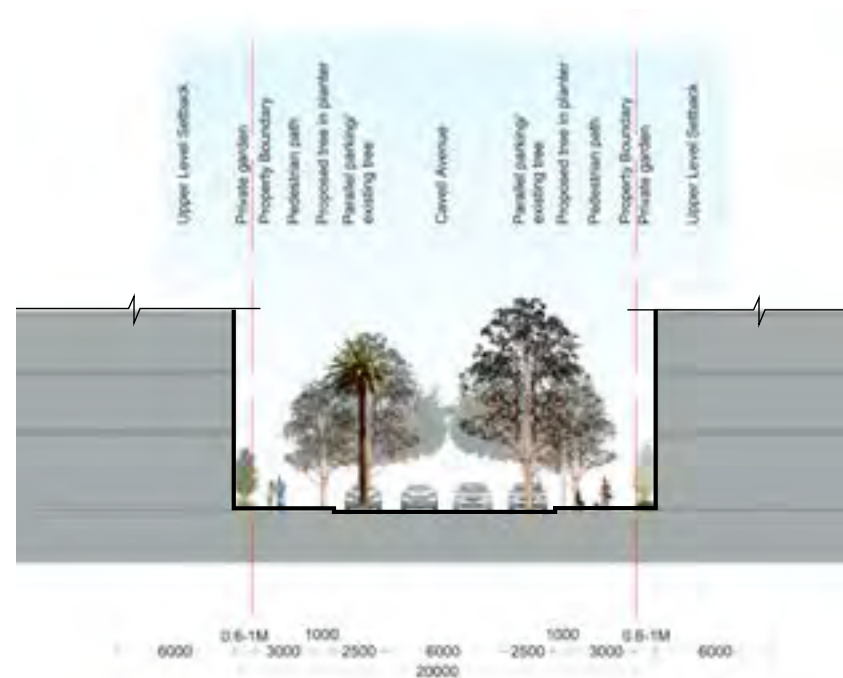
## CONTEXT SENSITIVE STREETS

### COMMUNITY SPINE (CAVELL AVENUE)

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

The public domain and fine grain built form frontage to Cavell Avenue creates a low design speed environment where pedestrians feel safe within a kind of linear green space. The environment is designed to naturally calm traffic without impacting traffic function and/or flow.

Proposed seating coves will support habitation of the streets and create visual thresholds at key community interfaces.



# DESIGN STRATEGIES

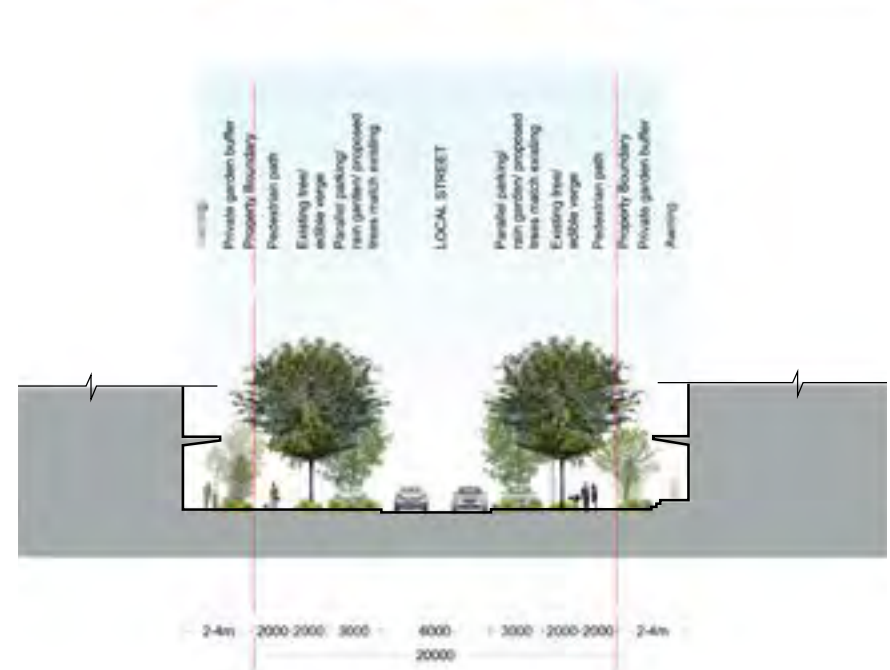
## CONTEXT SENSITIVE STREETS

### LOCAL STREET (MINOR ROADS)

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.





# DESIGN STRATEGIES

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## PRIMARY AND SECONDARY STREETS

A further mechanism to control the built form to ensure a quality public domain that supports and encourages pedestrian movement is the designation of Primary and Secondary Streets.

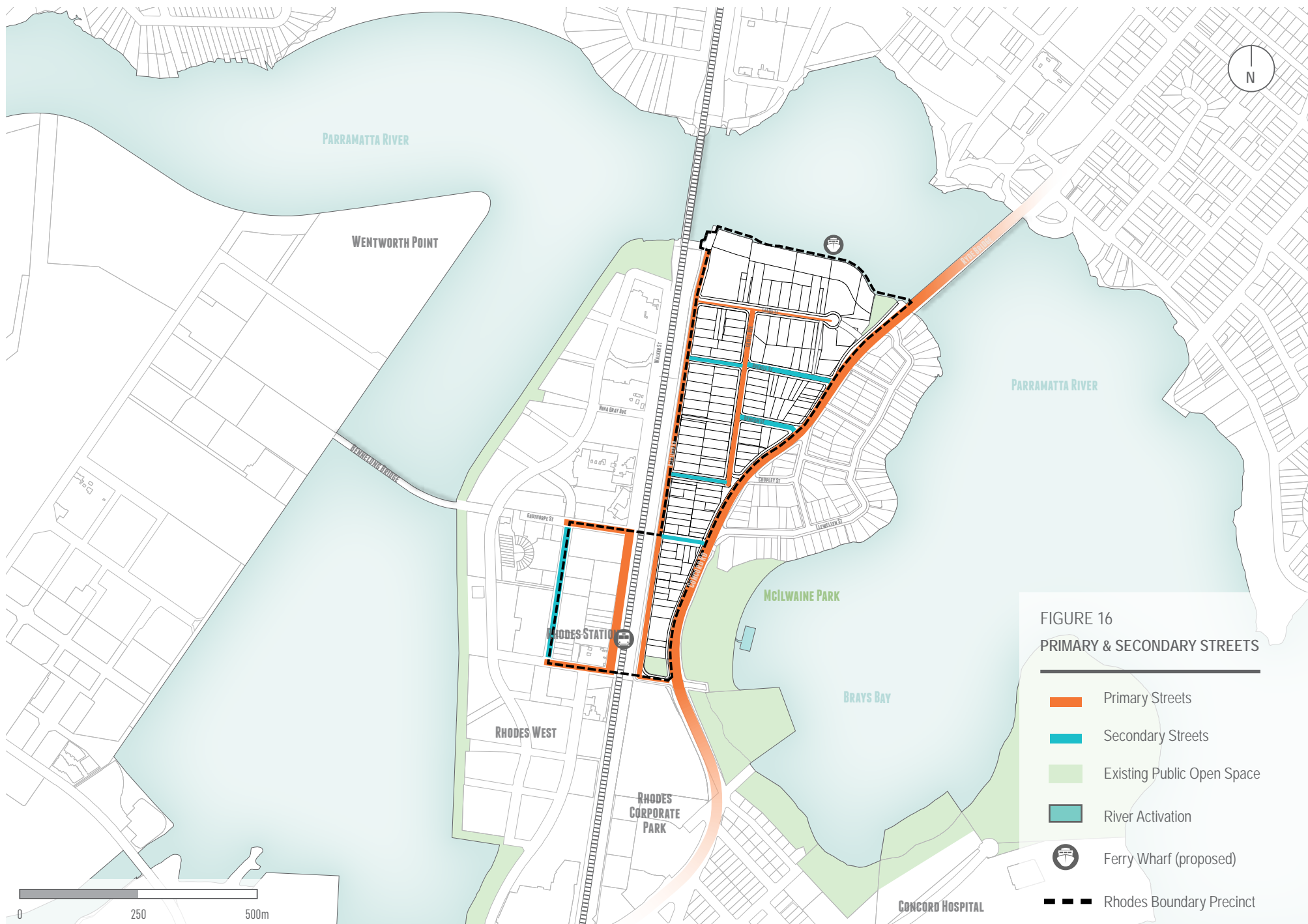
A Primary Street presents as a principal pedestrian access road and the principal address for the residential development, whereas a Secondary Street provides vehicular access points.

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

In order to achieve this objective, future consideration may be given to amending the LEP to require medium density housing typologies, including terraces, in the R3 – Medium Density Residential and R4 – High Density Residential Zones to have:

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

Buildings north of Leeds Street and within the Station Gateway Character Areas would be exempt from this control in order to enable large floorplate non-residential uses.



# DESIGN STRATEGIES

## SUSTAINABLE INFRASTRUCTURE

The Sustainability objectives of the Eastern City District Plan have informed the preparation of the Structure Plan and state:

"An integrated approach to the green infrastructure of the District – waterways, bushland, urban tree canopy and open spaces – will improve sustainability. The Greater Sydney Green Grid will provide cool, green links to support walking, cycling and community access to open space," and the following key outcomes of the Vision Workshop

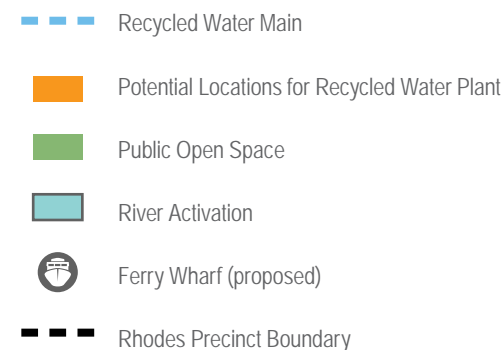
- A high level of sustainability is to be achieved and tested
- Prioritise walking, cycling and the use of public transport ahead of private vehicles

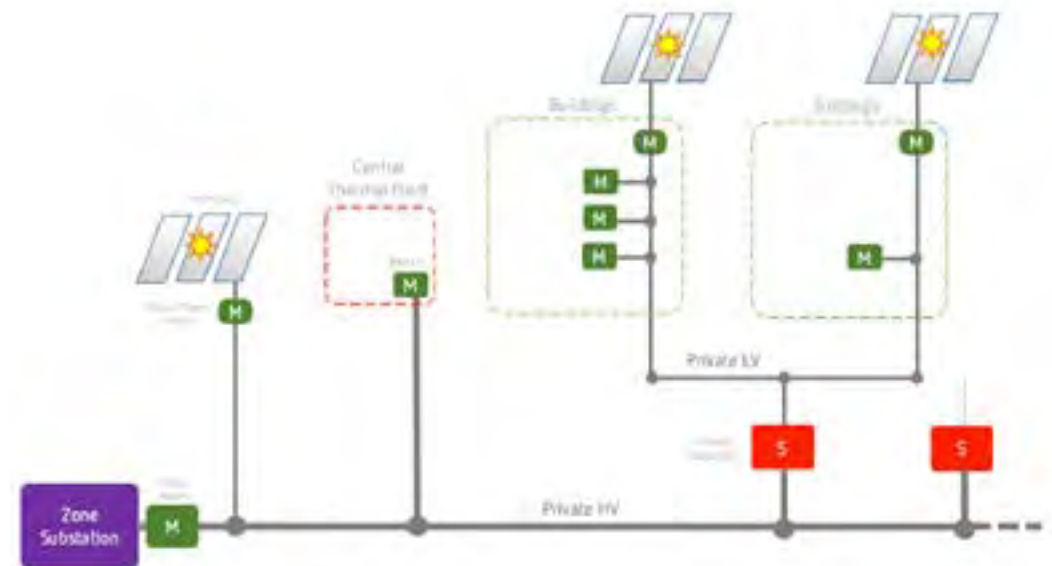
The Sustainability Strategy has focused on the following 6 key areas:

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

- Community: Provision of shared facilities close to living and working areas to prioritise walking and cycling over private vehicles and enable opportunities such as growing food and promoting active lifestyles on site
- Resources: A priority focus area to support the guiding principle of reducing water and energy use
- Greenhouse Gas: A priority focus area that combines the benefits of reduced resource
- Connections: A priority focus area to support the guiding principle of prioritising walking, cycling and use of public transport
- Resilience: Ensuring development is adaptable and protected from future change including climate, economic and work practices

FIGURE 20  
SUSTAINABLE INFRASTRUCTURE

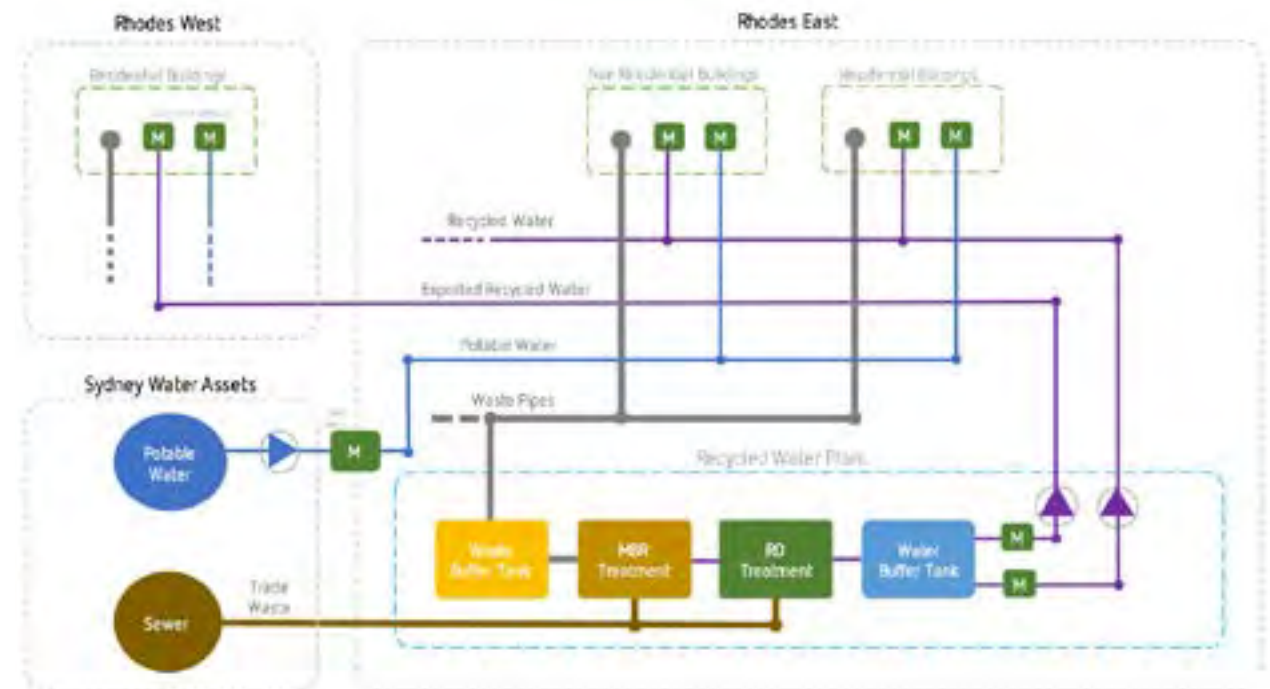




PRIVATE WIRE NETWORK

All developments will be required to provide recycled water pipelines and easements to participate in the private wire network.

For more information on the private wire and recycled water networks, please refer to the Sustainability Assessment (December 2016), prepared by Flux which remains a key technical study underpinning the revised Structure Plan.



THE RECYCLED WATER NETWORK

# DESIGN STRATEGIES

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## PUBLIC ART STRATEGY

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

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

- Industrial Heritage: To build on the former industrial landscape of Rhodes and represent the storyline between nature and impact if

industries on both the river and the Peninsula

- Remediation: Highlights the extraordinary environmental remediation that Rhodes underwent in the first decade of the 21st Century
- Indigenous to Intercultural: Resonates the Aboriginal heritage in this locality, with Parramatta River as a source of food and transport as well as spiritual significance
- The River and the Environment: Emphasises the beauty of the waterway, and the foreshore being a natural focus for walking, cycling, family outings and community events

- The Designed Environment: The emergence of a high density built form in Rhodes has created a community environment different from other suburbs of Canda Bay, including spaces for public sharing and private reflection, and the recognition of design as a cultural statement.

Permanant public art could be integrated into the landscape as part of the foreshore access, in resting areas, corner plazas, pedestrian links, existing parks and reserves, and may include sculptural art, lighting, typography, and/or graphic in paving and interactive art.



# DELIVERY STRATEGIES

## VIBRANT, FRIENDLY AND MIXED FACADES

### VIBRANT FACADES

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

### FRIENDLY FACADES

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

### MIXED FACADES

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

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



VIBRANT FAÇADES IN ROUSE HILL



VIBRANT FAÇADES IN PALERMO, ARGENTINA



FRIENDLY FAÇADE DESIGN INTENT



FRIENDLY FAÇADES IN VANCOUVER



MIXED FAÇADES IN REDFERN, SYDNEY



MIXED FAÇADES IN CAIXAFORUM, MADRID

# DELIVERY STRATEGIES

## MIXED USE CORNERS AND CORNER PLAZAS

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

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

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

### ACTIVITY

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

### WALKING AND CYCLING

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

### APPRECIATION

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

### LEGIBILITY

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

### FUTURE-PROOFING

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

### ECONOMIC DEVELOPMENT

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



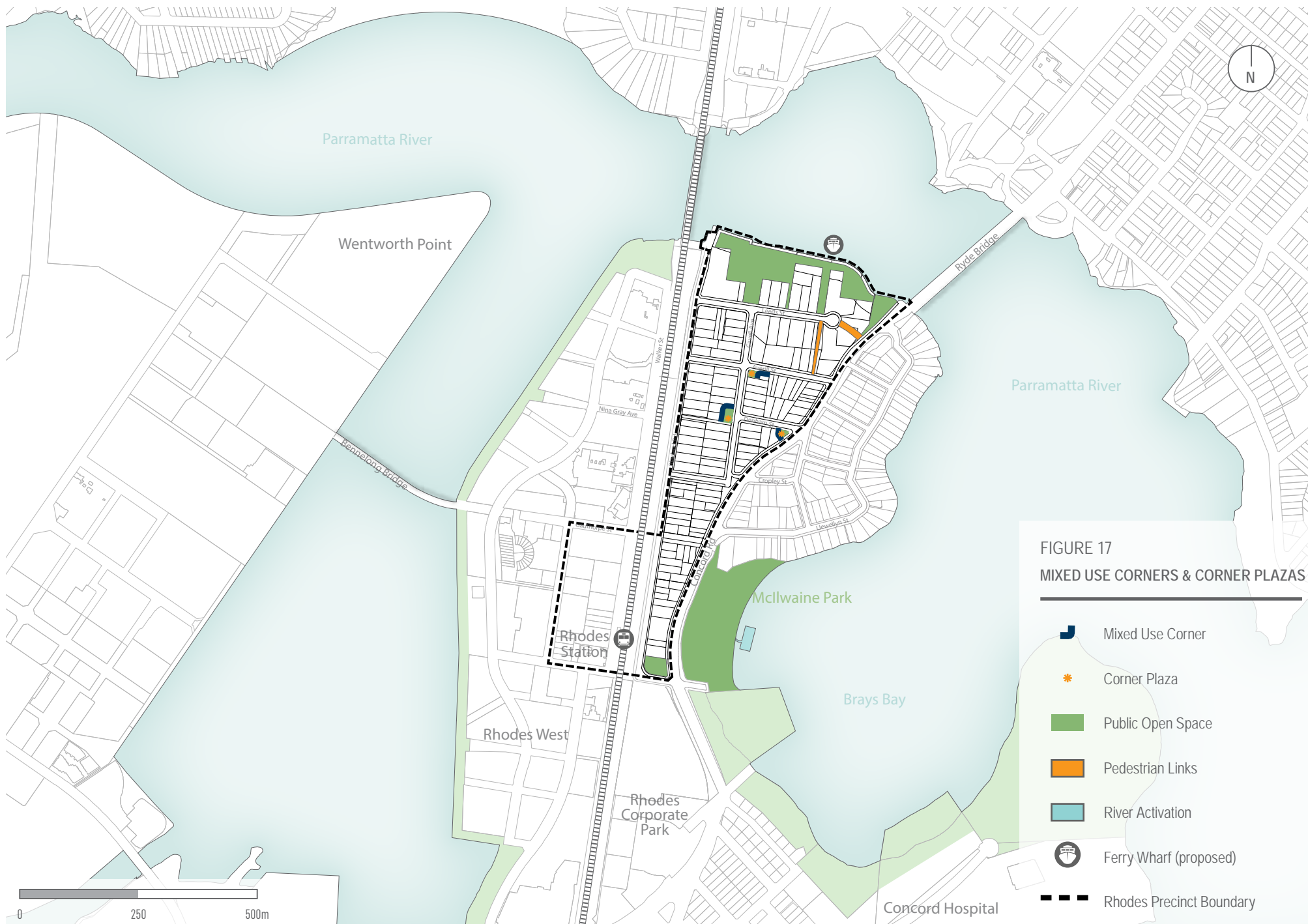


FIGURE 17  
MIXED USE CORNERS & CORNER PLAZAS



# APPENDIX

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INDICATIVE DEVELOPMENT OUTCOME

# 2017 STRUCTURE PLAN

## COMMUNITY CONSULTATION

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A range of consultation with the local community, key stakeholders and relevant government agencies has been undertaken during the preparation of this proposal, including:

- Drop in Sessions
- On Line Survey
- Three Community Workshops
- DPE Website - [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)
- The outcomes have been used to ensure that the community views are considered throughout the design process.

Some of the key views expressed included:

- Local character is important
- Housing choice and affordability is important
- Parramatta River foreshore access is desirable
- Road and rail networks are congested
- Building heights should be scaled to retain views, minimise

overshadowing and create a human scale

- A preference for development controls to provide certainty
- Leeds Street foreshore to be used for recreation, community events and cafes and restaurants
- Greater density could be located closer to the Station

These community views have informed the design outcomes particularly in relation to housing density, building heights, land use and open space.

**THE OUTCOMES FROM THE CONSULTATION PROCESS HAVE BEEN USED TO ENSURE THAT THE COMMUNITY VIEWS ARE CONSIDERED THROUGHOUT THE DESIGN PROCESS.**





# 2017 STRUCTURE PLAN

## OPPORTUNITIES AND CONSTRAINTS

A critical component of a Place Led approach is to develop an understanding of its current identity by analysing its physical characteristics, key destinations, and the movement of people throughout the area. A comprehensive Place Audit led to the identification of the following Opportunities and Constraints.

### ACCESS & MOVEMENT

#### OPPORTUNITIES

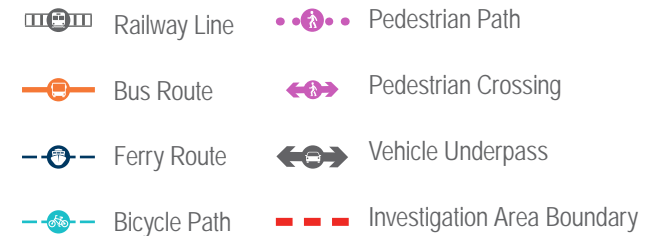
- Identify and work towards a model shift target
- Create a Transit Orientated Development
- Connect to the broader region
- Work with TfNSW to understand the ability to increase train frequency
- Increase and improve crossings across Concord Road
- Improve east/west connectivity
- Invest in the public domain to encourage active transport
- Explore innovative parking solutions
- Consider additional railway line crossing points
- Consider new ferry stop

#### CONSTRAINTS

- A fine-grain approach to density is not facilitated by the current planning system, discouraging pedestrian movements
- The railway line is a barrier with few crossings
- Cost and overall impact of additional east-west connections on place and function should be considered
- Concord Road is a physical barrier that inhibits pedestrian movement across the Peninsula

FIGURE 3

#### ACCESS & MOVEMENT



# 2017 STRUCTURE PLAN OPPORTUNITIES AND CONSTRAINTS

## BUILT FORM

### OPPORTUNITIES

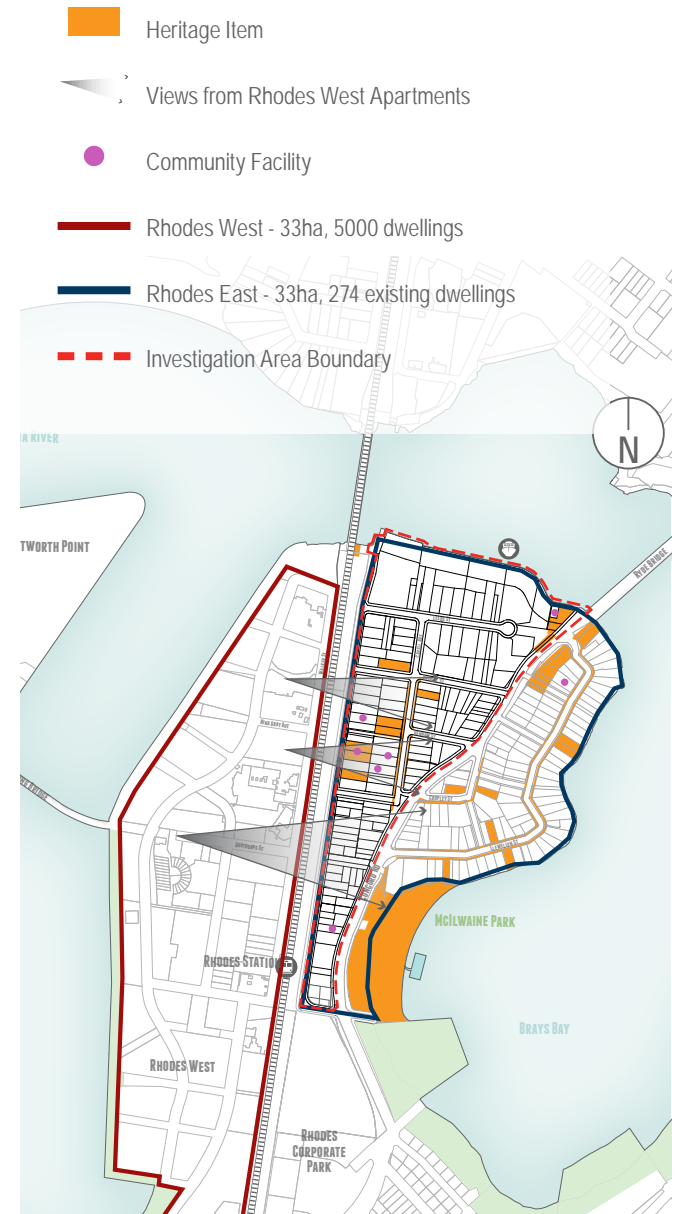
- Apply inclusionary zoning to capture a proportion of the value uplift
- Consider an 'affordable living' approach
- Consider changes to the ARHSEPP and/or SEPP 70 to deliver the best affordable housing outcomes
- Retain authenticity of heritage items
- Leverage off existing mature trees
- Consider heritage buildings for community/cultural uses
- Integrate heritage and art into the public domain

### CONSTRAINTS

- Deliver quality affordable housing in the most appropriate locations
- Work within the confines of the current legislation to deliver affordable housing
- Balance affordability with sustainability
- Balance redevelopment and respectful consideration of heritage
- Fourteen heritage listed lots are dispersed both east and west of Concord Road
- Heritage trees are located along Llewellyn Street, Cavell Avenue and Cropley Street
- Uhrs Reserve is under utilised but also heritage listed
- Water-based heritage includes boat sheds located off Llewellyn Street properties

FIGURE 3

#### BUILT FORM



# 2017 STRUCTURE PLAN

## OPPORTUNITIES AND CONSTRAINTS

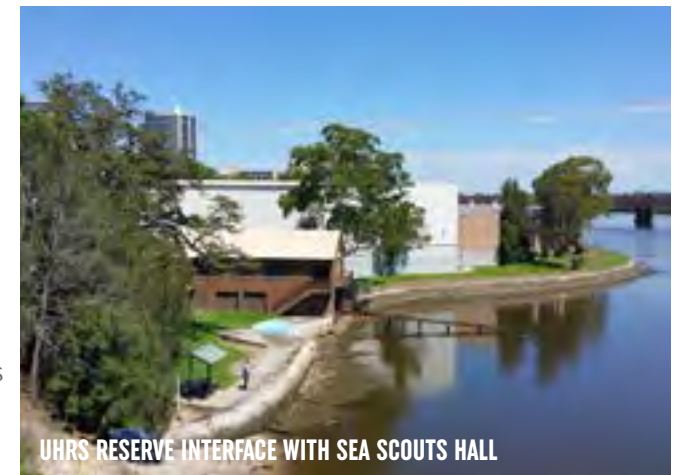
### LANDSCAPE AND NATURAL ENVIRONMENT

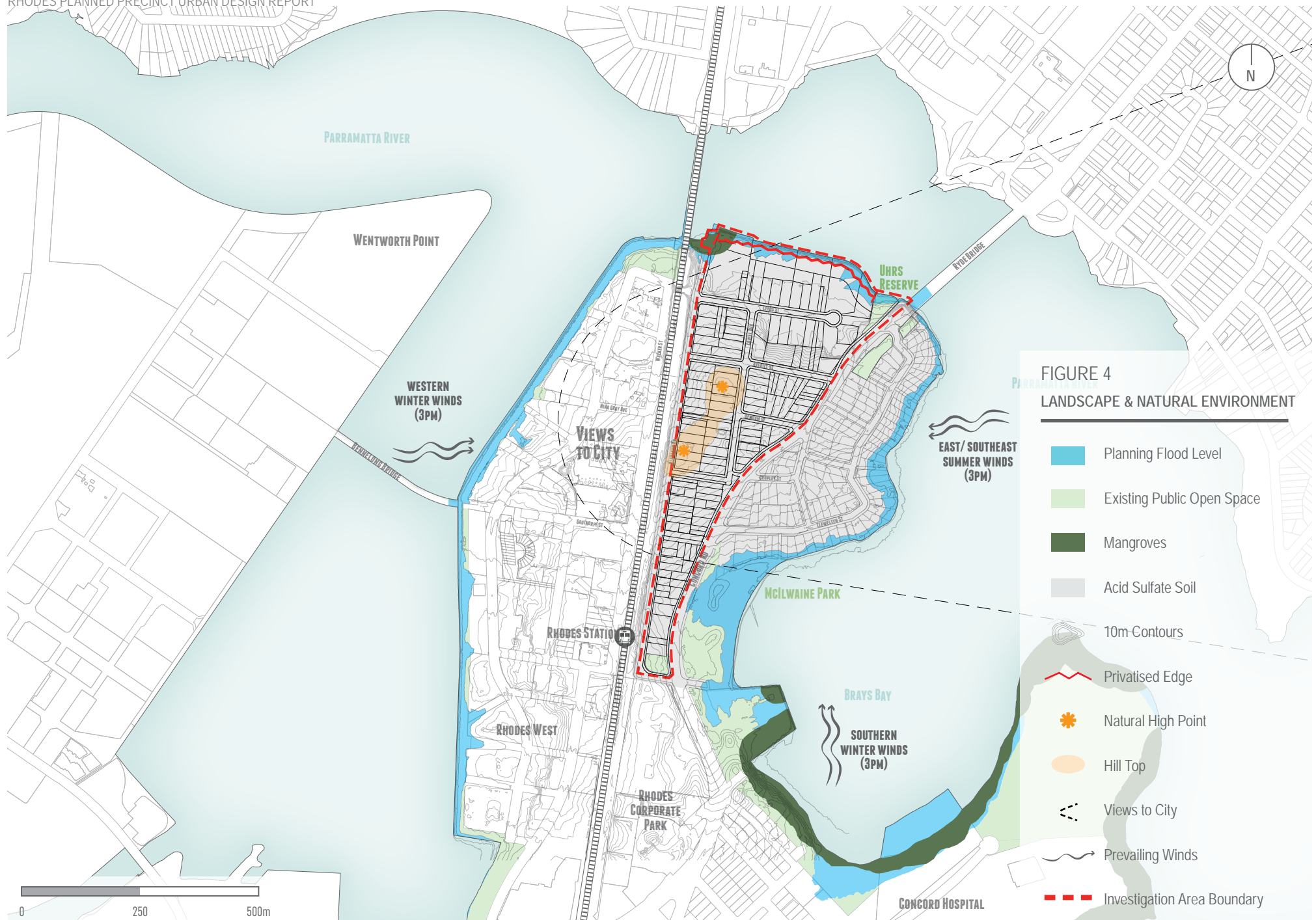
#### OPPORTUNITIES

- Engage with the waterfront
- Co-locate habitat areas with community uses to encourage stewardship
- Utilise generous amounts of open space for shared purposes
- Identify opportunities for Rhodes East foreshore beacons' to be visible from the north shore
- Maintain existing views and visual connections, and create new ones
- Embed long term resilience in the Urban Design Plan
- Deliver innovative planning
- Explore opportunities for passive heating and cooling building systems
- Improve the water quality of Parramatta River
- Consider additional railway line crossing points
- Consider integration with proposed new ferry stop

#### CONSTRAINTS

- Privatised eastern edge with fragmented ownership
- Established government policy of no new over-water structures
- Barrier of the railway line makes sharing of facilities between east and west difficult
- Managing the Rhodes West residents' investment expectations of views
- Variable heights are required to achieve a 'value in depth'
- Significant slope through the middle of the site
- Lack of data on flooding and sea level rise
- Site affected by acid sulphate soils and some areas require remediation
- Ability to deliver next-practice sustainability strategy within the project timeframes is yet to be determined
- Balancing bespoke, sustainable building solutions with the affordability mandate
- Habitable floor levels are to be located above RL 3m AHD and 100 year ARI plus 0.5m freeboard
- Access level to basement car parks to be located above the PMF





# 2017 STRUCTURE PLAN OPPORTUNITIES AND CONSTRAINTS

## EXISTING CHARACTER AREA ANALYSIS

### SUMMARY

#### RHODES EAST GATEWAY

A key transport hub with limited commercial uses located between Rhodes Station and Concord Road with a character influenced by adjoining built form and functions.

#### LEEDS STREET FORESHORE PRECINCT

A predominately light industrial area on the waterfront with large building structures and heavily transport dominated (vehicles, trains, river traffic).

#### THE HIGH POINT

Centrally located area on the Rhodes Peninsula with a mix of residential and community uses situated on the most elevated part of the Investigation Area.

#### CONCORD ROAD CORRIDOR

An area heavily dominated by the wide Concord Road corridor containing residential, community and light industrial uses.

#### EASTERN FORESHORE

A green, leafy area characterised by low scale residential development with connections to the waterfront.



RHODES EAST GATEWAY - BUILT FORM



RHODES EAST GATEWAY - LANDSCAPE

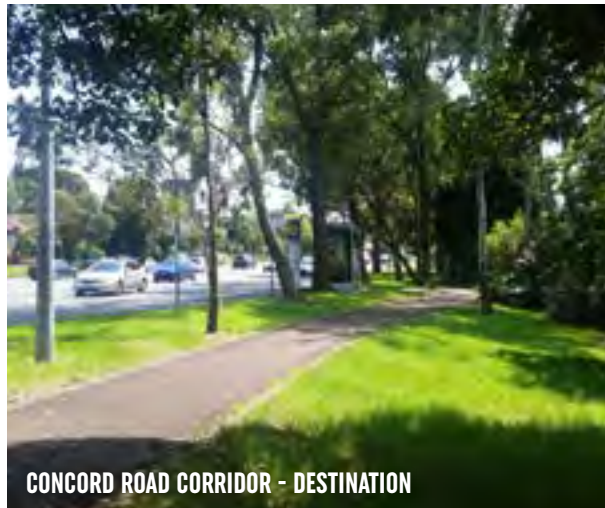
# 2017 STRUCTURE PLAN

## OPPORTUNITIES AND CONSTRAINTS

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LEEDS STREET FORESHORE PRECINCT - DESTINATION



CONCORD ROAD CORRIDOR - DESTINATION



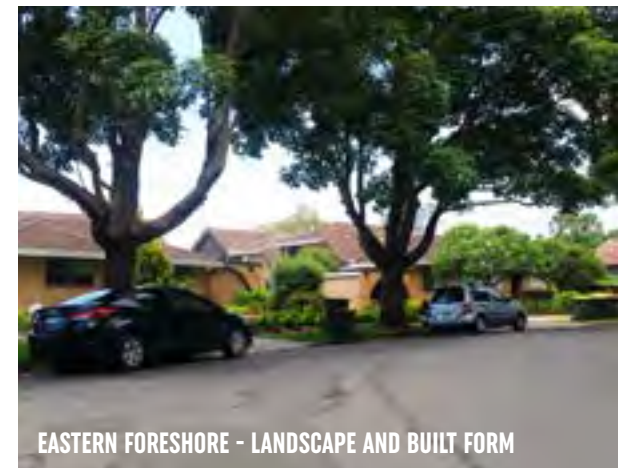
EASTERN FORESHORE - LANDSCAPE AND BUILT FORM



THE HIGH POINT - BUILT FORM



CONCORD ROAD CORRIDOR - BUILT FORM



EASTERN FORESHORE - LANDSCAPE AND BUILT FORM

