

APPENDIX 2

Executive Summary - Draft Rhodes West Master Plan 2009

Council is seeking community feedback on a proposal to provide additional community facilities and public amenity in the Rhodes Peninsula. The opportunity to provide these benefits is available as a part of a proposed voluntary planning agreement with several developers undertaking projects in Rhodes. The proposed agreement would see these developers provide Council with financial and in-kind services to provide:

- \$13M high quality, multi-purpose community centre
- Additional open space and a public square
- Bicycle parking station for 200-300 cycles
- Upgrading of cycleways and pedestrian pathways and stair/ramp access to the John Whitton Bridge
- New public amenities block (to go in the new open space area at the northern end of the Peninsula)
- Affordable housing units

Developers are seeking a 12% increase in residential density which equates to 787 new dwellings with increased building heights to a maximum of 33 stories in six towers.

The proposal for increased residential density in the peninsula is incorporated into the Draft Rhodes West Master Plan 2009, which is now on public exhibition. The public exhibition is open from Wednesday, 2 September to Tuesday 29 September and you can make a submission or provide your feedback during this period.

Comments should be provided in writing addressed to:

The General Manager
City of Canada Bay Council
Locked Bag 1470
Durmmoyne NSW 1470

The proposal in context

Rhodes has long been identified by successive governments and planning authorities as an area where population growth is suitable and desirable. The area has been progressively developed following the introduction of a planning framework that rezoned the former industrial sites for mixed use and residential development in 1999.

In 2008, the NSW Government's Metropolitan Strategy for Sydney required each Local Government Area in Sydney to accommodate a share of Sydney's population growth over a nominated period of time. The NSW Department of Planning established targets for each area, with a target set for the City of Canada Bay being the construction of an additional 10,000 dwellings by 2031.

In allocating dwelling targets, the Department of Planning also sought to accommodate a larger proportion of these additional dwellings in areas well-serviced by existing infrastructure such as public transport, regional roads, and community services such as hospital and educational establishments. Rhodes is identified as a "Specialised Centre".

Development in the area will allow more people to live close to areas with employment opportunities such as Rhodes Corporate Park and the Rhodes Shopping Centre. The area is well-serviced by existing public transport services, including Rhodes railway station.

In this context, Council's vision for future development at Rhodes is to provide a lively mixed-use retail, residential and commercial district, playing a complementary role to Sydney Olympic Park and the creation of new linkages to adjoining areas and facilities.

Council aims to build on the work undertaken by the Department of Planning, to review development outcomes so far, and to investigate whether improvements can be made to the remaining development sites.

This proposal provides a means by which Council can take steps to meet the housing targets set for the City, whilst also delivering improved community benefits for the residents of Rhodes.

The following panels provide detailed information on the Master Plan and the proposals it involves.



Map of existing/approved situation under current planning framework
Building heights for the sites which are proposed to change are shown in red



Map of proposed changes to the existing/approved situation under the Rhodes West Master Plan 2009
Building heights for the sites which are proposed to change are shown in red

Draft Rhodes West Master Plan 2009

Existing planning framework

The existing planning framework for Rhodes under the Sydney Regional Environmental Plan No. 29: Rhodes Peninsula and the Renewing Rhodes Development Control Plan 2000, was introduced to rezone land from heavy industry into a high density mixed use neighbourhood with foreshore open space and to establish planning principles and development controls to guide the redevelopment.

The existing framework established building heights and floor space limits for each of the four residential/mixed use precincts, as follows:

- Precinct A (Residential and mixed use) – 266,000sqm GFA and 4-12 storeys
- Precinct B (Residential) – 156,000sqm GFA and 4-8 storeys
- Precinct C (Residential) – 70,400sqm GFA and 4-10 storeys
- Precinct D (Mixed use) – 50,400sqm GFA and 6-8 storeys
- Total GFA – 542,800m²

The existing planning framework for Rhodes Peninsula is over 10 years old.
Approximately 30% of the intended redevelopment has occurred to-date.

Building forms show minimal variation, ranging in height between 4 and 8 storeys with some taller buildings close to the shopping centre up to 12 storeys. Buildings are generally built close to streets with open space areas confined to private courtyard areas in residential developments, with limited solar access. Foreshore open space areas are increasingly popular and demand for open space continues to grow from new residents and visitors including cyclists. Under current provisions, the open space is highly linear and width is limited, resulting in conflicts between people just sitting, children playing, people walking and cyclists. More broad-area open space would assist in absorbing those passive recreational activities currently competing with walkers and cyclists.

Draft Rhodes West Master Plan 2009

Council's objectives for Rhodes Peninsula have been considered in the preparation of the Draft Rhodes West Master Plan 2009. The Master Plan achieves the following improvements to the existing planning framework for the future development of Rhodes and includes:

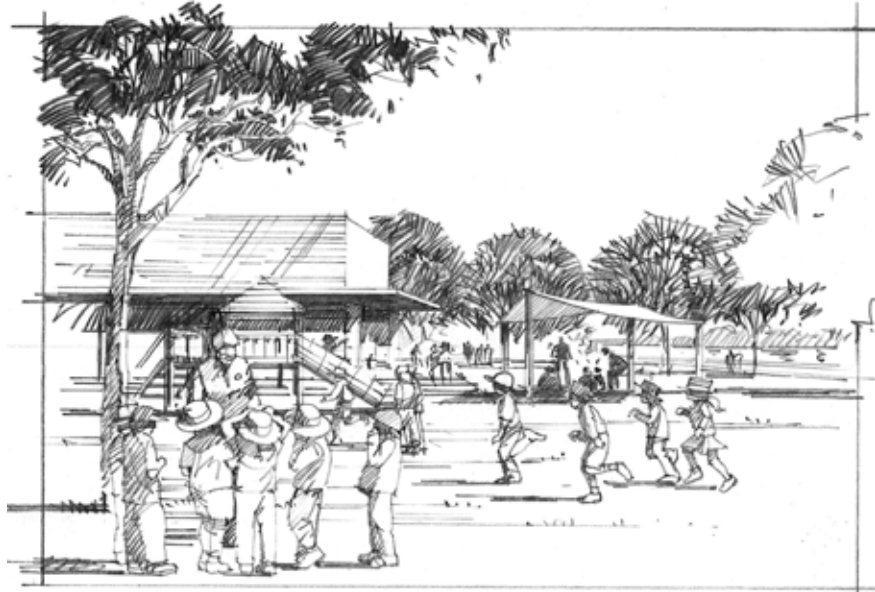
- Provision of a significantly enhanced community facility to cater to the needs of the Rhodes residents (10,500 persons under the new plan);
- Provision of additional open space in the form of new local parks and an urban plaza;
- Provision of additional pedestrian pathways and cycleways that integrate into the public domain;
- Provision of additional public benefits such as a bicycle parking facility close to the railway station, and affordable housing;
- Removal of roads that are considered unnecessary for vehicle access;
- Provision of new development forms which reinforce Rhodes' position as an important 'Specialised Centre' for employment and high density housing within Sydney, with an increase in focus on quality building design and an environmentally sustainable approach.



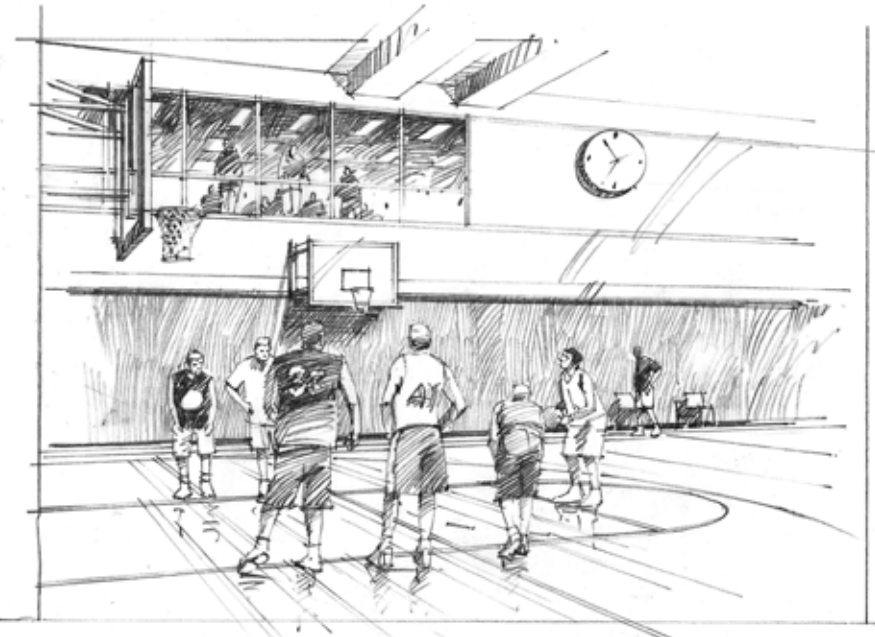
3-dimensional computer generated model of existing/approved situation under current planning framework



3-dimensional computer generated model of proposed changes under the Draft Rhodes West Master Plan 2009



Childrens playground Concept Design by Cox Richardson



Multi purpose hall Concept Design by Cox Richardson



Outdoor cafe area Concept Design by Cox Richardson



Map of existing/approved situation showing public open space areas and the location of the Community Facility.



Map of proposed scenario showing the location of additional public open space. Council have also identified an opportunity to provide an enhanced community facility with greater scope for providing a wide range of community services.

Additional community facilities and open space

Community facilities

Feedback from the community at Rhodes is that more gathering, social spaces and meeting facilities are required. Council commissioned a study to determine what services and facilities should be provided in a new community centre and identified the following:

- Hall/meeting place for groups;
- Community centre services such as a place to interact, learn, volunteer, create, explore activities and programs,
- A space suitable for children's activities and childcare usage;
- A recreation space suitable for young people 13-19 years; and
- A place where families will be able to gather and enjoy the centre and surrounding open space.

The proposed community centre is centrally located and an easy walk for all Rhodes Peninsula residents. It is closely integrated with the adjacent foreshore park with its cycleway and footpath. It is also a short walk from the Rhodes Railway station and shopping centre.

Council also engaged architects to prepare a concept design for the new community centre. The perspective diagrams illustrate the concept designs, which will be the subject of a future development application with community consultation to determine the final architectural design.

Open space

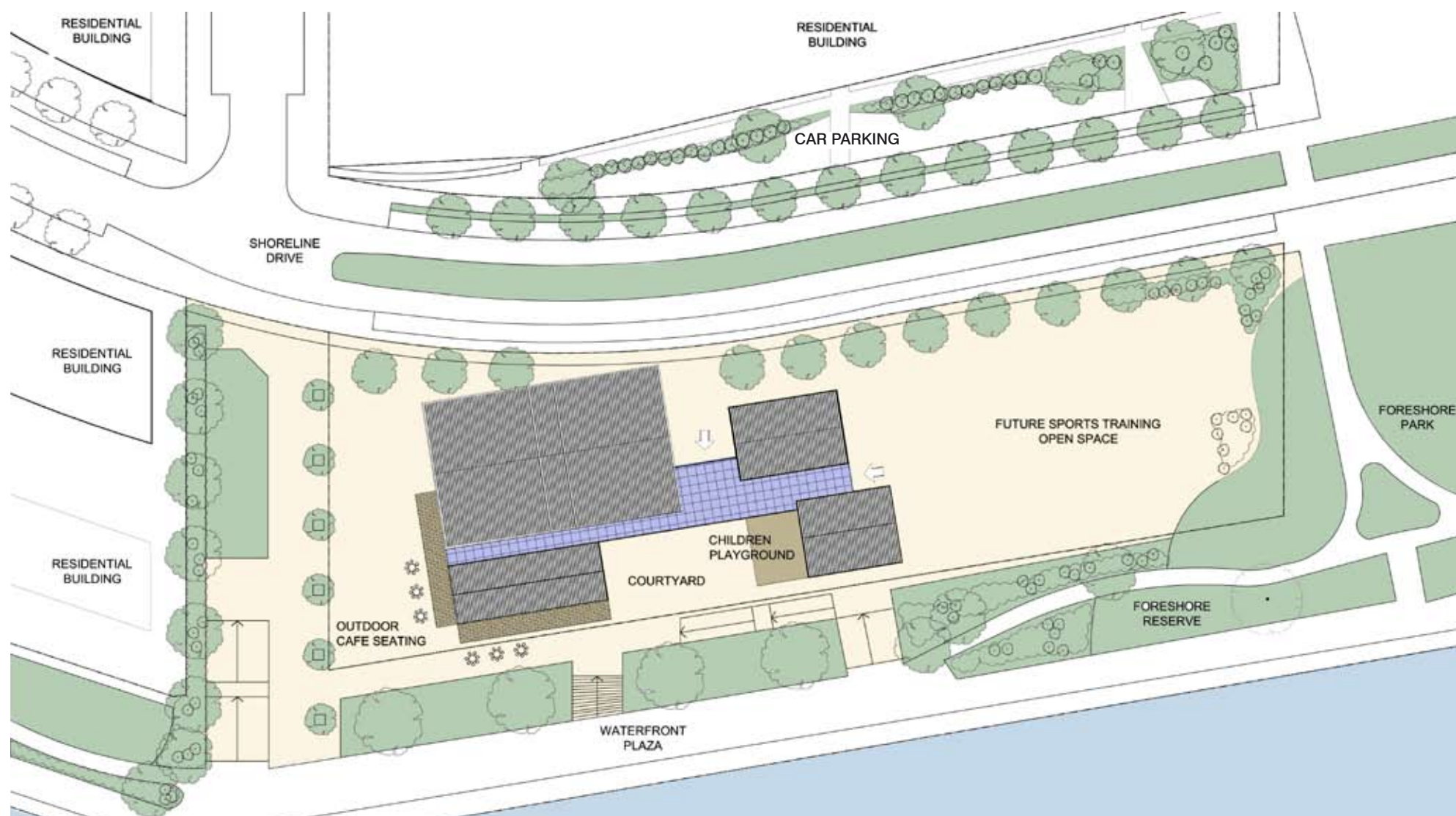
Additional open space is needed at Rhodes. A total of 6.15 hectares of open space has been reserved for public use under the existing planning framework. The population at the completion of the redevelopment is estimated to be 9,000 people, which equates to 6.8sqm of open space per resident. In a dense urban area, where dwelling sizes are relatively small, it is desirable to have adequate open space within a short walking distance to satisfy the recreational needs of all residents.

The new planning framework provides an opportunity to deliver additional public open space for residents and visitors at Rhodes. Additional local parks with shade trees, seating areas for passive recreation, and plaza space close to the railway station are to be provided in the Master Plan, increasing the per capita ratio of open space to 7.8m² per person.

The following map shows public open space areas under the existing planning framework for comparison with the proposed Master Plan. Additional open space areas are as follows:

- A new local Park between Walker Street and Shoreline Avenue within Precinct B
- A new local park between Walker Street and Shoreline Avenue within Precinct C
- A new urban plaza opposite the railway station within Precinct D.

The total area of additional open space is 17,230m².



An enhanced community centre for Rhodes

Concept Design by Cox Richardson

Additional public benefits

Council's new vision for Rhodes Peninsula offers an opportunity for landowners to provide additional public benefits in accordance with Council's Voluntary Planning Agreement Policy. Developers can offer additional public benefits as part of their Voluntary Planning Agreements and Development Applications.

In addition to the community facility and open space referred to above, the developers have put forward public benefits which may be considered by Council in future development applications, including:

- Bicycle parking facility within the property at 6-10 Walker Street, Rhodes, which is directly opposite the Rhodes Railway Station and will provide parking space for between 200-300 bicycles.
- Affordable housing within the property at 6-10 Walker Street, Rhodes which will provide Council with eight (8) rental properties to be able to offer low cost rental opportunities in a highly accessible location.



Bicycle parking station for 200-300 cycles



A new urban plaza is included in the Rhodes West Master Plan proposals directly opposite the Railway Station to create a special amenity and enhance the sense of arrival at Rhodes. Here there are opportunities for outdoor dining, public seating and public art



View overlooking the Quadrangle



View of retail/cafe seating



View overlooking Shoreline Park

Precinct B – Billbergia & Renewing Homebush Bay

Precinct B site is midway along the Peninsula. It has an area of 10.16 hectares which, under the existing and approved scenario, consists of eight development lots, open space, civic plaza spaces and public roads. This area also contains a foreshore park and the location of the future community centre.

There are five remaining development lots within Precinct B to be developed by Billbergia (Sites 2A & 3A) and RHB (Sites 3B, 3C & 3D). It is proposed to allocate an additional 21,000sqm of Gross Floor Area (GFA) to the Billbergia sites and 8000sqm of GFA to the RHB sites, which equates to approximately 290 dwellings. Billbergia and RHB have prepared concept designs to accommodate the additional dwellings, as well as provide a new local park.

The concept design proposes to delete some buildings from the approved developments and increase the height of other buildings ranging from 6-8 storeys along secondary east/west streets to 32 storeys fronting Walker Street to obtain the additional open space at ground level. Building heights on the foreshore will be maintained at 3-6 storeys. The Marquet Street extension will not be constructed in favour of a large area of embellished open space.



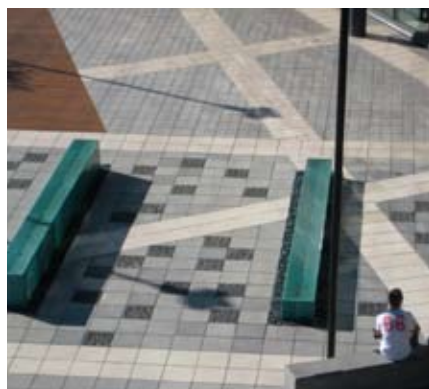
1 Shoreline Park



2 Interface (Public/Private)



3 Play area



4 Southgate Plaza



5 The Cascades lookout



6 Walker Street



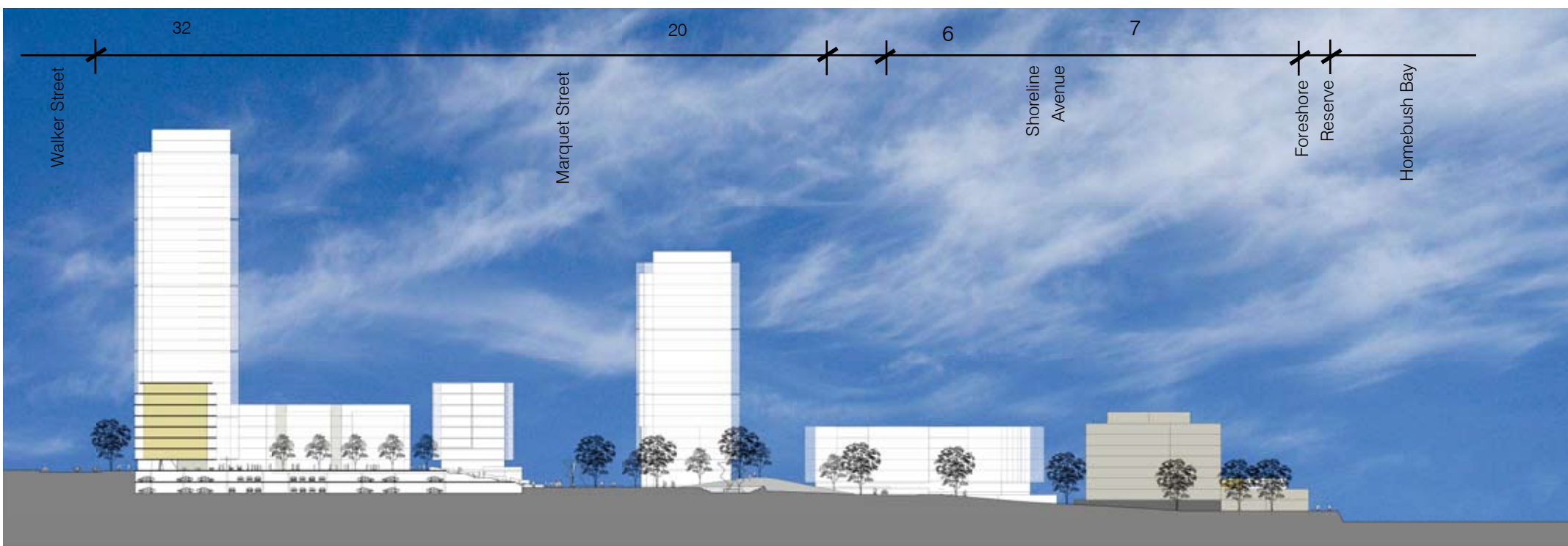
7 Identity sculptures



11 Sculpture gardens



12 The Quadrangle



Site section n.t.s



Landscape concept plan for new local park n.t.s

Source: Site Image Landscape Architects & SJB Architects



A new Development Control Plan for Rhodes Peninsula

Scope of the new Development Control Plan

At its meeting in April 2009, Council resolved to investigate opportunities to improve social and environmental amenity of multi dwelling residential buildings. These issues will be integrated into a new Development Control Plan (DCP) for Rhodes Peninsula. The new DCP will build on the existing planning framework under the Sydney Regional Environmental Plan 29 and the Renewing Rhodes DCP 2000.

The new DCP will be prepared separately by Council and will be subject to community consultation and exhibition before being adopted by Council. Future development will be required to be consistent with the new DCP.

Issues and controls

Issues identified by Council for inclusion in the new DCP include:

1. A need to improve the external appearance of developments and to promote design excellence;
2. A need for greater amenity for residents of the new developments;
3. A need to minimise impacts on surrounding areas;
4. A need to raise the environmental sustainability performance of the new developments so as to minimise climate change impacts, achieve better water and energy efficiencies, and improve air quality;
5. A need to ensure high quality public open space;
6. A need to improve the level of access and connectivity of the area to surrounding areas, facilities and public transport.

To adequately address these issues, controls will be developed from the following:

The quality of the external appearance of developments to promote design excellence

- Council will establish a Design Review Panel for Rhodes Peninsula engaging experts in the fields of architecture, urban design, landscape architecture and planning to ensure future development proposals above 8 storeys exhibit design excellence;
- Council to prepare additional development controls to achieve design excellence including:
 - Controls on buildings above 8 storeys to ensure the highest architectural quality and finish,
 - Controls that ensure taller buildings are located to reinforce the urban structure of prominent streets and intersections.
 - Controls on the bulk and scale of development by establishing a maximum floor plate size for tower buildings to ensure buildings have elegant, slender designs (for example residential building footprints (excluding balconies are not to exceed 800sqm over podium height for buildings above 6 storeys in height;
 - Controls on the separation distance between tower buildings to provide adequate privacy and permeability of views between buildings;
 - Controls on building form and articulation to ensure buildings have a human scale and address at street level, and are well-articulated with tower buildings setback from street frontages above lower podium forms;
 - Controls on the lengths of buildings along street frontages to ensure that the scale of development responds to the context and provides permeability between buildings along streets; and
 - Controls that require buildings to be differentiated by massing, façade design, articulation and modulation, window treatment, balcony design, and character.

High quality living environments

- Controls that are consistent with State Environmental Planning Policy No. 65: Design Quality of Residential Flat Development (SEPP 65) and the NSW Residential Flat Design Code 2002 to achieve a high level of amenity for future residents in all respects but particularly in terms of solar access, natural cross ventilation, visual and acoustic privacy, and adequate storage;
- Controls that provide housing types of a mixed nature and which suits the local context and current market conditions.

Minimal impact to surrounding areas

- The bulk and scale of new developments are to achieve design excellence, especially in terms of their visual attributes and overshadowing impacts;
- Controls to ensure that adequate car parking is provided within each development to minimise parking impacts in surrounding streets.

Environmental sustainability performance of the new development

- Reinforce a holistic approach to ecologically sustainable development including environmentally, socially and economically sustainable development;
- Enhance the environmental performance of the development including:
 - Management measures that promote the range of transport choices available as alternatives to the car;
 - Design of areas in front of buildings to encourage and provide for car share schemes;
 - Reduction of use of potable water, when recycled water is made available from Sydney Water.

Quality public open space

- Achieve a high quality of embellishment for new local parks and plaza including tree planting, pavement materials, furniture for public seating, water bubblers, toilets, lighting;
- Focus on accessibility, safety and security within local parks and seating areas such as the proposed plaza;
- Implement Council's public domain standards for streets, cycleways and pathways;

Traffic impacts

- Traffic and transport planners have advised that the additional development can be accommodated without adverse traffic consequences;
- The additional dwellings will increase vehicle trips in the morning and evening peak periods by 10-12 %;
- The impact of additional traffic generation on the external road system has been assessed as moderate. Drivers will be able to avoid the critical intersection of Concord Road/Homebush Bay Drive (ie by using the Averill Street access point), such that additional traffic from the proposed additional density in the Rhodes Master Plan 2009 is not expected to create an adverse impact when compared with existing traffic conditions;
- Additional traffic will also be able to use the Concord Road/Mary Street intersection or the Homebush Bay Drive – Oulton Avenue interchange. These two intersections will have sufficient spare capacity to be able to accommodate the extra traffic.

Rail Capacity

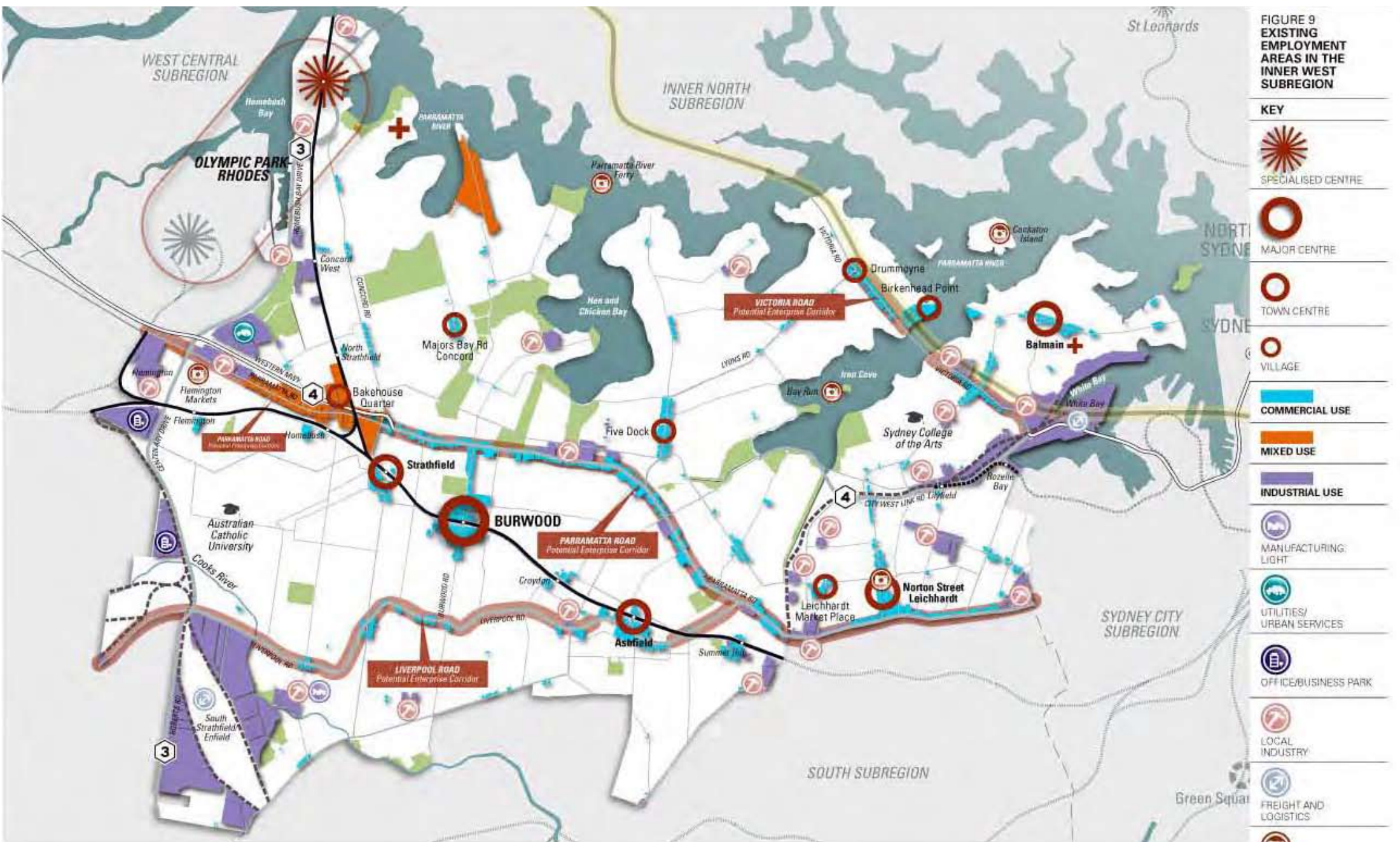
- The additional dwellings will increase public transport trips in the morning and evening peak hours respectively by 12-15%;
- Railcorp has confirmed that there is adequate capacity on the trains to accommodate the additional passengers as a result of the Draft Rhodes West Master Plan 2009;

How can the community get involved?

- **View the exhibition, which will be available at Council offices in Drummoyne, and at the Concord Library, for a 28-day period from Wednesday 2 September 2009, to Tuesday 29 September 2009.**
- **Download information from Council's website: www.canadabay.nsw.gov.au**
- **Drop in to an Information Session at Rhodes Community Centre on Saturday 19th September, anytime between the hours of 10am to 12 noon, to talk to Council staff and a range of stakeholders.**
- **Submissions on the proposals will be accepted in writing up until close of business on Tuesday 29th September, 2009. Submissions can be lodged by email via Council's website.**



Rhodes is a 'Specialised' Centre in the Sydney Metropolitan Strategy. Specialised centres are places containing business activities that perform vital economic and employment roles across the metropolitan area. Generally they are supported by medium and higher residential densities. Other examples include Macquarie Park, St Leonards, Bankstown and Norwest.



Rhodes and Sydney Olympic Park are regarded by the NSW Department of Planning as one 'Specialised Centre' due to their geographic proximity and the potential complementary role which the two precincts may play. Together these precincts offer major potential to establish higher skilled jobs towards Western Sydney, and will make a significant contribution to economic growth in Sydney to 2031.



Open space generally limited to foreshore areas



Courtyard apartment housing within internal private spaces



Highly accessible with recent investment in transport improvements



Good network of streets

Detailed strategic planning case

Introduction

The City of Canada Bay Council has undertaken a strategic planning exercise for the whole of the Local Government Area culminating in the preparation of its Local Planning Strategy 2009. Council's Local Planning Strategy identified Rhodes Peninsula as a suitable location to accommodate additional dwellings to meet the NSW Department of Planning housing targets set by the Metropolitan Strategy. All Local Government Areas in Sydney are required to accommodate a share of Sydney's population growth within the planning timeframe to the year 2031.

Rhodes Peninsula has been progressively developed following the introduction of a planning framework that zoned the former industrial sites for mixed use and residential development in 1999. The planning was undertaken over 10 years ago. Council was reinstated as the consent authority in July 2007. It is now timely for Council, together with its community, to review the development outcomes achieved to date, and to investigate whether improvements can be made to the remaining development sites.

Council's objectives

Council's goal is to facilitate the creation of a healthy, vibrant, well-served community with a high level of amenity and accessibility, well-integrated with the rest of the area.

Future development at Rhodes Peninsula will focus on providing a lively mixed-use retail, residential and commercial district, playing a complementary role to Sydney Olympic Park and the creation of new linkages to adjoining areas.

Council has prepared a Draft Master Plan for Rhodes with the following objectives:

- To provide a community facility which meets the needs of the growing population at Rhodes, and which will be the "heart and soul" of the area;
- To provide additional open space that achieves a special amenity and sense of place at Rhodes Peninsula;
- To provide local parks for the recreational use of residents and visitors to Rhodes;
- To promote high level amenity and quality design for new public open spaces;
- To promote design excellence in future buildings with new controls for bulk and scale so as to deliver a visually interesting skyline consistent with the landmark and strategic importance of Rhodes;
- To provide initiatives for reducing car dependence and promote the use of sustainable transport by residents and workers at Rhodes;
- To ensure that new development achieves a high level of ESD performance in terms of energy and water use and waste management;
- To provide connecting infrastructure involving pathway and cycleway extensions to maximise access to services and public transport adjacent to the Rhodes Peninsula.

Strategic Rationale

The strategic planning rationale is described below in terms of consistency with Council's Local Planning Strategy 2009, Sydney's demand for housing, the suitability of proposed additional densities and building heights, proximity of Rhodes to public infrastructure including health and education establishments and finally, the proximity of Rhodes to regional public transport services.

Canada Bay Local Planning Strategy 2009

Considerations for Council's review of the planning framework in the preparation of the Rhodes West Master Plan 2009 have been:

- Recognising the need for connections to Sydney Olympic Park, especially facilities proposed to be located in the new town centre at Olympic Park;
- Recognising the Parramatta River as an important waterway, recreation area and transport corridor;

- Recognising the importance of providing sufficient accessibility to and from the Peninsula especially via pedestrian pathways and cycleways to other public transport options such as buses and ferry, as well as rail, and providing people with options so as to discourage car usage;
- Recognising the need for more open space within the Peninsula and considering increasing building heights to obtain more open space at ground level;
- Recognising that the community needs a high-quality community facility which will function as the centre of community life on the Peninsula and meet a range of purposes and functions;
- Recognising that the Rhodes Peninsula is an ideal location to apply Metro Strategy principles, with increased residential density adjacent to existing employment zones and public transport access, allowing for reduced car usage in terms of journeys to work, and access to services and facilities such as schools, shopping, hospital, recreation, library services etc.

Housing

The Metropolitan Strategy for Sydney, prepared by the NSW Department of Planning requires that each Local Government Area (LGA) in Sydney must accommodate a share of Sydney's population growth. The NSW Department of Planning has established targets in conjunction with the City of Canada Bay for the construction of additional dwellings. An additional 10,000 dwellings are required to be built in Canada Bay LGA by 2031.

Council has adopted a new Local Planning Strategy which has the following objectives:

- A wider distribution of opportunities for new housing and a greater mix of housing types;
- Capacity for new housing which supports the viability of existing centres and transport routes; and
- Additional supply of development sites which should increase supply and improve housing affordability.

Rhodes Peninsula is a suitable location in the first stage of Council's housing strategy to achieve the dwelling target up to 2015. This recognises that Rhodes is a "Specialised Centre" identified in the draft Inner West Sub-regional Strategy and will allow more people to live close to areas with employment opportunities such as Rhodes Corporate Park and the Rhodes Shopping Centre, as well as being well-served by existing public transport services including the Main Northern Railway line that provides regional transport connections.

Density

In allocating additional dwelling targets, the NSW Department of Planning has aimed to accommodate a larger proportion of additional dwellings in areas well-served by existing infrastructure such as public transport, regional roads, as well as community services such as hospital and educational establishments. This approach also has the advantage of retaining existing established lower density suburbs rather than introducing apartment developments and town houses in these areas.

Sydney is made up of many centres – major city centres (e.g. Burwood, Bankstown and Bondi Junction), town centres (Concord/Five Dock), and neighbourhood centres (Mortlake). The Metropolitan Strategy and the Draft Inner West Sub-regional Strategy plans for additional population growth to occur in urban centres as well as in outer urban areas. Residential densities across Sydney vary depending on their proximity to urban centres, public transport and community infrastructure and services.

The proposed density under the Rhodes West Master Plan 2009 reflects a floor space ratio (FSR) of up to 4.9:1. This is generally consistent with planned densities in other specialised centres in Sydney. In comparison, other 'Specialised Centres' such as Macquarie Park and Sydney Olympic Park propose densities with FSR's up to 6:1.

Building height

The restricted height limits at Rhodes under the existing planning framework force developments to have a high site coverage and less open space. Increasing building heights will allow better amenity for residents and the public by providing more open space between buildings. A greater variety in heights will create a more visually interesting skyline and identity, which will reflect the role of Rhodes Peninsula as a 'Specialised Centre'.

Buildings heights of up to 33 storeys are consistent with the height of developments approved on strategic landmark sites at Sydney Olympic Park.

Proximity to health/education services

Rhodes is well-served by existing health and educational services and facilities including:

- Five major regional hospitals within 10km, including Concord Hospital within 2km;
- Three primary schools within 2km;
- Two public high schools within 2km;
- Meadowbank TAFE within 2km;
- Macquarie University is a bus ride away.

Increased residential densities at Rhodes will enable more efficient use of the above facilities, as well as allow for their expansion.

Transport accessibility

Rhodes Peninsula is directly accessible by buses and trains, and is also reasonably close to ferry services. At its furthest point, residential development is 800 metres walking distance along Walker Street to Rhodes Railway Station.

Sydney Buses operates two bus services along Homebush Bay Drive – the 458 and 459 services. The 458 service is diverted to serve the Rhodes shopping centre, along Oulton Avenue/Rider Boulevard/Walker Street/Leeds Street and Averill Street. These services offer access between Burwood and Macquarie University and from Strathfield to Macquarie University respectively.

The ferry wharf is located at Meadowbank, approximately 1km from Rhodes Railway Station. Regular services are available as part of the Circular Quay to Parramatta service. Access to the ferry service from Rhodes is via the John Whitton Bridge which has a pedestrian footpath/cycleway. The existing access point needs upgrading.

A Transport Management Plan (TMP) was prepared to accompany the existing planning framework. This TMP aims to deliver a higher than average public transport usage in recognition that Rhodes is well-served by transport services and to manage additional vehicle traffic.

The following components of the Rhodes TMP have been implemented:

- Upgrade of Rhodes Railway Station;
- Provision of a new bus service through Rhodes;
- Implementation of a restrictive car parking policy;
- Provision of enhanced pedestrian and cyclist routes through the development area and to the Rhodes Railway Station;
- Provision of new traffic lights at Oulton Avenue and on and off ramps;
- Provision of new turning lanes at Homebush Bay Drive-Concord Road intersection;
- Provision of new traffic lights at Averill Road-Concord Road intersection; and
- Additional works still to be completed as part of the TMP comprise intersection upgrades at Blaxland Road, Leeds Street, Cavell Avenue and Averill Street as well as traffic calming to Blaxland Road.

The following are aspects of the TMP which have not yet been fully implemented, or were not adequately considered:

- The provision of information to new residents and visitors to Rhodes, regarding reduced carparking rates in approved developments, the fact that street parking is limited, and the availability of non-car based transport options;
- The provision of adequate funding to upgrade public foreshore areas around the John Whitton Bridge, and ensure ease of access and a pleasant environment;
- Measures to facilitate such schemes as car share schemes.