

# Rhodes Station Precinct Masterplan





# Rhodes Station Precinct Masterplan

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*Cover image: Illustration of Rhodes Peninsula Station Precinct Masterplan  
Built Form in the Sydney Metropolitan Context.*

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01	02/09/2014	Masterplan Report - Final Draft Issue	DA/RN	RN	DA
02	17/09/2014	Masterplan Report - Final	DA/RN	SQ	DA
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Prepared for: City of Canada Bay Council

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## 1.0 Introduction

### 1.1 The study

The City of Canada Bay Council (CCBC) commissioned Conybear Morrison (CM<sup>+</sup>) in October 2013 to prepare a site specific Masterplan for the Rhodes Station Precinct (Precinct D). Located at the heart of the Rhodes Peninsula and immediately to the west of Rhodes Railway Station. The Precinct contains the last significant land parcels and public domain to be redeveloped on the peninsula.

CCBC is negotiating a Voluntary Planning Agreements (VPAs) with the two developer proponents, and CM<sup>+</sup> is providing urban planning advice and assisting in the preparation of a Planning Proposal for submission to the Department of Planning and Environment (DPE) for Gateway approval. A review of the Rhodes West Development Control Plan 2010 (RWDCP) will reflect the development 'uplift' endorsed by Council for the Station Precinct and update the RWDCP to reflect current developments in the urban planning of the peninsula.

### 1.2 Study area



Figure 1: Station precinct in context.

The Rhodes Station Precinct is conveniently situated approximately 14 km northwest of the Sydney CBD, and approximately 8km east of Parramatta CBD. The Rhodes West peninsula is defined by a rail corridor (North Shore, Northern and Western Lines) to the east, along the ridgeline. By Parramatta River to the north, and overlooks Homebush Bay to the west. The peninsula is served by Homebush Bay Drive/Concord Road, and a number of bridges connect the peninsula to adjoining areas, including Ryde Bridge (road, cycle, pedestrian) and John Whitton Bridge (rail, cycle, pedestrian) across Parramatta River connecting the peninsula to the north and northeast. A new Homebush Bay Bridge (bus, cycle, pedestrian) is proposed that will connect west to the growing Wentworth Point community, and to Homebush Bay, including Sydney Olympic Park town centre, sporting facilities and recreational parklands.

Located in the middle of Rhodes West Peninsula, the Station Precinct adjoins Rhodes Railway Station to the east, established residential apartments (Precinct A and B) to the south and west, including the recently completed Town Square, and new residential apartments and the Central Park open space is under construction to the north (Precinct B).

The Rhodes Station Precinct is a rectangular parcel of land approximately 3.0 Ha in area, 270m long, north-to-south, and 110m wide, east-to-west. The precinct is defined by streets, including Mary Street to the south, Walker Street to the east, Gauthorpe Street to the north and Marquet Street to the west. Rider Boulevard connects the precinct to the south, whilst a pedestrian right-of-way, Annie Leggett Promenade, provides an additional mid-block connection west to Rhodes Foreshore Park.

The precinct slopes from a high point along the southern edge, at the junction of Mary Street with Rider Boulevard (RL 15.0), to the low point at the northwest corner, at the junction of Marquet Street and Gauthorpe Street (RL 8.0).



Figure 2: Study area.

# 1.0 Introduction

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## 1.3 Study objectives

The project has the following Objectives:

- To guide the redevelopment of the Station Precinct with well-designed mixed use development. Council's vision is for quality residential buildings of varying heights and a vibrant market-town style of village centre based on intimate laneways flanked by retail uses, great landscaped public spaces, attractive entrances to buildings, public art, and seamless public domain connecting with the Rhodes railway station.
- To ensure that the Precinct has a strong sense of place and identity. It is to be distinctive when seen from the water, from the air, and from a train with particular attention to arrival and departure experiences.
- To develop a Masterplan design for the Precinct with strong orientation to the Railway Station and the bus-rail interchange which will be developed in front of it. Built form and public space should be specifically designed to attract visitors and customers into the retail area, and encourage them to linger. In this regard, consideration should be given to the Public Domain Design Plan prepared by Context 2013.
- To demonstrate leadership in the delivery of highly-sustainable development in terms of the quadruple bottom line and on a key site adjacent to a railway station ie development which is sustainable in every aspect - environmentally, socially, economically and in terms of the performance of all new buildings.
- To deliver an attractive, permeable and accessible Precinct with a high level of amenity in its public spaces. These new spaces are to enjoy solar access at different periods of the day, but also provide shelter and a sense of containment in the laneways, with noise protection to residences above.
- To identify suitable space for a small supermarket as an anchor use for the Town Centre. The supermarket space must involve consultation with relevant landowners/developers.

## 1.4 Project methodology

The project methodology involved the following process and stages:

### **Stage 1 - Review Urban Planning Context**

This stage included a study of regional context and review of background planning studies, current development controls, property ownership and was informed by previous stakeholder consultation undertaken by Council.

### **Stage 2 - Undertake Site Analysis**

This stage included analysis of existing site characteristics, including: heritage, land use, built form, access and circulation, open space, streetscape character, urban planning issues and opportunities.

### **Stage 3 - Confirm Precinct Vision, Urban Design Objectives + Principles**

This stage confirmed and defined the overall precinct vision and desired future character, identify the precinct Urban Design Objectives, the Market 'Laneways' Concept and key Urban Design Principles.

### **Stage 4 - Prepare and Document Precinct Masterplan**

The Urban Design aspects addressed in the Masterplan included, sustainability, urban structure, built form, movement, public domain and the proposed palette of public domain elements.

### **Stage 5 – Implementation + Staging Recommendations**

This stage includes the draft development controls recommended for the precinct, the proposed structure for ongoing ownership and management of the public domain, and the proposed staging of development.

### **Stage 6 – Conclusion**

This stage summarises the key findings and conclusions of the study

# 2.0 Planning context

## 2.1 Metropolitan + Regional Context

### Population + Employment Growth

Sydney's population is expected to grow to 6 million by 2036, and half of this population will live in Western Sydney. Employment is projected to grow by 760,000 in Sydney over the same period. Again half of this growth is planned for the cities and centres of Western Sydney. The Metropolitan Plan (2010) identifies Rhodes as a Specialised Centre - these are places that perform vital economic and employment roles across the metropolitan area. Over the 2006 to 2036 period, employment growth for the Inner West is projected to be 25,000 - a 25% increase, and employment growth in Rhodes is projected to be 4,000 jobs.

The Rhodes Station Precinct Masterplan includes approximately 20,000m<sup>2</sup> of retail and commercial floor space within the precinct, representing a potential increase in working population of 675 jobs (employment).

Across Homebush Bay, to the west, in the adjoining West Central region, the new community of Wentworth Point is planned to reach a total population of 25,000. With work on the new Homebush Bay Bridge underway, this will connect these two communities, with Wentworth Point coming within walking/cycling catchment or accessible by bus, to Rhodes Railway Station and the Station Precinct for the first time.

### Dwelling Growth Strategy

The Metropolitan Plan sets as a key planning challenge, to "... grow sustainably, to improve economic and social outcomes whilst protecting our natural environment and containing its urban footprint." As a result, of the target of 770,000 additional homes in metropolitan Sydney by 2036 (from 2006 base), it is planned to build at least 70% of these within existing urban areas, at least 80% within walking catchments of existing or planned centres with good public transport.

Over the 2006 to 2036 period, an additional 35,000 dwellings are planned for the Inner West. The Rhodes Station Precinct Masterplan sets in place the built form parameters and public domain structure to accommodate over 100,000m<sup>2</sup> of additional residential floor space (GFA) that will contribute 1,300 apartments and approximately 100 hotel rooms to the precinct, in addition to the three apartment buildings completed over the previous decade.

### Inner West Draft Subregional Strategy (2008)

The Strategy establishes a Vision for the Inner West, including:

- Improved range of job prospects, cultural and environmental attractions and diversity of housing.
- Protected and promoted cultural diversity, as well as natural and built assets which make this subregion distinct.
- Strengthened economic role, including the attraction of higher skilled jobs to Burwood and to Rhodes and ways to differentiate and complement nearby Strategic Centres such as Parramatta and Olympic Park-Rhodes.

The Metropolitan Strategy designates the two precincts – Sydney Olympic Park and Rhodes Peninsula, as jointly forming a Specialised Centre, due to their proximity and potential complementary role. Together these precincts offer major potential to establish higher skilled jobs for Western Sydney and to make a significant contribution to economic growth.

The aims and objectives of the Metropolitan Plan for Sydney 2036 and the Inner West Subregional Strategy have informed the preparation of the Rhodes Station Precinct Masterplan. The Masterplan will deliver key social infrastructure to the peninsula, including providing housing close to public transport and amenities, and improved public domain at the bus-rail interchange. It will also deliver increased active public domain space, a new community leisure facility, sustainable well-designed buildings and well-connected active local laneways. Rhodes will make a significant contribution to economic growth in Sydney, and in Rhodes, through the increase in jobs and housing.

### State Environmental Planning Policy 65 – Design Quality of Residential Flat Development

The proposed urban development envelopes are generally consistent with the design quality objectives of SEPP 65, maximising access to natural light and ventilation, protecting resident amenity, and providing adequate floor to floor height and provision for outdoor balcony space.

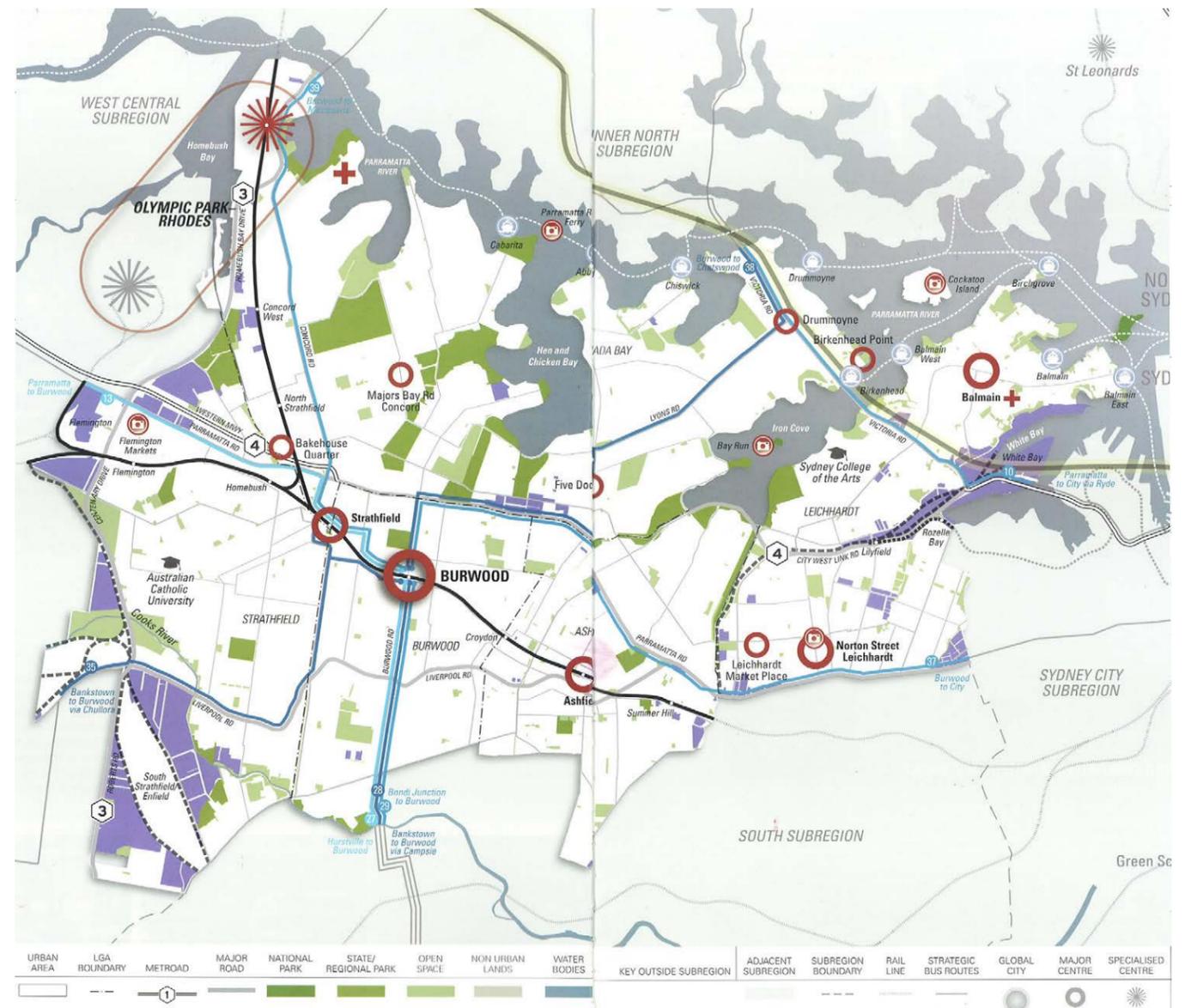


Figure 3: Innerwest Sub-regional strategy.

## 2.0 Planning context

### 2.2 City of Canada Bay Planning Strategy

#### FuturesPlan20

FuturesPlan20 (FP20) outlines City of Canada Bay's vision for the next 20 years. CCBC has set targets, objectives and actions to achieve the themes outlined in FP20. This Masterplan supports FuturesPlan20 outcomes, as it satisfies Theme 2 – Sustainable Spaces and Places, by meeting the CCBC goal of having attractive streets, village centres and public spaces, and Theme 4 – Thriving and Connected, in meeting the goal of providing a range of housing options.

#### Canada Bay Local Planning Strategy

The City of Canada Bay prepared a Local Planning Strategy (LPS) in 2009. The purpose of the LPS was to provide a framework for future land use planning of the City, and to guide the preparation of the new Local Environmental Plan (LEP) and Development Control Plan (DCP).

In relation to Rhodes Peninsula, the LPS identified that future development 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 a well serviced community that supports the Metropolitan Planning objectives of the Department of Planning and Environment (DPE).

Council's LPS identified a need to build on the planning framework devised and implemented by the DPE via SREP 29, but also a need to address a number of shortcomings which have emerged in the development of the area, via a review of the existing planning controls, and taking into account current market trends and housing scenarios. The Station Precinct Masterplan is the further and final stage of implementing the Strategy.



Figure 4: Professor John Toon - Concept Plan.



Figure 5: Public Domain Design Plan (Context 2013).

## 2.0 Planning context

### 2.3 Current development controls

Currently, planning and development within Rhodes Station Precinct is determined by the following statutory documents:

- Canada Bay Local Environmental Plan 2013 (CBLEP), and
- Rhodes West Development Control Plan 2010 (RWDCP).

The key CBLEP 2013 development controls that currently apply are:

#### Land Use Zone

All properties within the Station Precinct are zoned B4 Mixed Use.

#### Maximum Building Height

The maximum permissible building height in the western half of the precinct is 23.0m (category S1). Whilst in the eastern half of the precinct a height of 29.0m (category T4) is permitted.

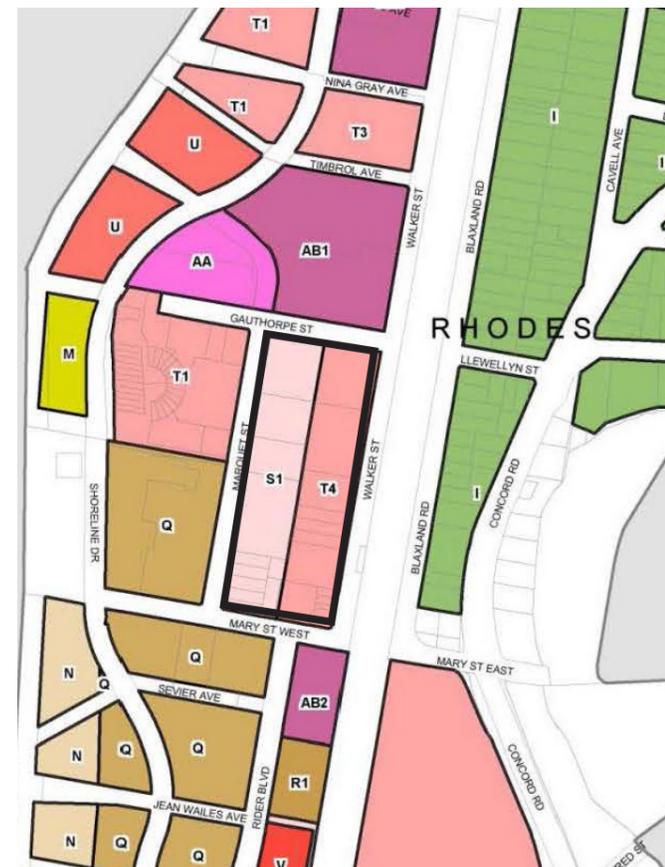
#### Maximum Floor Space Ratio (FSR)

The maximum FSR for all properties within the Station Precinct is 1.76:1 (category S3).



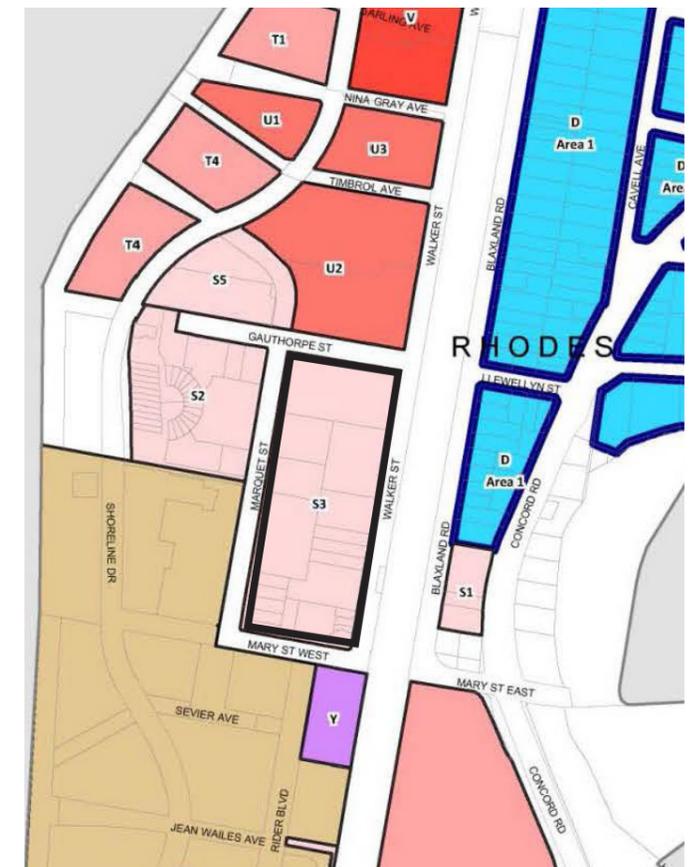
Zone	
B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
B6	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure
SEPP	SEPP (Major Development) 2005
DM	Deferred Matter

Figure 6: Zoning map.



Maximum Building Height (m)	
J	8.5
J1	9.0
J2	9.5
K	10.0
L	11.0
M	12.0
N	14.0
O	15.0
O2	16.0
P1	17.0
P2	18.0
Q	20.0
R1	21.0
R2	22.0
S1	23.0
S2	24.0
T1	25.0
T2	27.0
T3	28.0
T4	29.0
U	31.0
V	35.0
AA	63.0
AB1	82.0
AB2	84.0

Figure 7: Height of buildings map.



Maximum Floor Space Ratio (n:1)	
D	0.50
F	0.6
H	0.70
I	0.75
L	0.90
N	1.00
O	1.10
O1	1.30
O2	1.35
R	1.40
S1	1.50
S2	1.60
S3	1.76
S4	1.80
S5	1.83
S6	1.90
T1	2.00
T2	2.10
T3	2.26
T4	2.30
U1	2.50
U2	2.80
U3	2.90
V	3.30
Y	4.50

Refer to Clauses 4.4 (2A) - (2D)

Figure 8: FSR map.

## 2.0 Planning context

### 2.4 Planning Background - Voluntary Planning Agreement (VPA)

Masterplanning of the Station Precinct (Precinct D) commenced in 2010 some months after City of Canada Bay Council's approval of the Rhodes West Stage One Master Plan in December 2009. Associated with this was Council's consideration of submissions from various stakeholders and landowners including those with an interest in the redevelopment of the Station Precinct and requesting that they be included in planning of the whole precinct in which a higher density could be considered, given its ideal location next to the Rhodes Railway Station. Council then proceeded to work with a Consortium of landowners and interested developers. This Consortium met throughout the years 2010 to 2014.

With the assistance and guidance of Urban Design Consultant Professor John Toon, a Concept Plan, refer to Figure 4, was developed involving changes in urban form and potentially higher densities, as well as a proposal for a market town-style village centre involving an interconnected series of laneways and public spaces in the southern half of the Precinct, flanked by retail and commercial uses, on land opposite the railway station. The Concept Plan was placed on preliminary public exhibition in April/May 2012, and generally received public support. The community was keen to know what public benefits could be provided through the proposed development uplift.

With the latter stages of the Rhodes West Master Plan substantially under construction, and higher tower forms being built (i.e. Meriton, Mirvac, and more recently Billbergia), there seems to be a growing acceptance within the community that the tower forms are acceptable because they are being delivered in tandem with adjacent public space being upgraded i.e. Shoreline Park North, area under John Whitton/Meadowbank Bridge, Town Square, sections of the new Central Park and the proposed recreation facility at 34 Walker Street.

The approval of the Homebush Bay Bridge in 2012 and State Government approvals for increased densities at Wentworth Point, resulting in a future population of 25,000 on the western side of the Bay, has also meant that planning for Rhodes needs to take into account higher numbers of commuters and shoppers patronising Rhodes Station and retail and other facilities in Rhodes. Planning for a bus-rail interchange and a higher quality of public domain is an important priority. In December 2012, Council considered the results of the April/May 2012 community consultation and endorsed the preparation of a Planning Proposal based generally on the Concept Plan.

Much of 2013 was allocated to working out the details of the leisure and child care centre, commissioning preliminary designs for the public domain, and working through various developer proposals associated with the precinct. A number of properties have changed hands and Billbergia now controls the majority of development landholdings in the Precinct, with Hossa and B1 Group as the smaller developers. The following sites within Rhodes Station Precinct are currently party to the preparation of VPAs as follows:

#### Billbergia Group

- 6-14 Walker Street
- 34 Walker Street
- 11-21 Marquet Street and 23 Marquet Street

#### Hossa Group

- 3-9 Marquet Street
- 4 Mary Street

#### B1 Group

- 1 Marquet Street

### 2.5 Planning Proposal for Gateway Approval

The objectives of the Planning Proposal are to:

- Enable Council's Rhodes Station Precinct 'vision' for a well-designed mixed use development.
- Enable the highest and best use of the last significant land parcel to be developed on the Rhodes West Peninsula, by permitting uplift in developable floor space (site density) in the existing B4 Mixed Use zoning, located immediately adjoining an important public transport node - Rhodes Railway Station.
- Allow an increase in building height, subject to urban design considerations, to suitably complete the Rhodes West skyline and urban form.
- Utilise the value of the uplift in floor space, negotiated through VPA, for public benefit, to deliver a:
  - Recreation Centre
  - Child Care Centre
  - Underground car park for approximately 250 vehicles to service the two Centres.
  - Public domain improvements including upgraded public domain in the form of publicly accessible pedestrian links through the site, upgrade of the Bus Interchange and of Walker Street and improved cycleway provision generally and from the new Homebush Bay Bridge to Rhodes Station, bicycle storage facilities at the Station and improved traffic management and public art.

## 2.0 Planning context

### 2.6 Property ownership

Within the Station Precinct there are three existing eight storey Mixed Use strata title properties (refer Figure 9) along Walker Street. The major land holder is Billbergia Group- the developer owns or has options over properties 6-14 Walker Street, 34 Walker Street and 11-21 and 23 Marquet Street. The Hossa Group owns or has options over 3-9 Marquet Street and 4 Mary Street, and B1 Group owns 1 Marquet Street.

Ausgrid owns 29 Marquet Street which is the proposed site of an electricity substation and it is hoped that it will be combined with the 23 Marquet Street site to form a consolidated development proposal.

16 Walker Street is privately owned, and it is hoped that in the future this property will be integrated with the adjoining development sites to realise an integrated urban outcome.



Figure 9: Property ownership.

# 2.0 Planning context

## 2.7 Consultation

Between 2010 and 2014 Council worked with a Consortium of landowners and interested developers, and extensive stakeholder consultation has taken place over this period. Conybear Morrison (CM<sup>+</sup>) was commissioned to prepare the Station Precinct Masterplan, and there has been extensive consultation with the developers (Billbergia, Hossa and B1 Group) that have interests within the Station Precinct.

The Planning Proposal on which the 'gateway approval' issued by the Department on 23 December 2013 was based, has been substantially modified with a small increase in floor space and significant increase in building heights and some changes to proposed floor space ratios. These changes have necessitated the preparation of a revised Planning Proposal being prepared and referred to the Department for further consideration.

If an amended Gateway approval for the revised Planning Proposal is received, public consultation will take place in accordance with the Gateway Determination made by the Minister for Planning in accordance with Section 56 & 57 of the Environmental Planning and Assessment Act 1979. This will involve notification of the public exhibition of the Planning Proposal for a period of 28 days:

- On the City of Canada Bay website.
- In newspapers that circulate widely in the City of Canada Bay LGA.
- In writing to the owners, the adjoining landowners, relevant community groups and the surrounding community in the immediate vicinity of Rhodes Peninsula.



Figure 10: Recreation Centre - level 1.

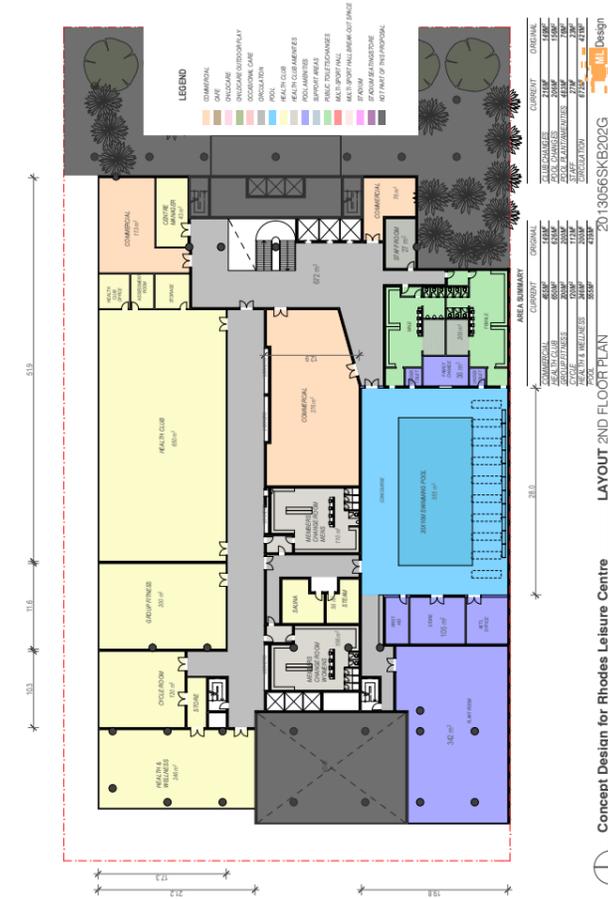


Figure 11: Recreation Centre - level 2

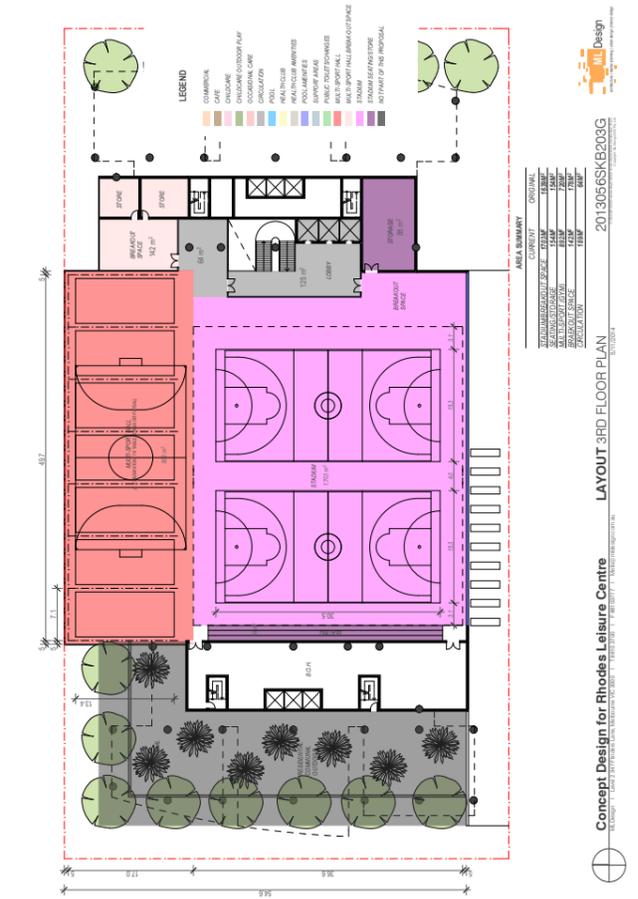


Figure 12: Recreation Centre - level 3



Figure 13: Recreation Centre - Gauthorpe Street elevation.

## 2.0 Planning context

### 2.8 Planned Community Projects

#### Recreation Centre

A proposed three storey community and recreational facility, the Recreation Centre, is proposed in the northern part of the Station Precinct – within the 34 Walker Street development. Its primary address will be Gauthorpe Street, with a part frontage to Marquet Street to the west. The Centre will comprise the following:

- Child Care Centre
- Café
- Commercial Tenancies
- Gymnasium
- Health + Wellness Facility
- Swimming Pool
- Two Ball Courts
- 250 Basement Car Parking Spaces

#### The Connection

A new flexible multi-purpose community facility, called 'The Connection', is planned to open in July 2016. The facility consists of a cluster of buildings interspersed with outdoor paved areas and green spaces. The new community hub will be located within a new Rhodes Community Precinct on the West Rhodes foreshore, bounded by Shoreline Drive to the east, Gauthorpe Street and the springing point of the proposed Homebush Bay Bridge to the north. The new community facility, and social hub, will interface with the foreshore promenade, incorporating new outdoor gathering and seating areas, overlooking Homebush Bay to the west and foreshore parkland to the south.

#### Homebush Bay Bridge

The Department of Planning and Environment has approved construction of a \$43 million bridge across Homebush Bay to assist residents of waterside, urban renewal areas to more easily access public transport, jobs and open space. The 300m bridge will particularly benefit the Wentworth Point area, the northern portion designated an Urban Activation Precinct.

The bridge will be used by local buses and emergency service vehicles, along with cyclists and pedestrians. The bridge will not be open to private vehicles. Of steel and concrete construction, it will span between Bridge Boulevard on the Wentworth Point side, to Gauthorpe Street in Rhodes. The landing of the bridge on the Rhodes Peninsula will be integrated with the design of 'The Connection' community facility, and into the public domain, maintaining foreshore access. It is anticipated that construction will commence in 2014, with completion of the bridge in 2016.



Figure 14: The connection- community facility.



Figure 15: Homebush Bay Bridge - artist's impression.

# 3.0 Site analysis

## 3.1 Heritage

With the exception of Rhodes Railway Station heritage item number (125), the Rhodes West Peninsula, including the Station Precinct, does not contain any heritage items, or Conservation Areas (refer CBLEP 2013). Development within the Station Precinct, is significantly set back across Walker Street from the Rhodes Station buildings and platforms, and is therefore unlikely to impact upon the heritage item.

## 3.2 Land use

Original land uses remaining within the Station Precinct include a series of free standing one storey suburban villas, and warehouse/light industrial facilities, showrooms and commercial premises. Over the past decade, three, eight storey mixed use developments have been completed, similar in character to other recent mixed use and mid-rise apartment developments on the West Rhodes peninsula. The 2A Walker street development includes, on the ground floor level, on the Mary Street frontage a Child Care Facility with associated outdoor Play Area to the north. A pedestrian mid-block link is part completed from the Walker Street side.



Figure 16: Station precinct - view from north.

## 3.0 Site analysis

### 3.3 Built form

The existing Station Precinct built form is a mix of building scales, setbacks and frontage treatments – ranging in scale from single storey villas with suburban front garden and back fences, to contemporary eight storey apartment buildings, built to the street frontage, with awnings and active ground floor retail uses. Currently, precinct development is in a transition phase – sometimes incongruous in scale and character to surrounding development, completed or under construction.



Figure 17: Station precinct - view from east.

## 3.0 Site analysis

### 3.4 Access and circulation

#### Public Transport

The Station Precinct has good access to public transport, with Rhodes Station immediately to the east, and a bus stop with dedicated bus bays located on Walker Street to the southeast. The existing station is elevated above ground, and the west side is served by a lift and stair. The concourse level has the potential to connect via pedestrian bridge, across Walker Street, to the upper levels of development within the Station Precinct.

#### Bicycle

On road bicycle lanes are provided along Walker Street and a Shared Pathway extends south from the Town Square, along the edge of the railway corridor. Bicycle parking facilities are provided on the west side of Rhodes Station beneath the current stairs, and at the east edge of the Town Square.

#### Pedestrian

Pedestrian footpaths are provided along both sides of most streets, however along undeveloped frontages, existing footpaths are narrow and crossing facilities inadequate. A zebra crossing is currently provided across Walker Street at Rhodes Station.

#### Vehicular + Service Vehicle

Rider Boulevard and Walker Street serve as the main north-south distributor and bus route for Rhodes West, whilst Mary Street, Marquet Street and Gauthorpe Street provide secondary vehicular access to the precinct.

#### Parking

Parallel on-street parking is provided on most streets, whilst angle commuter parking is currently provided along the east side of Walker Street - along the railway corridor.

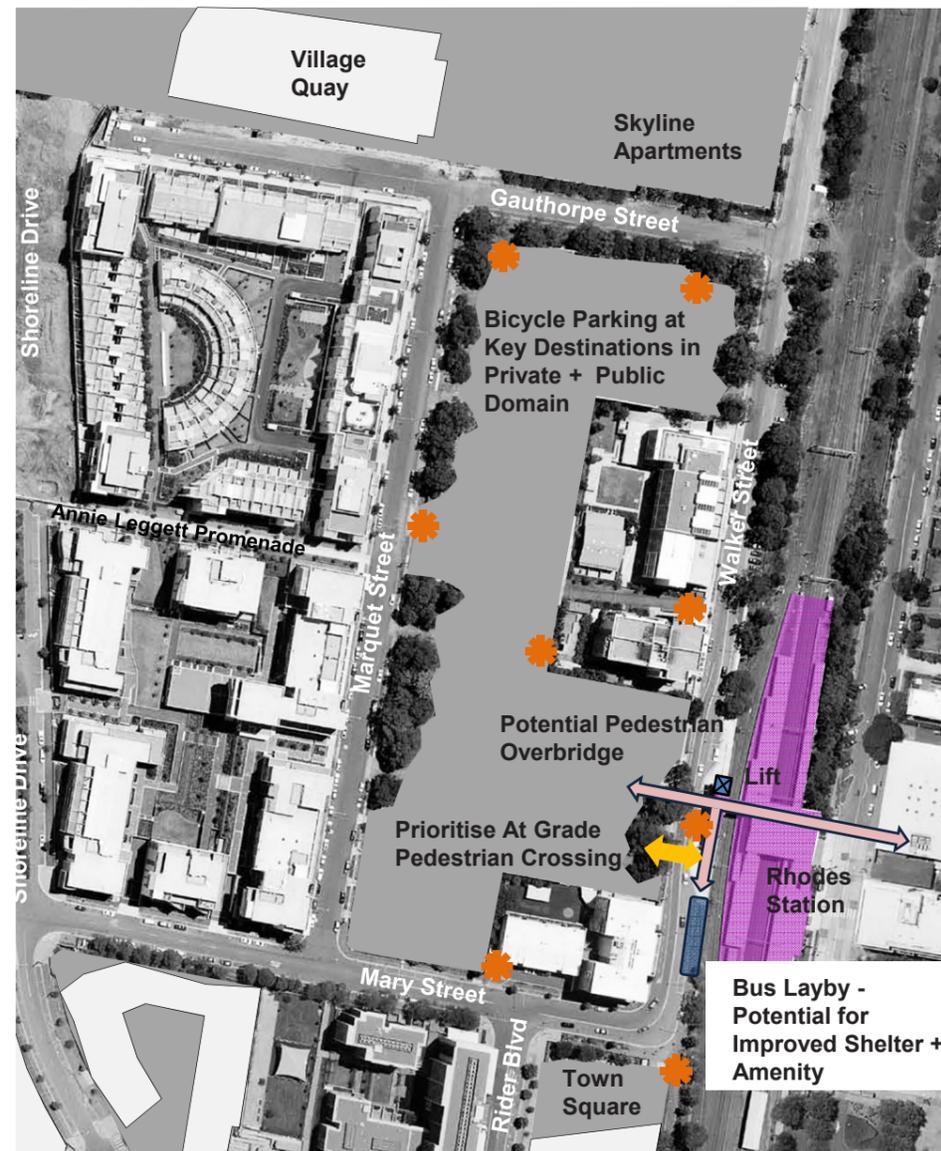


Figure 18: Site analysis - rail, bus, cycle infrastructure.



Figure 19: Site analysis - Potential for improved city block permeability.

## 3.0 Site analysis

### 3.5 Open space network

#### Town Square

The recently completed Town Square is located immediately to the southeast of the precinct, and is a successful addition to the peninsula's public domain offer - creating a welcoming destination, an attractive meeting point and special event venue, it is activated by café/restaurant tenancies along its south edge, and is highlighted by a large 'eye catching' sculpture which provides a land mark for the precinct.

#### Annie Leggett Promenade

This attractively landscaped mid-block shared pathway links Marquet Street and the Station Precinct west to Shoreline Drive, the foreshore park and to the proposed The Connection community facility. The mid-block promenade improves the permeability of the Rhodes urban block structure, improving Rhodes Station walking catchment, and pedestrian connectivity and access to Homebush Bay.

#### Foreshore Park

A continuous series of interconnected foreshore green spaces and pedestrian walkways are proposed around the Rhodes West peninsula.



Figure 20: Town square.

#### Central Park

Within Precinct B, immediately to the north of the Station Precinct, one of the largest parks on the peninsula is nearing completion. At its heart, Central Park will provide a generous open lawn for informal recreational activities, and will be surrounded by landscaped gardens and shaded seating areas. More urban paved areas, terraces and stairs provide an interface with Gauthorpe Street, and the more urban treatments of the Station Precinct.

#### Peg Paterson Park

This local park contains a shaded playground, seating areas and small scale garden areas, providing a fitting venue and complementing the high density apartment living of the peninsula.



Figure 21: Central Park.



Figure 22: Peg Paterson Park.



Figure 23: Open space masterplan - Corkery Consulting Draft Plan of Management 2014.

## 3.0 Site analysis

### 3.6 Streetscape character



**Walker Street**

This streetscape changes in character along its length – the south and mid sections are urban in character with Rhodes Station, lift tower, stairs and pedestrian crossing, the recently completed Town Square and three residential apartment buildings fronting the street with shopfronts, colonnade and awnings, setting a contemporary urban character. The northern section, near to the intersection with Gauthorpe Street, is characterised by its tall stands of Eucalypt trees along the railway corridor, light industrial buildings and setback parking areas along the western side of the street - the three canopies interconnect in sections as arches to frame street vistas. The northern section of the street is suburban in character, with narrow footpaths, nature strips and poor crossing facilities. An attractive street vista south to the Town Square is highlighted by a large abstract sculpture located in the square.



**Gauthorpe Street**

This streetscape is currently unbalanced, as it is exposed along its northern side with construction in progress on the group of apartment buildings that will define the street and overlook Central Park. The southern edge of the street currently lacks any activity with predominantly blank walled warehouse/light industrial buildings along the frontage. Tall stands of Eucalypts help to screen and break down the scale of these buildings which have large unrelieved walls, and they provide amenity in the form of shade and 'green' for pedestrians. The street is suburban in character, with narrow footpaths, nature strips and poor crossing facilities. Attractive views west to Homebush Bay are possible, framed by apartment buildings and street trees completed over the last decade.



**Marquet Street**

The west side of this street is well defined by existing apartment buildings of up to eight storeys in height. The street wall is effectively broken down in scale with Annie Leggett Promenade at the midblock, and then the half blocks broken down further with gaps between buildings or 'urban portals' provide service and pedestrian access to midblock garden courts. The street wall built form, including the modulation of vertical and horizontal scale and the architectural treatment of the corners of the urban block is successfully realised.

The undeveloped east side of the street is, in the southern section, suburban in character and in the north, industrial buildings are setback behind open parking areas. Again, stands of Eucalypts are planted in these setback areas. There is an attractive vista north to a series of landscaped terraced stairs, invitingly leading up to the soon to be completed Central Park. The southern street vista is to Peg Paterson Park, an attractive local park.



**Mary Street**

With the exception of the villa property at the corner of Marquet Street, the majority of development along Mary Street is complete – the Town Square, apartment buildings and a child care centre with dedicated drop off loop. The streetscape is urban in character, generally with city footpath treatments, street tree planting and lighting. At the corner of Marquet and Mary Streets there are attractive views west to Homebush Bay. The vista east to the railway corridor is open.

## 3.0 Site analysis

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### 3.7 Precinct opportunities

The following Station Precinct opportunities were identified during the Analysis phase of the study:

1. To realise the drawcard Market Town/Village Town Centre “centrepiece” concept as an attractive local and regional destination – a lively, viable, open, sunny and pedestrian friendly experience.
2. To provide a network of activated, interconnected places, including:
  - Town Square (existing)
  - Potential Station Arrival Square
  - Market Town/Village Town Centre
3. To suitably complete the Rhodes Peninsula urban skyline.
4. To provide in the Urban Design of the precinct built form:
  - Maximise solar access to public places and children’s play areas.
  - Minimise impacts on existing resident outdoor living spaces.
  - Maximise apartment views from apartment towers.
  - A good transition from tower to base/podium.
5. To complete the surrounding streetscapes maximising good human scale and pedestrian amenity, and address key street vistas.
6. To fully integrate the Station Precinct built form, public domain, access and landscape with adjoining:
  - Rhodes Station precinct.
  - New residential sites under construction to the north (Billbergia’s Village Quay and Skyline).
  - Existing and proposed residential development and open space.
7. To facilitate/enhance new pedestrian and cycle desire-lines opened up by the Homebush Bay Bridge from Wentworth Point to Rhodes Station.
8. To prioritise/facilitate amenity of non-car based travel options:
  - Train – modal interchange, potential overbridge
  - Bus – shelter, amenity
  - Cycle – parking facilities
  - Walking – simple, uncluttered footpaths, CPTED/safety
9. To address service vehicle and parking requirements with an integrated planning/design approach
10. To incorporate quadruple bottom line sustainable initiatives in:
  - Environment: Energy, water management (WSUD)
  - Sustainable architecture and design of the public domain
  - Building-in social infrastructure to support a robust community
  - Economic sustainability/viability

## 4.0 Vision + principles

### 4.1 Vision and desired future TOD character

#### Masterplan Vision

Rhodes is a unique place in Sydney. It is one of the few places to have both waterfront and rail access. This aspect of the precinct means that place-making possibilities are greatly enhanced and the opportunity for creating a real, people-centered community is more readily achievable. The aim is to leverage these possibilities as much as possible in the planning and urban design of the precinct and capture this value for future development in the planning instruments.

Council's 'vision' for the Station Precinct, the Peninsula's 'centrepiece', is to realise a Station Precinct that comprises well-designed mixed use development, with:

*“...quality residential buildings of varying heights and a vibrant market-town style of village centre based on intimate laneways flanked by retail uses, great landscaped public spaces, attractive entrances to buildings, public art, and seamless public domain connecting with Rhodes railway station.”*

### 4.2 Masterplan Objectives

The Station Precinct Masterplanning Objectives are to:

#### Objective 1

Capitalise on the potential offered by Rhodes Station to create a true transit orientated development (TOD) adjacent to the waterfront - a community with a rich and vibrant mix of complementary, residential and hotel accommodation, retail plazas and laneways, and commercial, recreational and social destinations.

#### Objective 2

Effectively complete the overall Rhodes West Peninsula built form, the streetscapes that define the Station Precinct, and to organise the built form to support lively street activities and create well-defined and legible public places (place-making). To provide amenity for new and existing residents with access to sunlight and air circulation (SEPP 65).

#### Objective 3

Establish a vibrant public domain, comprised of a network of safe, pedestrian scale and prioritised people 'places' that offer a high level of amenity, with the proposed mid-block marketplace plaza and laneways as the 'centrepiece'.

#### Objective 4

To develop a public transport and pedestrian prioritised movement network that integrates the precinct within Rhodes Peninsula, allows good interchange between modes, connects the precinct with surrounding communities, and manages vehicles and servicing requirements.

#### Objective 5

Integrate landscape and public art within the precinct public domain to enrich the pedestrian experience.

#### Objective 6

Develop a public domain palette of lighting, street furniture, materials and finishes, coordinated and integrated with the buildings and public domain of the peninsula.

#### Objective 7

Develop an environmentally and socially sustainable precinct, with buildings and public domain that achieve a high level of environmentally sustainable design.

#### Objective 8

Develop a urban planning framework that allows some flexibility for developers to provide an optimum market driven solution, including a retail and commercial offering and ongoing management structures that will be financially viable into the future.

This Planning Proposal sets in place the planning legislation necessary to realise Council's 'vision' and Objectives for the Station Precinct, on Rhodes Peninsula.

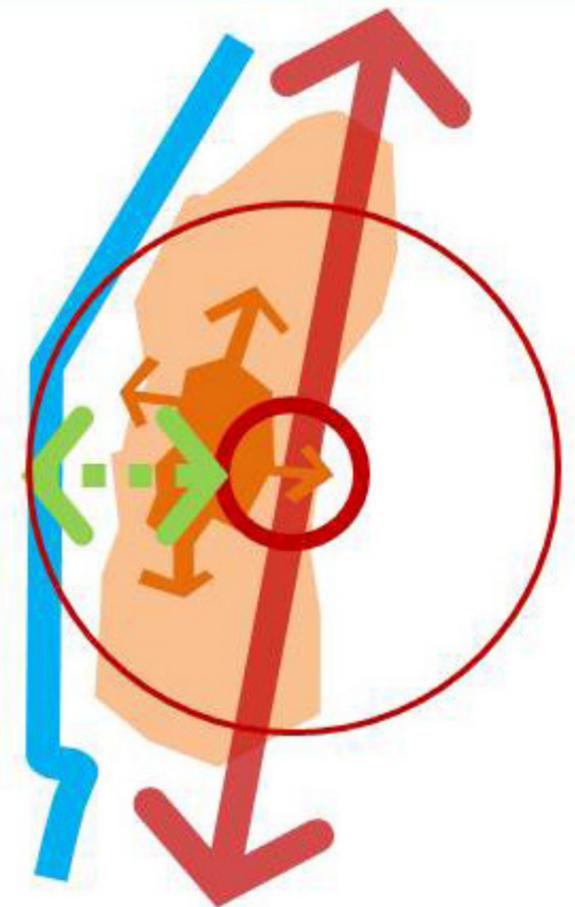


Figure 24: A true transit oriented development adjacent to the waterfront, connected to surrounding communities and metropolitan Sydney.

## 4.0 Vision + principles

### 4.3 Market 'laneways' concept

The 'Market Laneways' are the main destination or 'drawcard' of the Station Precinct public domain - a destination envisaged as full of life and activity. A dense, well-scaled urban experience, pedestrian friendly and outdoor, a 'real', small scale laneway and plaza experience (as distinct from the typical internalised shopping centre and food court experience), and responding to the 'natural' pedestrian desire line, diagonally across the Station Precinct city block – between the Station and Homebush Bay Bridge. A place to explore and to discover – inspired by a number of contemporary laneway experiences including in Melbourne, Sydney and overseas.

Primarily a retail experience, however, enriched by residential and hotel foyers opening onto the public domain, by upper level commercial and community uses, and by basement supermarket and specialty shops. The focus is on activating the ground level, as the priority, whilst developing secondary support activities on upper podium levels and in the basement supermarket and retail level.

The architectural expression of the precinct podium, community, and basement and tower buildings is envisaged to be contemporary, exhibiting a sophistication, lightness and transparency in detailing. The public domain paving, lighting, furniture, signage, materials and finishes, and landscaping will be a seamless continuation of the public domain of the surrounding streets and squares. A highlight of the public domain will be the incorporation of engaging, relevant and place specific public artwork and installations, drawing themes from the history of the place, and from cultural cues, as well as looking to the future.

A proposed upper level bridge connection from Rhodes Station concourse level, across Walker Street, to the Station Precinct upper levels will be an elevated and elegant steel structure with generous open views beneath, characterised by transparency, lightness and refined detailing – a worthy addition to the Walker Street streetscape. The upper level connection from station concourse will be a public 24/7, generous, simple, direct, stair free connection that lands within the mid-block plaza.



Figure 25: Rouse Hill secondary laneway network.

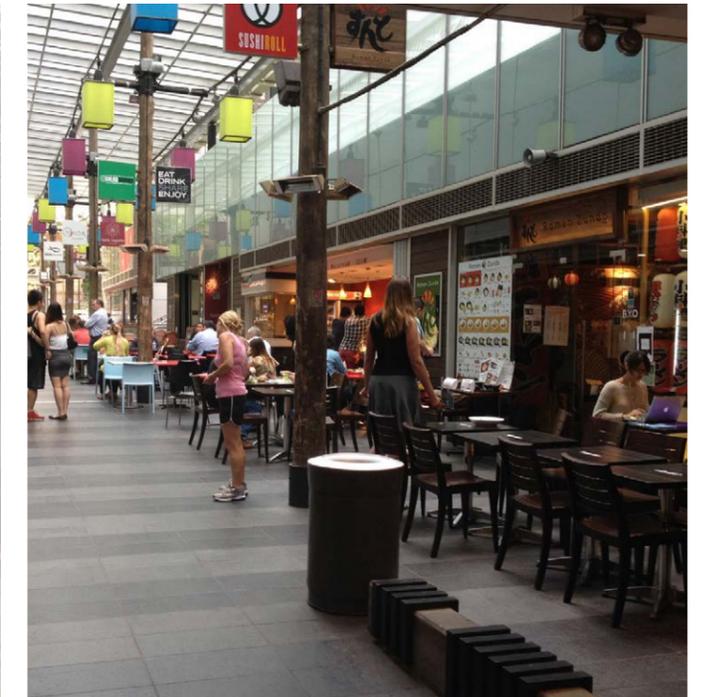


Figure 26: World Square laneway eating.



Figure 27: World Square shopfronts, seating and landscaping.

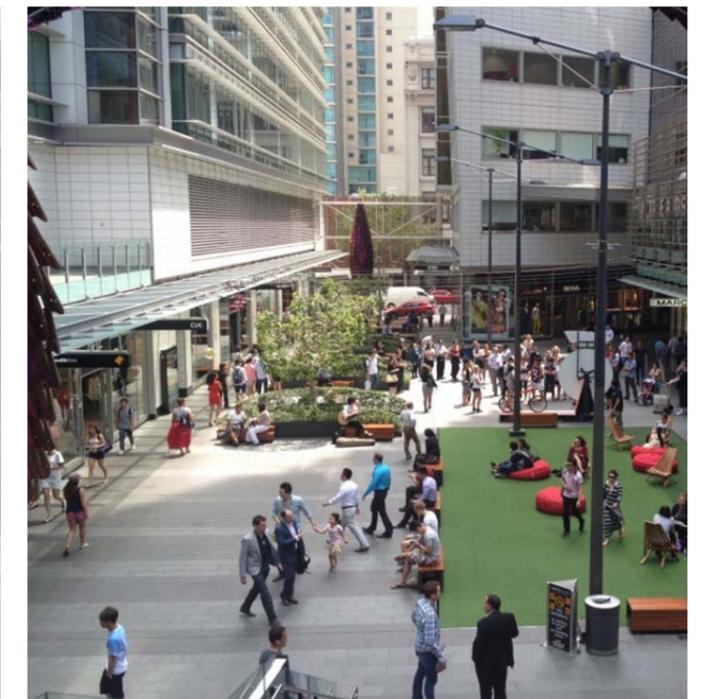


Figure 28: World Square central plaza.

## 4.0 Vision + principles



Figure 29: World Square central plaza - flexible use zones and solar access.

# 5.0 Station precinct masterplan

## 5.1 Urban Structure

The Station Precinct urban structure incorporates the three existing apartment developments in the precinct, completes the streetscapes that form the perimeter of the city block - completing the street wall and street corners. The Masterplan introduces permeability into the city block - by creating a 'fine grained' network of interconnected pedestrian scale laneways, establishing a new mid-block oval main plaza and two secondary plazas. The structure completes existing east-west through block connections, and introduces a new north-south mid-block connection.

The perimeter street wall, effectively defines the surrounding street frontages, and will have variety and interest as it is interspersed with breaks for laneway connections, breaks between existing and new buildings, and incorporates entry/arrival plazas. A podium articulation zone allows the Station Precinct building Architects a degree of flexibility in expression within an overall unified podium built form.

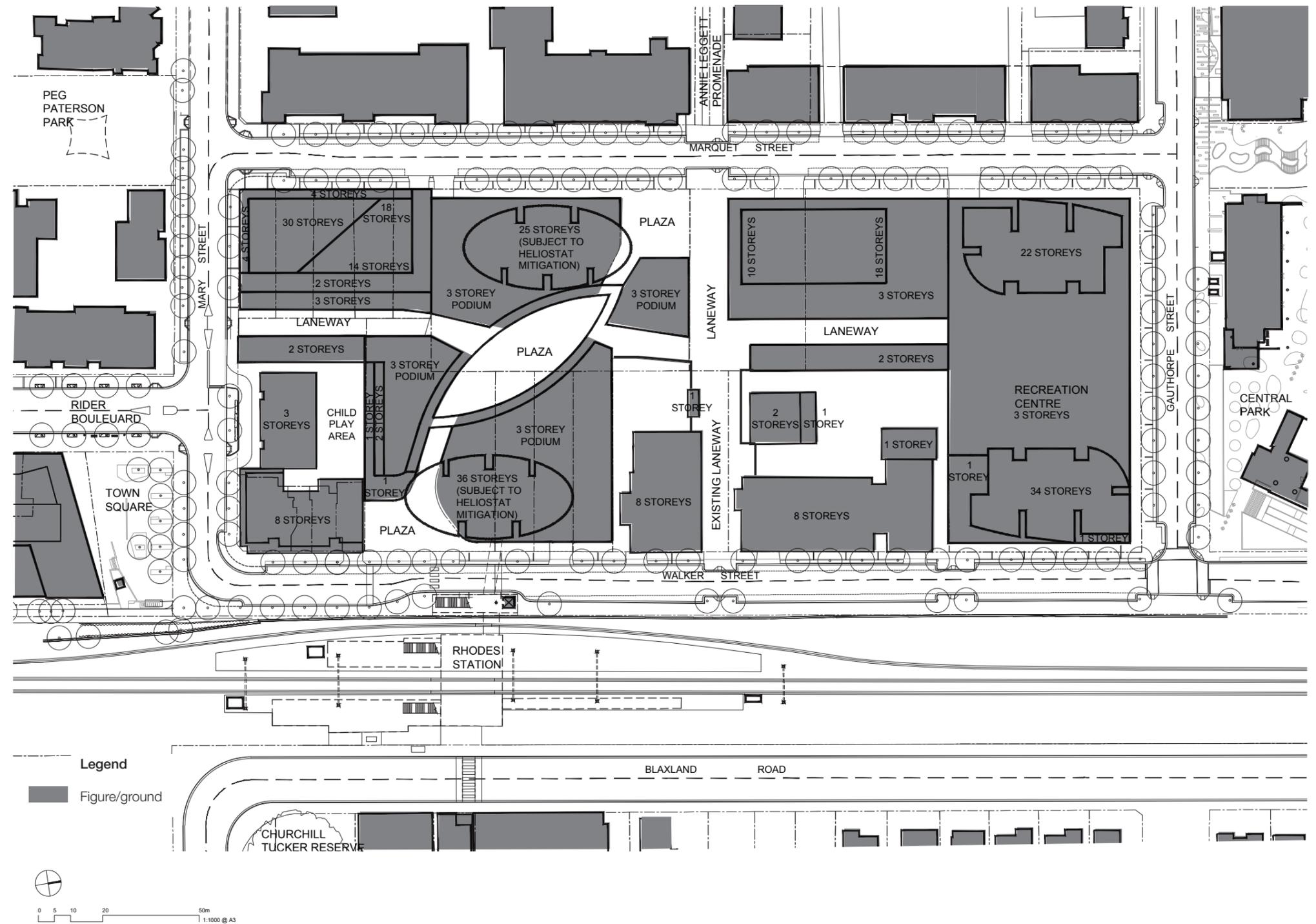


Figure 30: Figure/ground analysis.

# 5.0 Station precinct masterplan

## 5.2 Design/Place Making Rationale

The Masterplan proposes a series of new interconnected urban places. A primary focus is the proposed central ovalar plaza defined by galleries over three retail and commercial levels. Associated secondary plazas, fall along a sweeping 'S' curved through block pathway following the pedestrian desire line. These plazas at the street frontages provide effective smaller scale places, marked by groves of distinctive palm trees, associated with arrival by train and at the mid-block pedestrian junction of Marquet Street and Annie Leggett Promenade. Additional north-south retail laneways connect the Town Square to the new Recreation Centre.

The streets that adjoin the Station Precinct city block are seen as places in their own right, with their own identity and streetscape character. The activity of the Rhodes Station public circulation areas, including the elevated concourse level, the ground level arrival areas, bus interchange, drop off and pick up areas and bicycle facilities are similarly embraced and integrated as part of the public domain experience.

The existing Town Square, and the Recreation Centre, the basement Shopping Centre, Central Park and Peg Paterson Park, are all significant places in, or adjacent to the Station Precinct, and their connectedness one to the other, is an important aim of the Masterplanning.

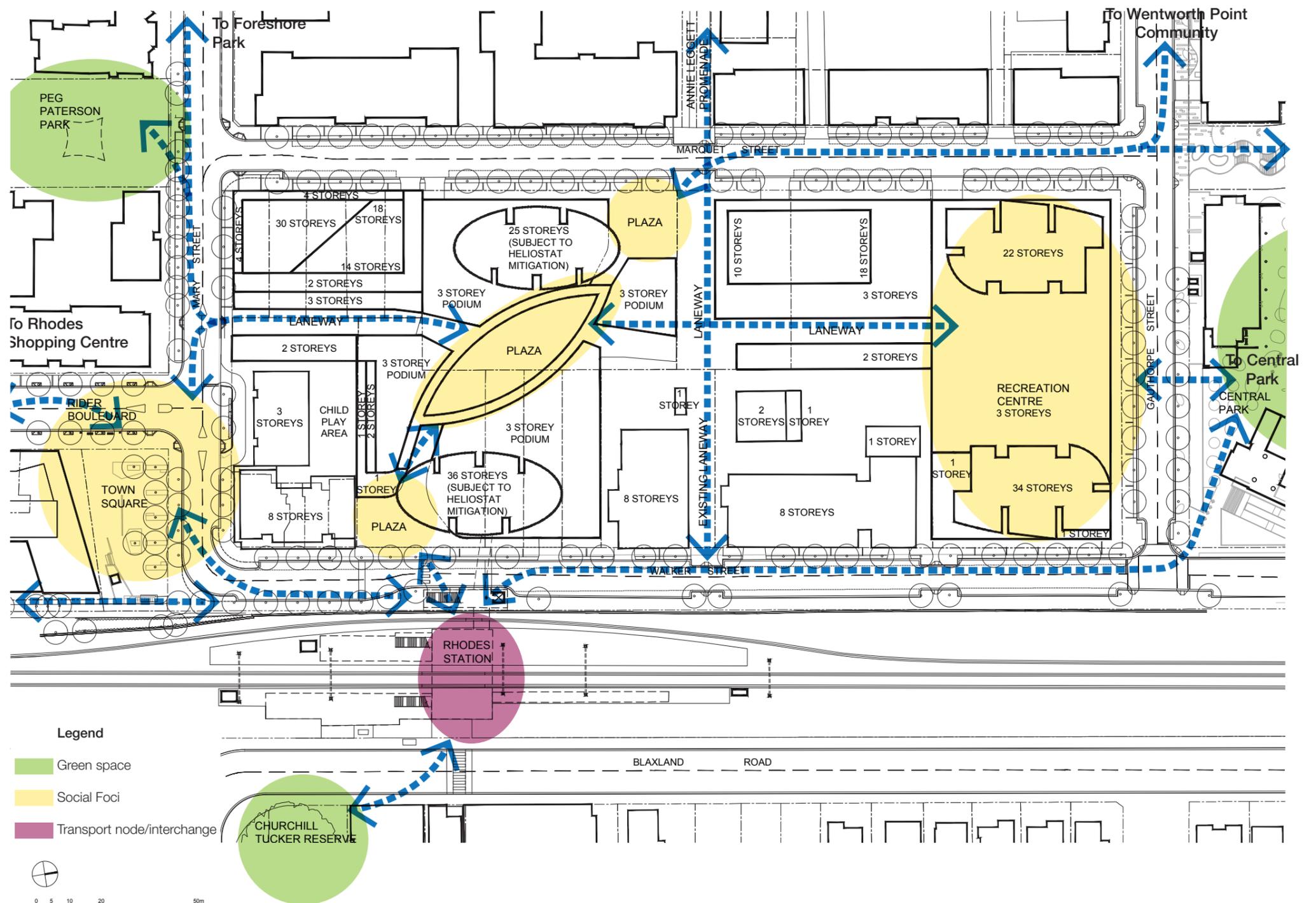


Figure 31: Network of spaces.

# 5.0 Station precinct masterplan

## 5.3 Built form

### 5.3.1 Building typologies and height

The three existing apartment buildings in the precinct are eight storey 'perimeter block' building types – freestanding, yet defining the street frontage and city block corners. Based on urban design studies and the modelling of built form scenarios, including shadow studies, Council has agreed that uplift in height in the Precinct is appropriate.

The Masterplan proposes a new Rhodes West peninsula built form, stepping up from the west with buildings along Shoreline Drive at 6 and 7 storeys, up to existing Marquet Street (west side) buildings of 7 and 8 storeys, and then to a 'tower and podium' building type along the west side of the Station Precinct at variously 22, 25 and 30 storeys, with a final step up to the ridge line, and immediately adjoining Rhodes Station with residential tower buildings of 34 and 36 storeys. The tallest of the buildings is immediately adjacent Rhodes Station, providing the high point of the peninsula built form, and is capped with a halo-like Heliostat structure, potentially providing a distinctive crowning feature for the peninsula.

A stepping up in building height also occurs from south-to-north and north-to-south, with residential towers of 25 storeys recently completed, or in construction, immediately to the north and south of the Station Precinct. The Station Precinct residential tower buildings will complete the stepping up in peninsula built form and provide a fitting skyline when viewed from various vantage points around the bays.

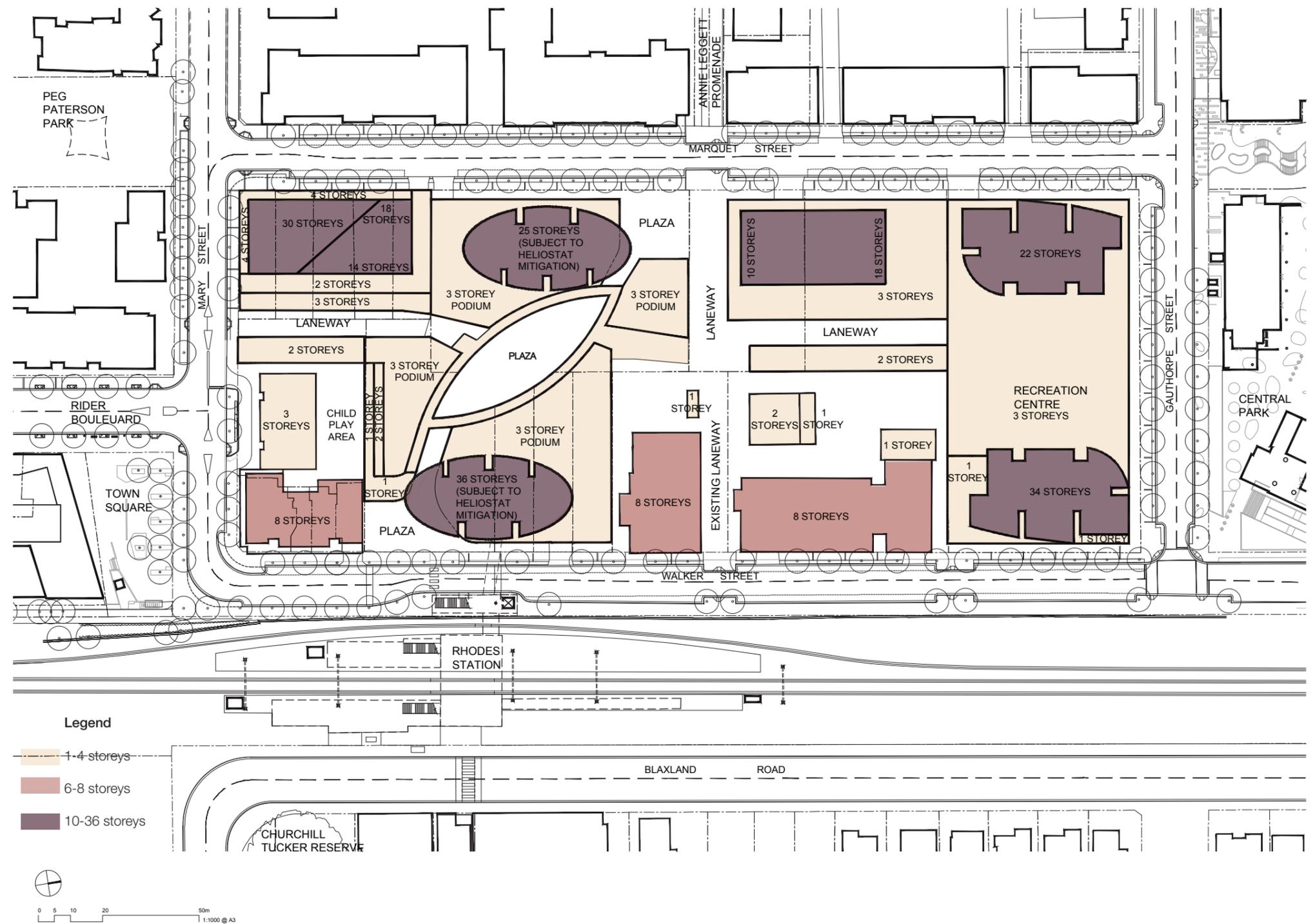


Figure 32: Building heights strategy.

# 5.0 Station precinct masterplan

## 5.3.2 Point tower strategy

A prime consideration of the masterplanning and urban design has been the positioning and shaping of the six residential towers proposed within the Station Precinct. The overall urban built form composition, when the precinct is viewed from surrounding streets, and as an overall skyline, when viewed from surrounding vantage points around the Bays has been an important consideration in the planning of the precinct.

The relationship of one tower to another, particularly in terms of SEPP65 building-to-building setbacks, is important as it will ensure privacy, good access to views, sunlight and ventilation.

The masterplan takes a 'point tower' urban planning approach. This is to avoid an outcome of squat or bulky building forms, or a long 'wall of buildings' that would dominate the skyline and block out sunlight and breezes to surrounding streets, neighbourhoods and to the mid-block.

Slender tower forms are proposed, with a vertical emphasis and architectural proportioning. Residential towers are limited in floor plate area (maximum 1,250m<sup>2</sup> GFA, equivalent to 8 to 10 apartments per floor), to ensure precinct buildings have elegant streamlined tower forms, with reasonable space between towers. The existing eight storey apartment buildings help to open up the upper skyline, introducing opportunities for regional and horizon views at the upper levels and also providing variety in the Station Precinct built form – avoiding a precinct built form with towers of all the same height and expression.



Figure 33: Peninsula built form study.

## 5.0 Station precinct masterplan

### 5.3.3 Building alignment and setbacks

A Podium Articulation Zone applies to all new property frontages within the Station Precinct. The zone provides a balance between effectively defining the adjoining streets with a street wall, and allowing flexibility in architectural expression and allowing opportunity for building articulation and variety along the street frontages. New buildings can be built to the frontages with zero setback or setback a maximum of 4.0m. The street wall may be continuous for up to 45.0m in length, however at this point the building needs to introduce a step or significant recess – to articulate and introduce variety to the street frontage.

### Build-To Line + Minimum Laneway Requirements

A Built-To Line applies a zero setback alignment to critical mid-block laneway and plaza public domain shaping. Minimum dimensions apply to laneway width (8.0m) and minimum oval plaza width (20.0m), and to the depth of key retail uses fronting the laneways (8.0m). The new buildings that define the final section of east-west mid-block laneway, through to Marquet Street, are to align with the buildings on the opposite side of Marquet Street that define the sides of Annie Leggett Promenade.

### Tower Setback Line

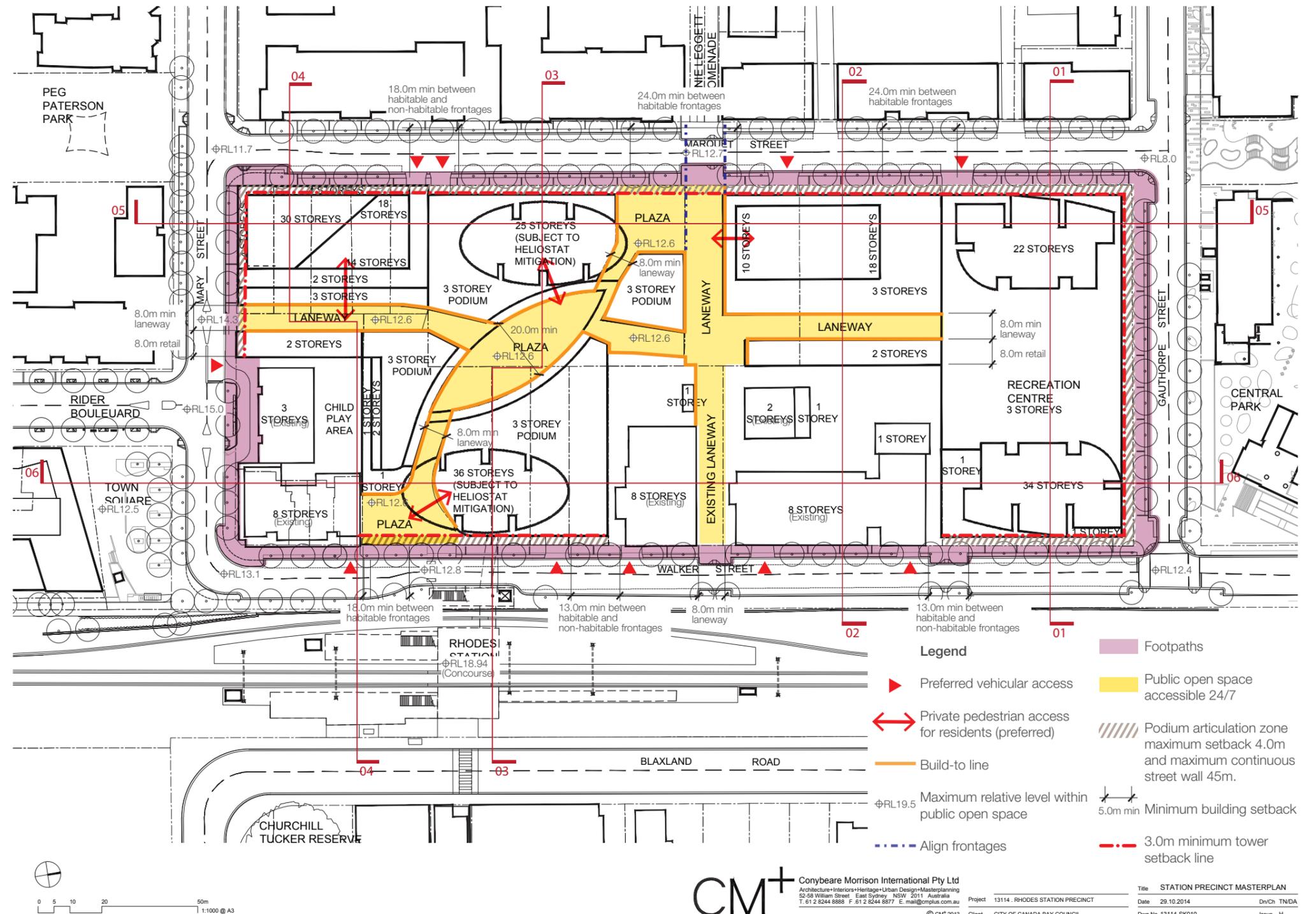
A Tower Setback Line applies to all new property frontages within the Station Precinct. A minimum 3.0m setback for residential tower buildings from the street property boundary is required.

### SEPP 65 Setbacks

Building separation setbacks are required within the Station Precinct, and are based on SEPP 65 setback recommendations relating to building height and frontage type (habitable or non-habitable). The following setbacks apply:

Up to 4 Storeys/12m:

- 12m between habitable rooms/balconies
- 9m between habitable/balconies and non-habitable rooms
- 6m between non-habitable rooms



## 5.0 Station precinct masterplan

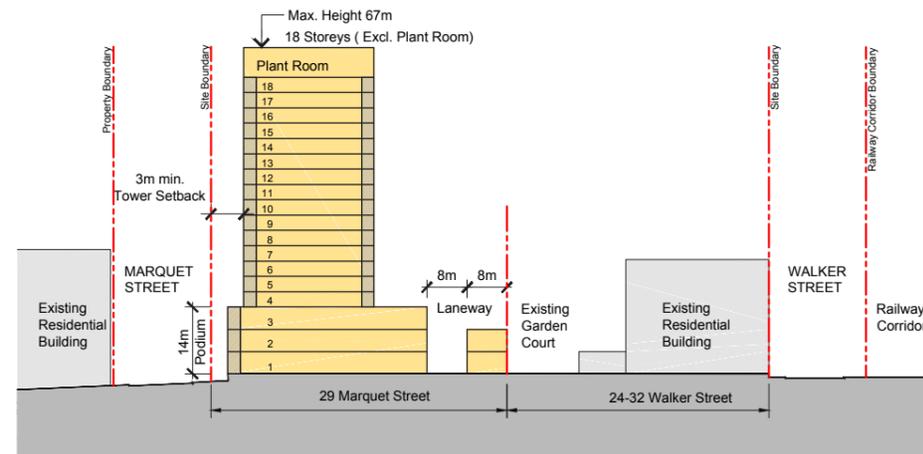
Five to eight storeys/up to 25m:

- 18m between habitable rooms/balconies
- 13m between habitable/balconies and non-habitable rooms
- 9m between non-habitable rooms

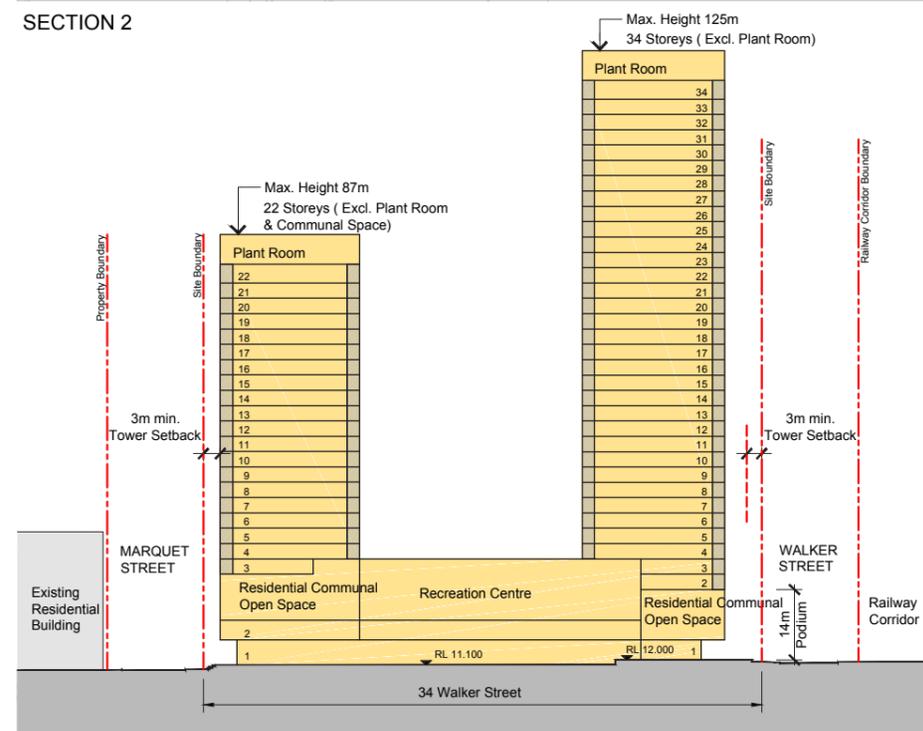
Nine storeys and above/over 25m:

- 24m between habitable rooms/balconies
- 18m between habitable/balconies and non-habitable rooms
- 12m between non-habitable rooms

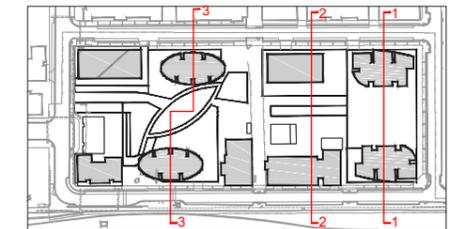
Zero building separation is permitted in situations where there are party walls in a street wall building.



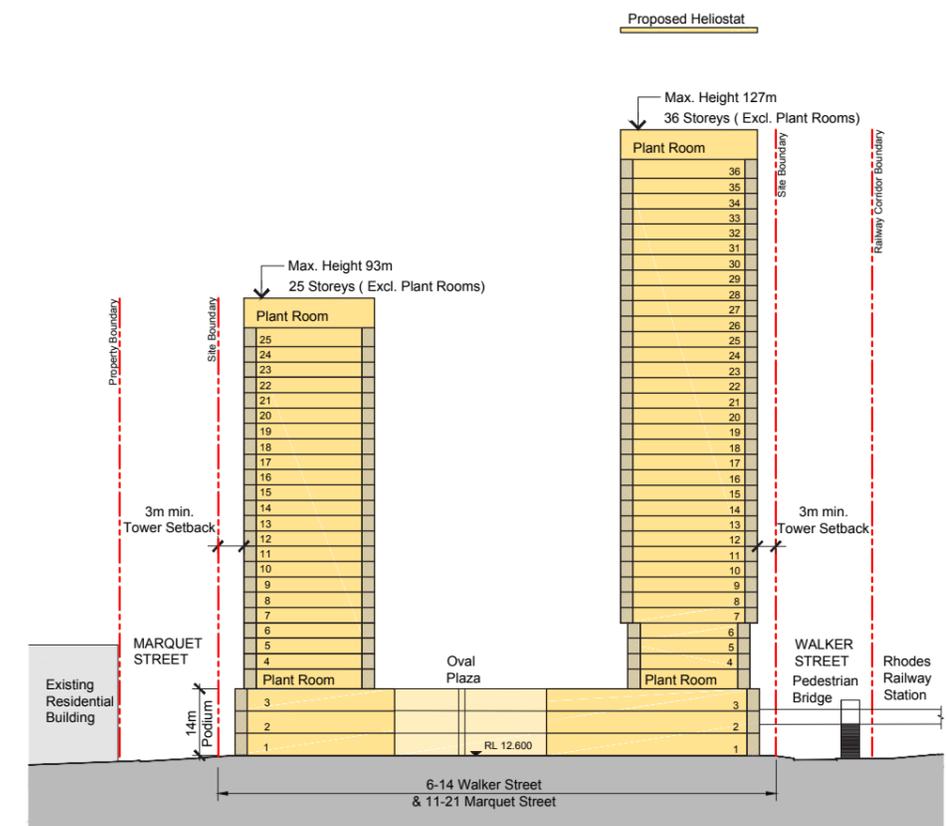
SECTION 2



SECTION 1

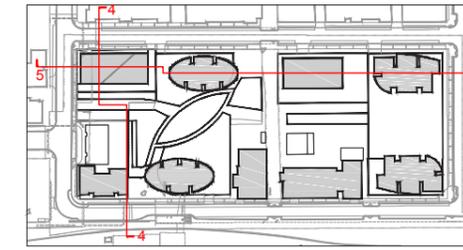
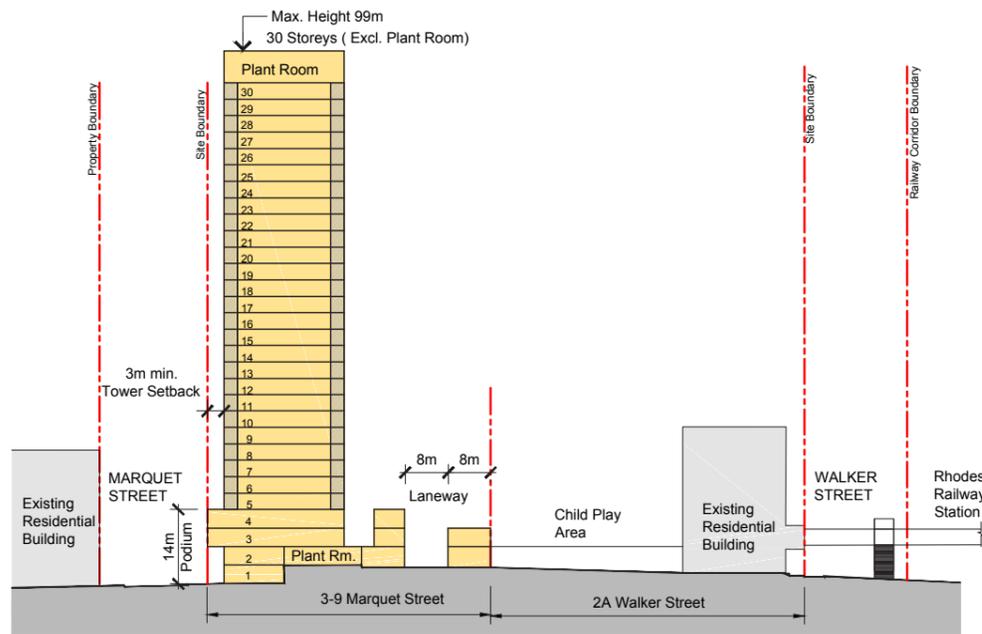


KEY PLAN Scale: NTS

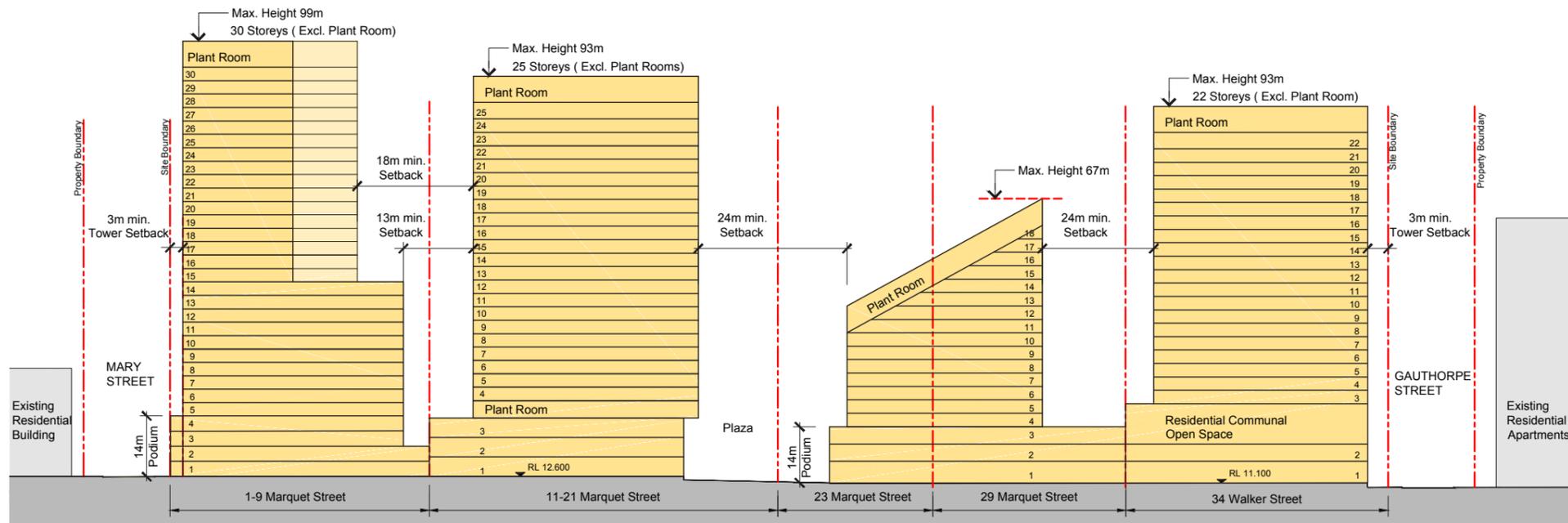


SECTION 3

## 5.0 Station precinct masterplan



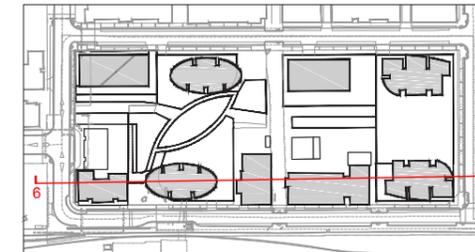
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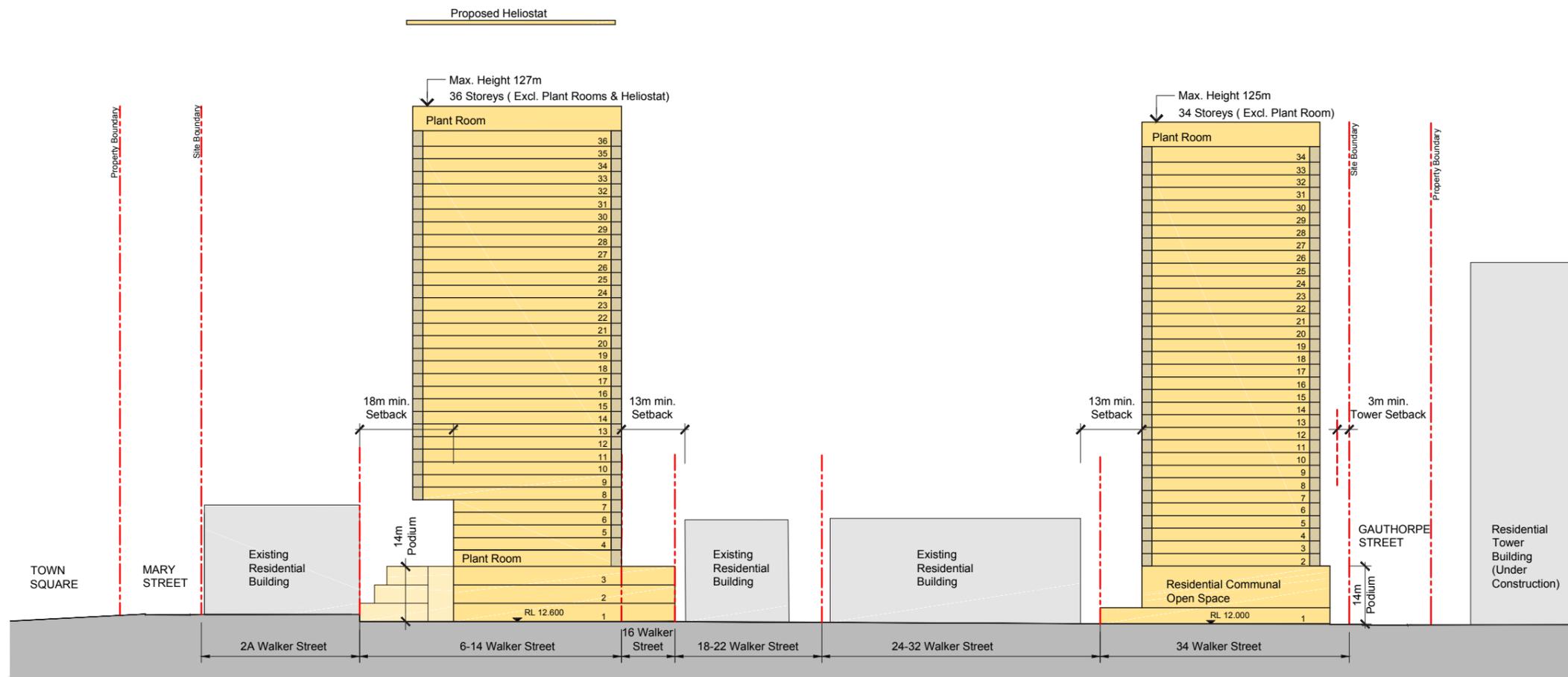
SECTION 5



## 5.0 Station precinct masterplan



KEY PLAN Scale: NTS



SECTION 6



# 5.0 Station precinct masterplan



Figure 34: Station precinct - artist's impression view from northwest.

# 5.0 Station precinct masterplan

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Figure 35: Station precinct - artist's impression view from southwest.

# 5.0 Station precinct masterplan



Figure 36: Station precinct - artist's impression view from southeast.

# 5.0 Station precinct masterplan

## 5.4 Shadow and solar access study

At the Winter Solstice during the hours of Noon, 1pm and 2pm solar access is to be fully protected in the:

- Town Square.

At the Winter Solstice during the hours of Noon, 1pm and 2pm solar access is to be maximised in the:

- Mary Street child care centre outdoor play area.
- Mid-block oval plaza and laneways.

Unmitigated, the proposed heights for the 6-14 Walker Street and the 11-21 Marquet Street residential towers, at 36 and 25 storeys respectively, exceed the solar access plane maximum height criteria, set by Council.

It is proposed to mitigate the potential overshadowing of the Town Square and Mary Street child care facility play area, with the construction of a heliostat at the top of the 6-14 Walker Street residential tower (refer to Section 5.4.1).

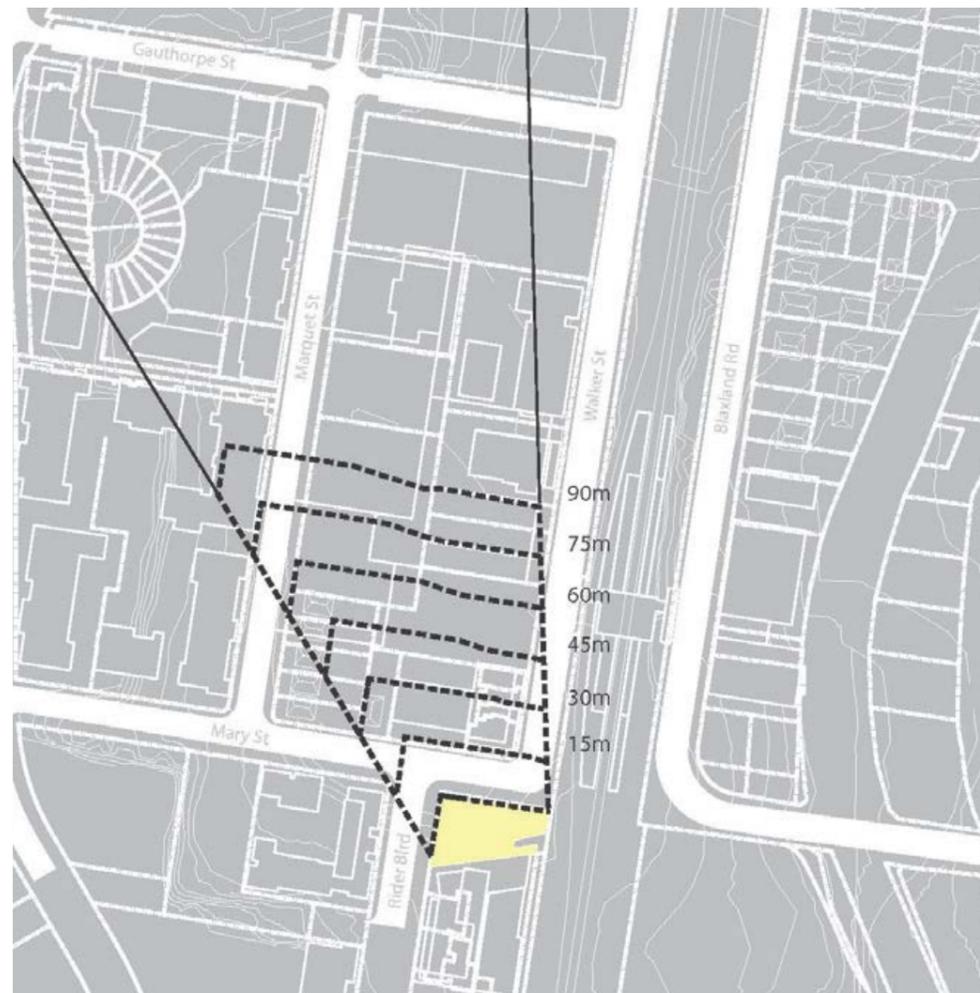


Figure 37: Solar access plane and height contour - town square.

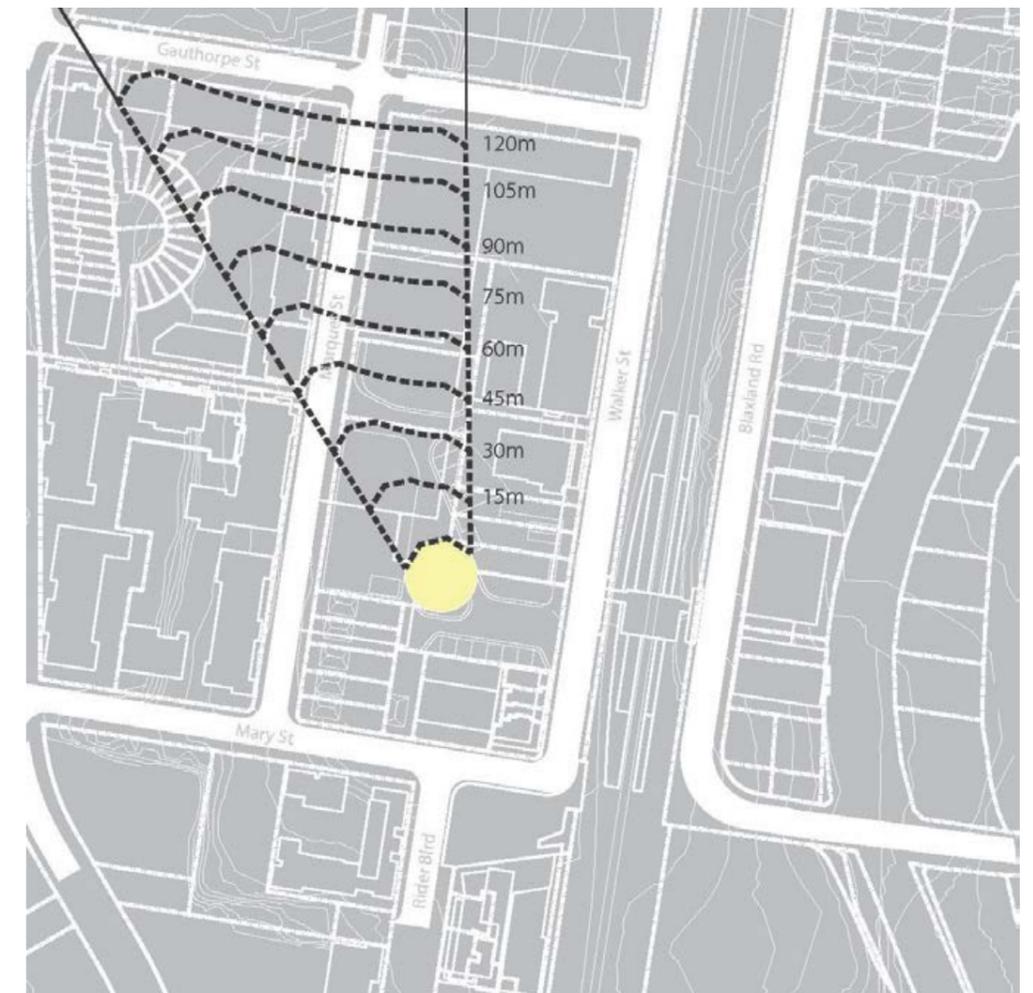


Figure 38: Solar access plane and height contour - mid block plaza and laneways.

## 5.0 Station precinct masterplan

### Shadow study

The station precinct buildings have been computer modelled and a shadow study undertaken to assess overshadowing impacts on properties and key public spaces. These images illustrate the impacts **without** mitigation from a heliostat.



Figure 39: Winter solstice - Noon.



Figure 40: Winter solstice - 1pm.



Figure 41: Winter solstice - 2pm.

# 5.0 Station precinct masterplan

## 5.4.1 Heliostat proposal

This tallest residential tower is capped with a 'halo-like' Heliostat structure, providing a distinctive crowning feature for the peninsula. A heliostat (from helios, the Greek word for sun, and stat, as in stationary) is a device that includes a series of mirrors, which continuously turn so as to keep reflecting sunlight toward a predetermined target, compensating for the sun's apparent motions in the sky.

In this case two sets of mirrors are proposed, one fixed and the other constantly moving by tracking motors, to reflect sunlight to public domain areas – in this case the Town Square, mid-block plaza and to the outdoor child play area of the Mary Street child care centre. These areas would otherwise be overshadowed by the proposed residential tower buildings at Winter Solstice.

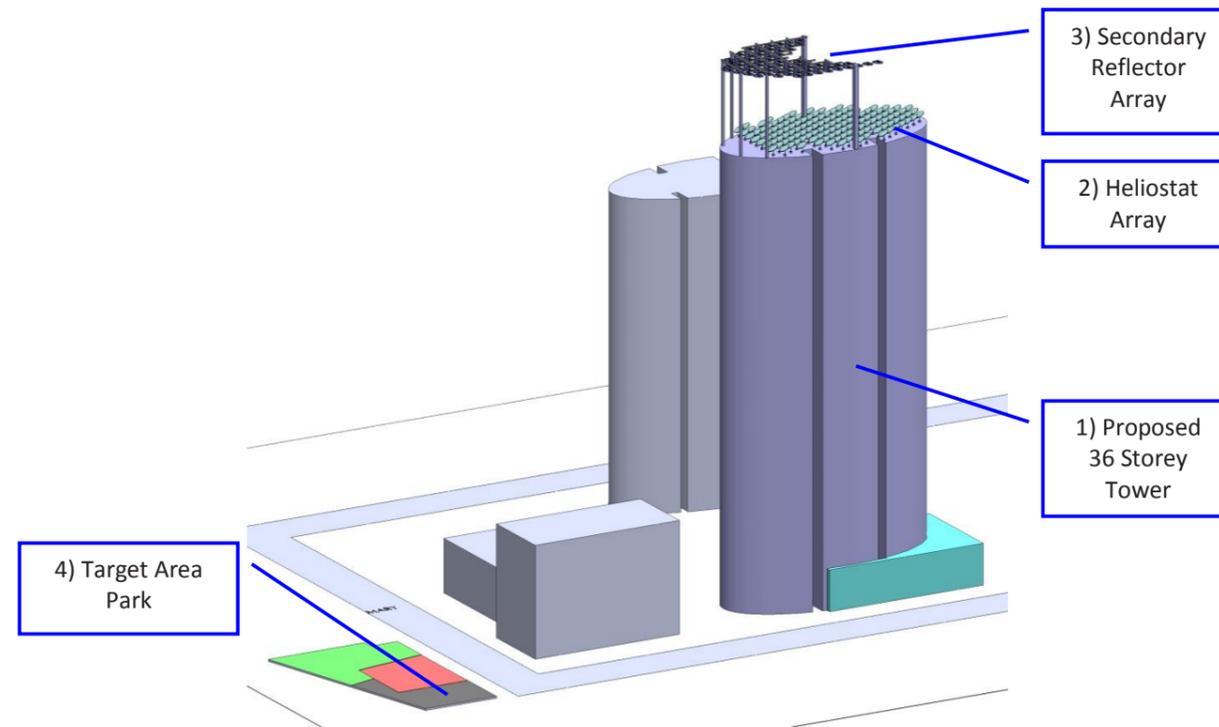


Figure 42: Heliostat components.

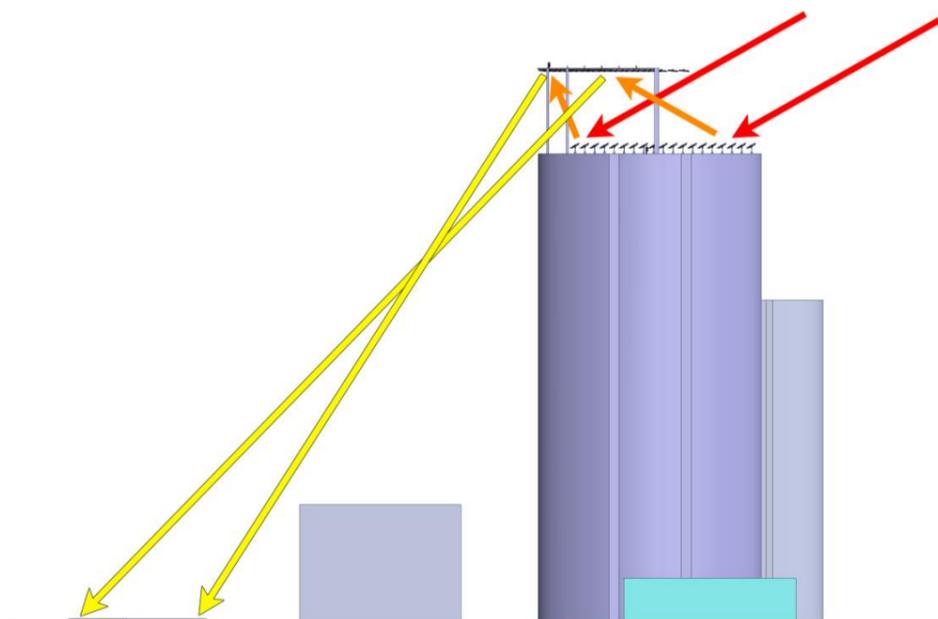


Figure 43: Heliostat sunlight re-direction principle.

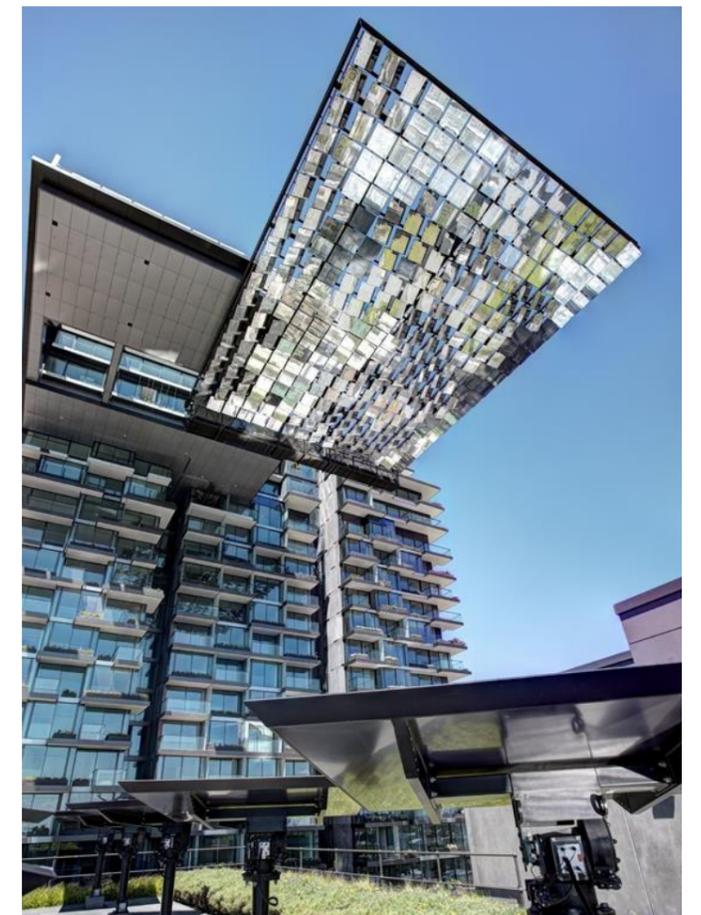


Figure 44: Central Park heliostat array (foreground) and secondary array (top).

# 5.0 Station precinct masterplan

## 5.4.2 Area schedule

The Masterplan sets a Gross Floor Area (GFA) and Floor Space Ratio (FSR) for each property within the Station Precinct. The adjoining table identifies Site Area, existing FSR and GFA allowed under CLEP 2013, and the FSR and GFA uplift proposed under the Masterplan and negotiated under the VPA process.

Property	Site Area (subject to survey)	CLEP (2013)		Gateway Dec 13		Revised Planning Proposal (Nov 2014)			
		Max GFA	FSR	Max GFA/ Height	FSR	Proposed GFA/ height	FSR	GFA Split	Residential Uplift <sup>2</sup>
6-14 Walker St	4,018	7,072	1.76	24,304 29 storeys	(6.2) <sup>1</sup>	37,288 36 storeys+helio	9.28:1	Res - 28,067 Ret - 5,500 Base - 2,500 Com - 2,200	21,134
34 Walker St	6,807	11,980	1.76	52,122 25-30 storeys	7.7	50,165 22-34 storeys	7.44	Res - 40,760 Ret - 870 Leisure - 8,500	28,902
11-21 Marquet St	4,546	8,001	1.76	27,240 19 storeys	6.0	25,207 25 storeys	5.55	Res - 12,916 Ret - 3,900 Base - 1,300 Hotel - 5,000	9,900 (includes hotel)
23 Marquet St	2,037	3,585	1.76	9,338 10 storeys	4.6	9,272 10 storeys	4.56	Res - 6,872 Ret - 1,200 Com - 1,200	3,306
<b>Sub total BB*</b>	<b>17,408</b>	<b>30,638</b>		<b>117344</b>		<b>121,932</b>		<b>Res 88,615</b> <b>Ret/Com 18,670</b> <b>Leisure 8,500</b> <b>Hotel 5,000</b> <b>120,785</b>	<b>62,977</b>
3-9 Marquet St and 4 Mary St (Hossa)	2,476	4,357	1.76	N/A		16,101	6.5	Res - 14500 Ret - 1600	10,143
1 Marquet St <sup>3</sup> (B1 Group)	457	804	1.76	N/A		2,970	<b>6.5</b>	Res - 2670 Non-Res - 300	2,166
<b>Sub Total</b>	<b>2,933</b>	<b>5,161</b>						<b>19,070</b>	<b>12,309</b>
<b>TOTAL (BB, Hossa &amp; B1 Group)</b>	<b>20,341</b>	<b>35,799</b>				<b>141,003</b>		<b>139,855</b>	<b>75,286</b>

1. FSR amended to reflect site area reduction due to exclusion of 16 Walker Street from site area.
2. Calculated as additional residential GFA used for the purposes of residential accommodation, hotel or serviced apartments less the amount of GFA permitted under CLEP 2013 prior to the instrument amendment as a result of this planning proposal.
3. It has been assumed that the 'Tony Owen' designed building for the Hossa site will be extended over No 1 Marquet St and the estimated GFA calculations and residential to non-residential ratios reflect this larger building footprint.

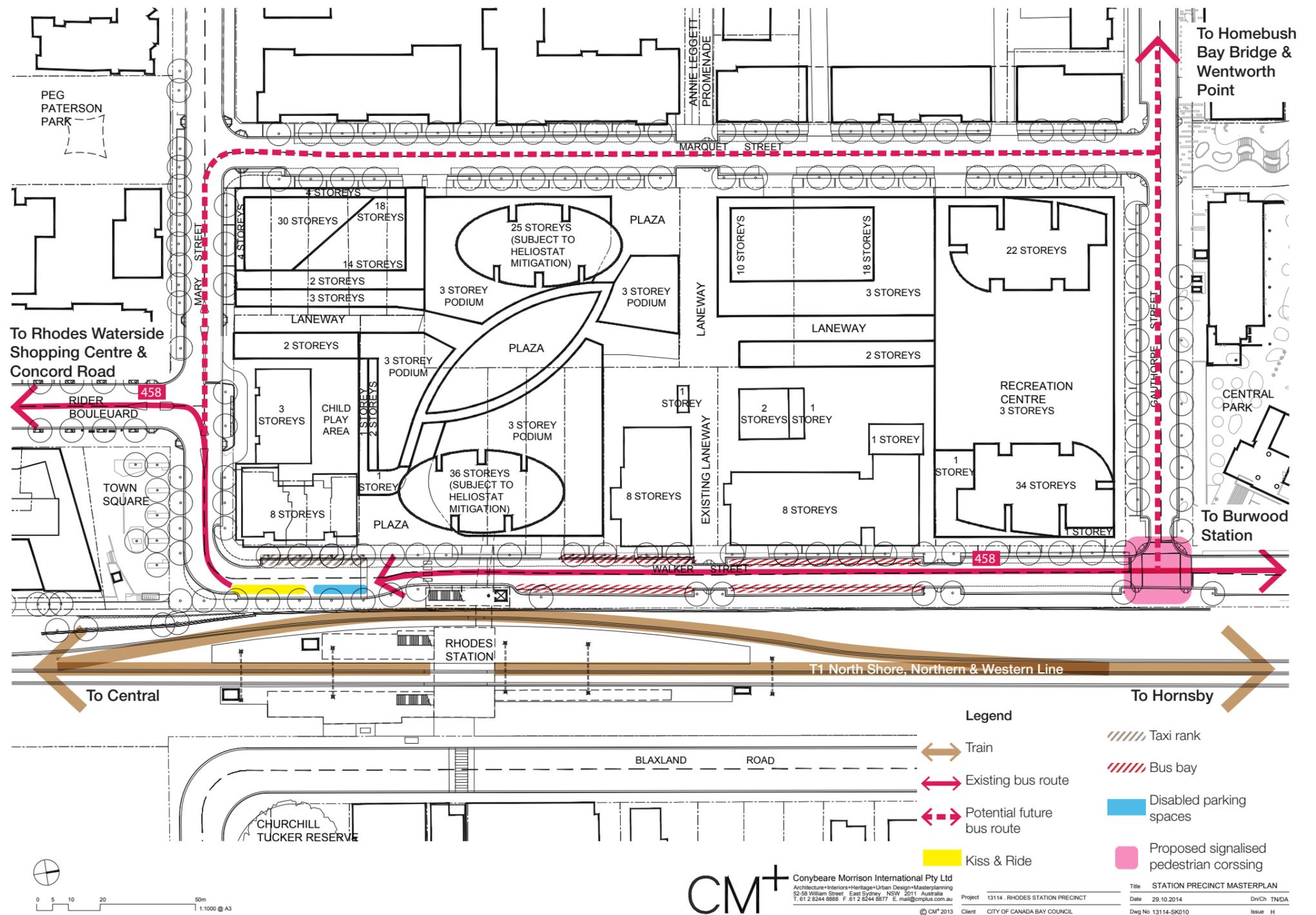
# 5.0 Station precinct masterplan

## 5.5 Movement

### 5.5.1 Public Transport

The Station Precinct benefits from its close proximity, adjacent to Rhodes Station. An existing at-grade 'zebra' pedestrian crossing provides a safe crossing to the station. Whilst ground level pedestrian access should be prioritised, in the future there is the potential to directly connect the precinct to the station concourse at the upper level with a pedestrian bridge over Walker Street. Metropolitan train services connect from here to the Sydney CBD and to cities and major centres, via the North Shore, Northern and Western Lines. Rhodes is an accessible station with lift access provided. A taxi rank, kiss-and-ride drop off-pick up bay and disabled parking spaces will be provided near to station access.

Bus services are projected to increase following completion of the Homebush Bay Bridge, linking Wentworth Point and its planned ultimate population of 25,000 residents, to the Rhodes peninsula. The current route along Rider Boulevard and Walker Street will be supplemented with a new route along Marquet Street and Gauthorpe Street. The existing bus bays will be relocated and expanded to accommodate the projected increased in patronage. Bus shelters or building awnings, ideally linking to the station, should be provided for weather protection for users of bus services.



# 5.0 Station precinct masterplan

## 5.5.2 Pedestrian and cycle strategy

The primary pedestrian desire lines originate from Rhodes Station to connect up to key destinations on the West Rhodes peninsula – this includes movements south to Rhodes Waterside Shopping Centre, diagonally northwest across the Station Precinct to Marquet Street – linking up with Annie Leggett Promenade and Gauthorpe Street that link to the proposed Homebush Bay Bridge, The Connection community facility and to the parks along the foreshore, and north to the northern residential community of the Rhodes peninsula.

## 5.5.3 Vehicular, Service + Parking

In the majority of cases vehicular and servicing access is restricted to the Station Precinct perimeter streets, to allow for a safe pedestrian prioritised network of mid-block laneways and plazas. The primary distributor road for the Rhodes west peninsula is Rider Boulevard and Walker Street. Major truck and service vehicle access to the Station Precinct basements are preferred from these roads, subject to more detailed assessments regarding movements around the station. Otherwise vehicular entry points to the Station Precinct development is spread out evenly around the surrounding streets, and set back from street corners for safety.

Emergency vehicle access to the mid-block via one or other of the laneways is to be provided. Generally a 4.0m clear route is acceptable – subject to Fire and Ambulance authority agreement. Regular, out of hours delivery may also be possible, however would be subject to strict requirements and supervision. Arrangements for special events, such as markets would have similar requirements.

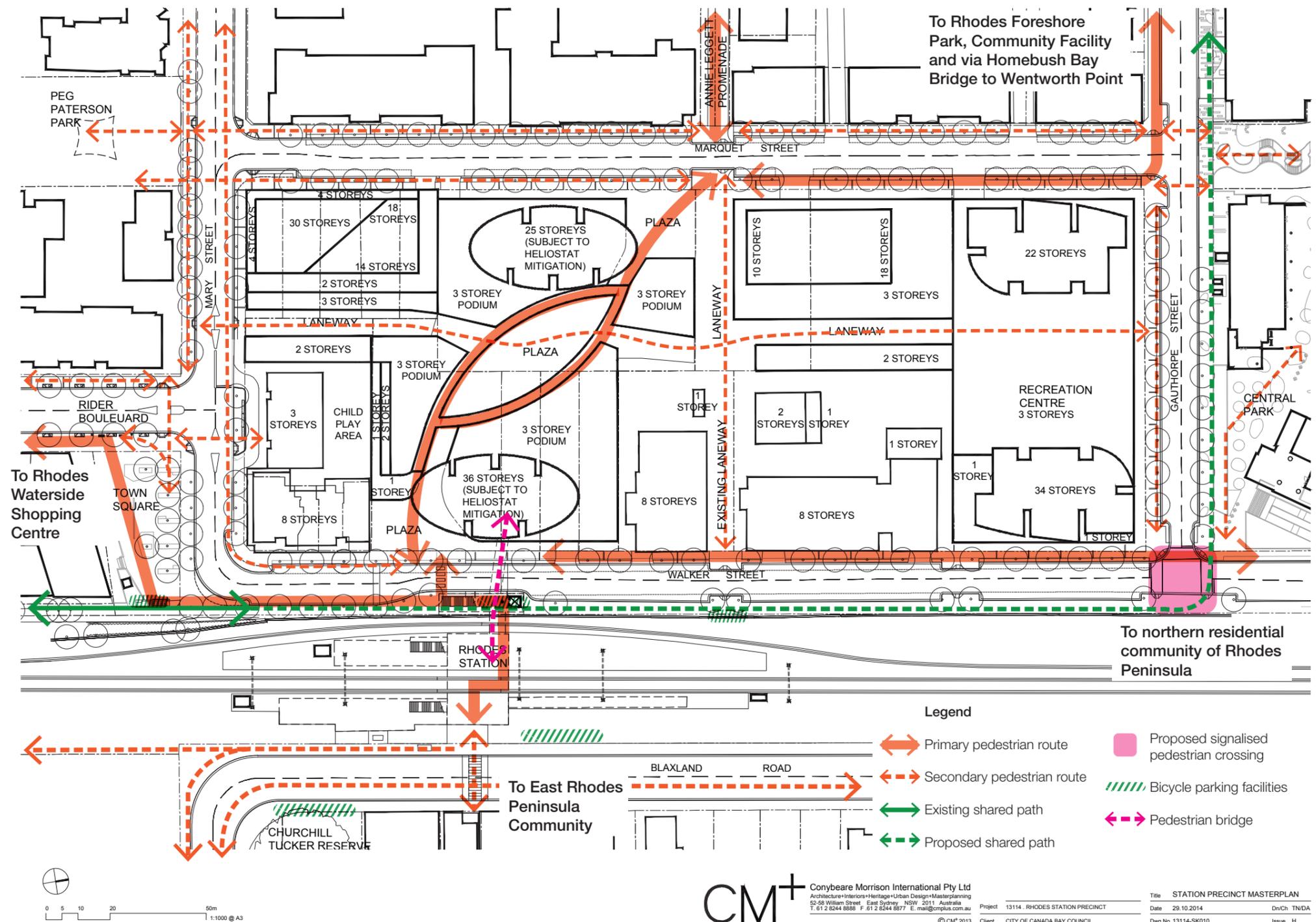


Figure 46: Pedestrian network.

## 5.0 Station precinct masterplan

### 5.6. Public Domain Principles

The urban and landscape design of the Station Precinct is guided by the following Public Domain Principles:

- Provide a raised threshold pedestrian crossing to the Station Precinct, at Rhodes Station, across Walker Street, and at the mid-point, across Marquet Street, to Annie Leggett Promenade.
- Provide generous through site pedestrian links with tree planting arranged to maximise views into the block, taking account of access and safety considerations.
- Wherever possible provide active edges along all pedestrian passageways and around plazas.
- Central Oval Plaza – opportunity for a flexible, simple and uncluttered space, with minimal and carefully chosen landscape. A focus for cafes, small daytime events, community activities and temporary markets.
- Opportunity to integrate a water feature within the Station Precinct plazas.
- Provide new street trees in surrounding streets – Gauthorpe, Marquet, Mary and Walker Streets.
- Celebrate the Walker Street and Marquet Street entry plazas to the precinct with groves of distinctive palm trees.
- Integrate public art and feature lighting into the public domain – opportunities include embedded artwork in the paving, as a focus in the entry plazas, and in the central oval plaza – to entice pedestrians to the heart of the precinct.
- Integrate sustainability and WSUD initiatives in the public domain.
- Integrate the Station Precinct paving, furniture, lighting and materials and finishes seamlessly with the adjoining Rhodes Peninsula public domain.

### 5.6.1 Public domain plan

The adjoining plan illustrates the public domain concept for the Station Precinct.



## 5.0 Station precinct masterplan

### 5.6.2 Public domain elements

A coordinated palette of public domain elements are envisaged, comprising:

- Mid-block plazas + laneway elements
- Building interface/micro-climate
- Landscape
- Paving
- Lighting
- Street furniture
- Public art
- Materials + finishes



Figure 47: Building interface and micro-climate.



Figure 48: Paving.



Figure 49: Lighting.

## 5.0 Station precinct masterplan



Figure 50: Lighting.



Figure 51: Street furniture.



Figure 52: Street furniture.

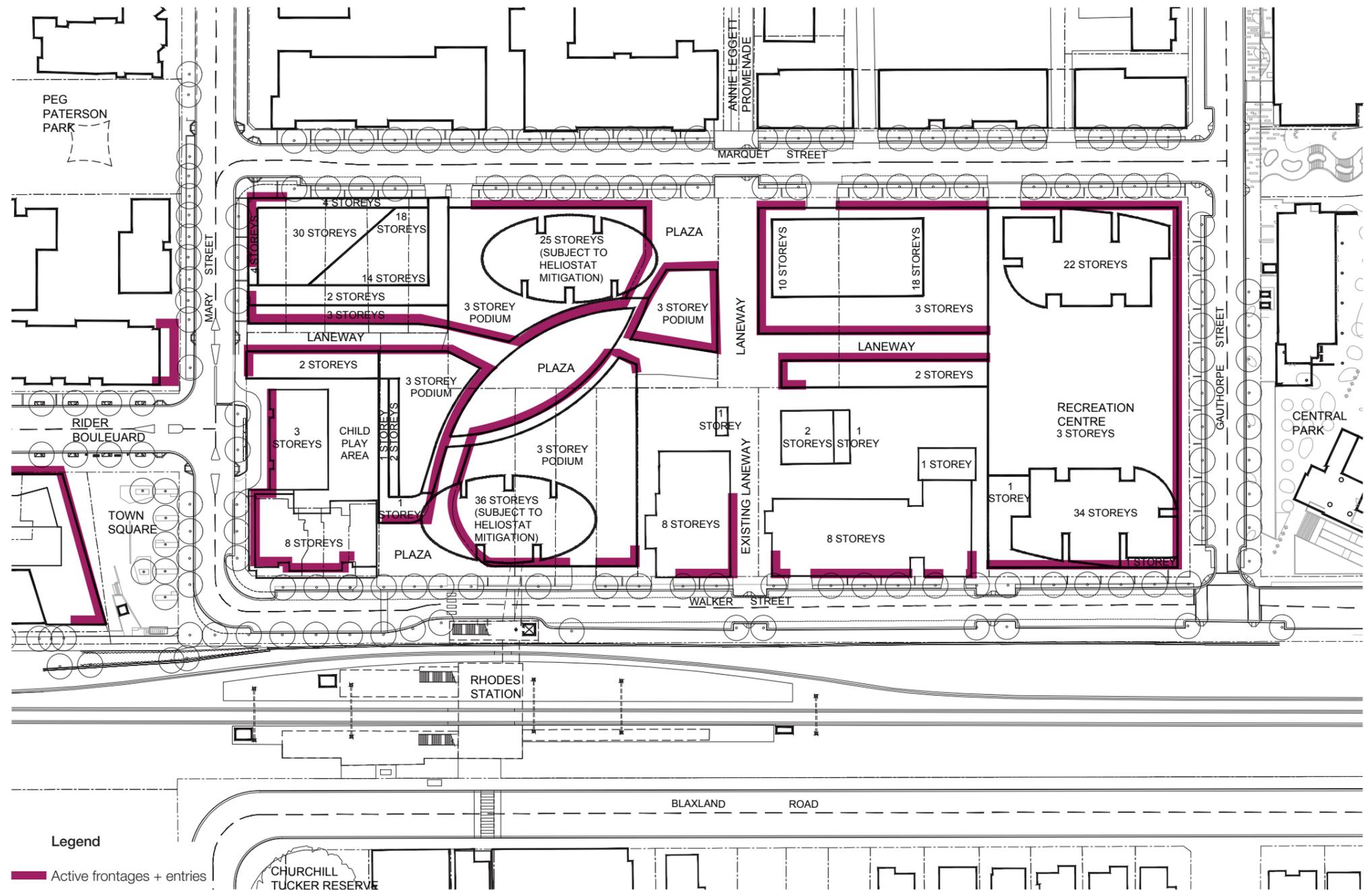


Figure 53: Materials and finishes.

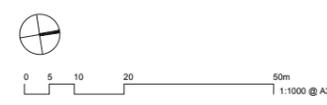
## 6.0 Implementation

### 6.1 Active frontages and entries

Active frontages required within the station precinct are illustrated in the adjoining diagram.



**Legend**  
 Active frontages + entries



**CM<sup>+</sup>** Conybeare Morrison International Pty Ltd  
 Architecture+Interiors+Heritage+Urban Design+Masterplanning  
 52-58 William Street East Sydney NSW 2011 Australia  
 T: 61 2 8244 8888 F: 61 2 8244 8877 E: mail@cmplus.com.au

Project	13114. RHODES STATION PRECINCT	Title	STATION PRECINCT MASTERPLAN
Date	29.10.2014	Client	CITY OF CANANDA BAY COUNCIL
Dwg No	13114-SK010	Issue	H

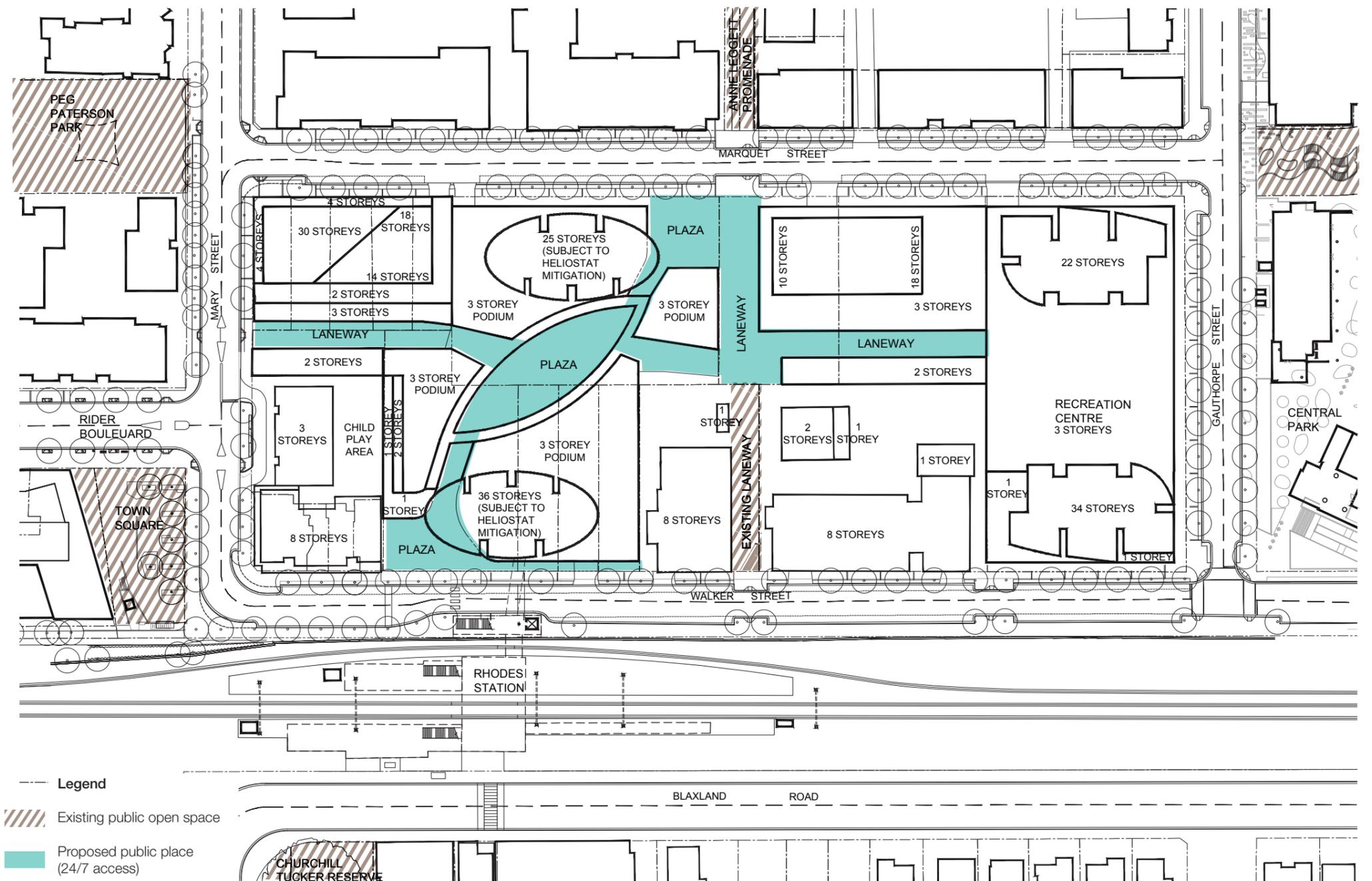
## 6.0 Implementation

### 6.2 Dedications/strata ownership - public domain

Existing public places within and around the Station Precinct include:

- Town Square
- Peg Paterson Park
- Annie Leggett Promenade
- Central Park

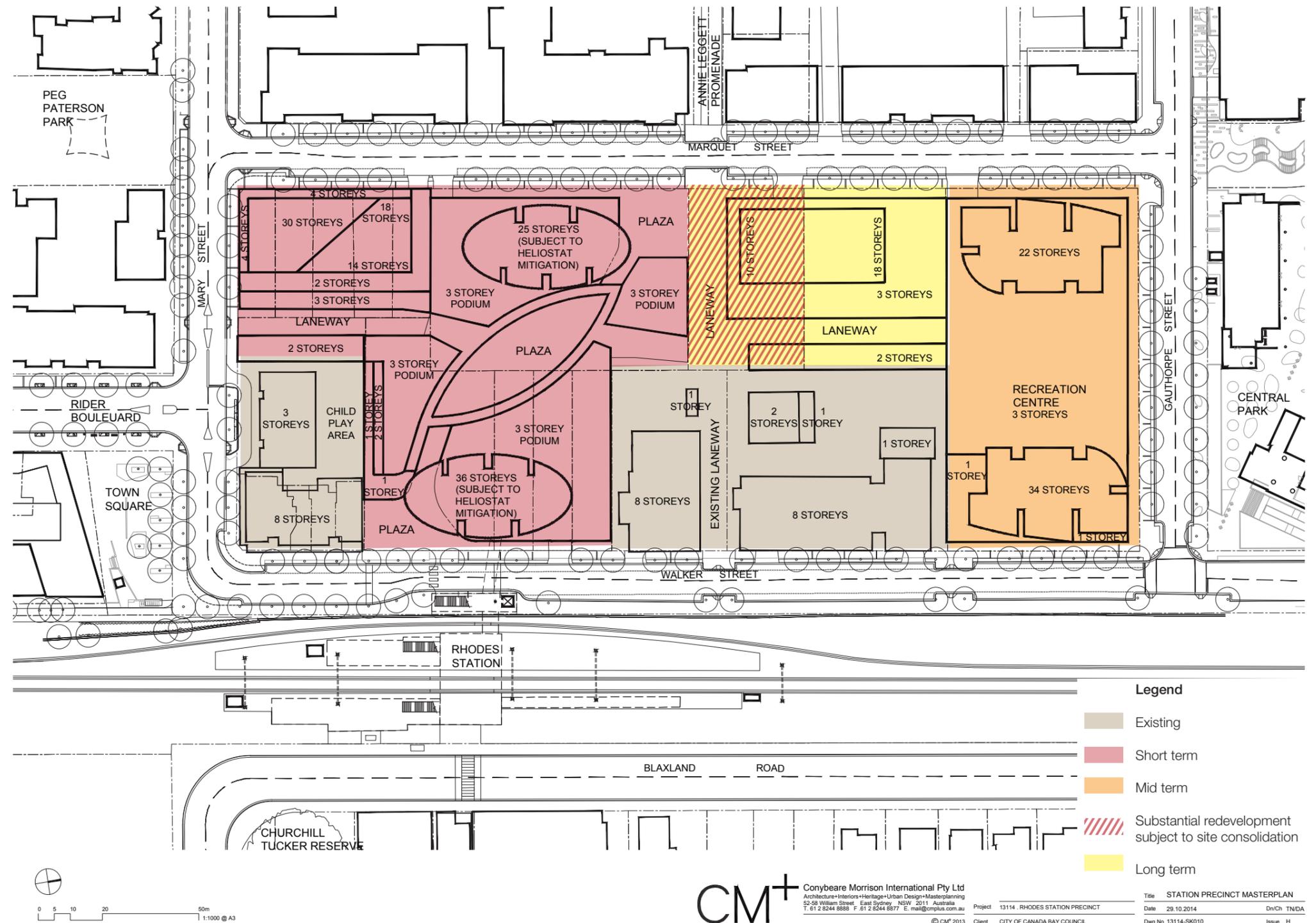
The Market Laneways and Central Plaza – the public places proposed within the Station Precinct block, will be owned and the responsibility of a legal stratum associated with the podium retail functions and also possibly the residential apartment building strata agreement. The agreement negotiated with Council will require these public places to be accessible 24 hours per day, 7 days per week.



## 6.0 Implementation

### 6.3 Staging strategy

The redevelopment of the Station Precinct will take up to 10 years to be finally realised and will occur over a number of stages, as the two main developers involved, manage project financing, business cash flow, progressive sales and construction phases. The envisaged roll out of projects over the short, mid and long term is illustrated in the adjoining diagram.



## Appendices

Appendix 1  
Development proposals - Billgergia proposal

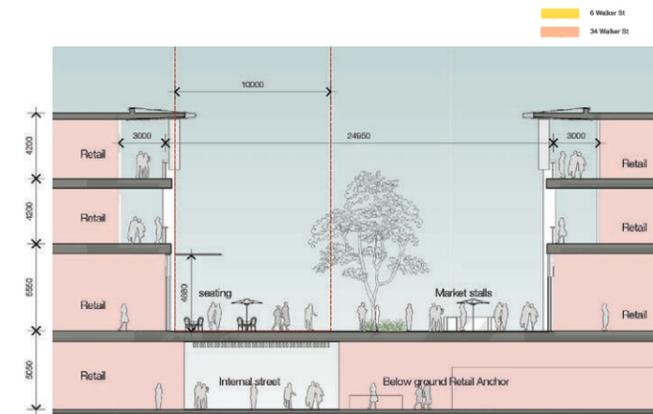
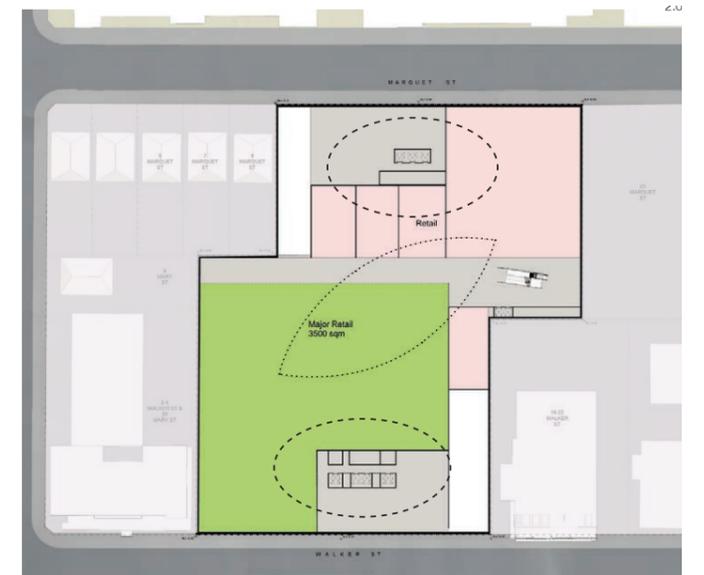
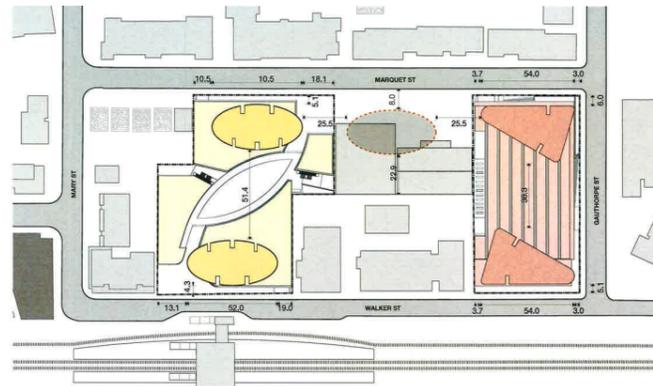


Figure 54: Billgergia Group Development Proposals (April, May and July 2014)

## Appendices

### Appendix 2

#### Development proposals - Hossa proposal

**Note**

1 Marquet Street has recently been purchased and now forms part of the proposed development site. The residential tower design may therefore be modified with the footprint extending further to the south, whilst maintaining sunlight to the Town Square, as required by Council.

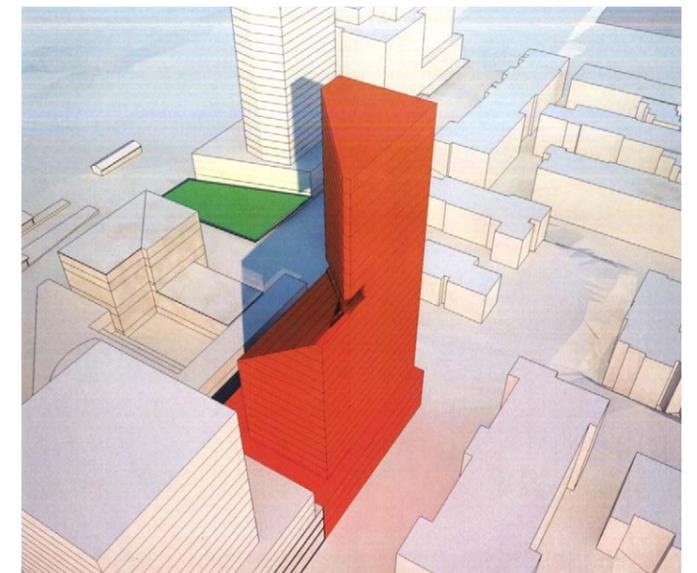
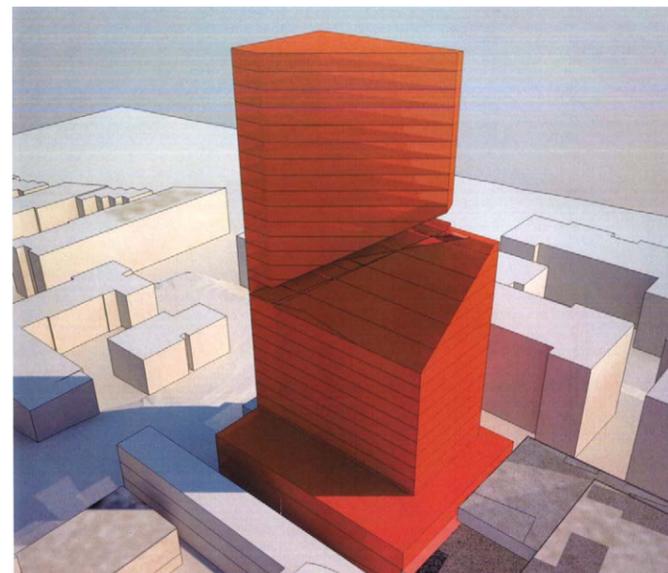
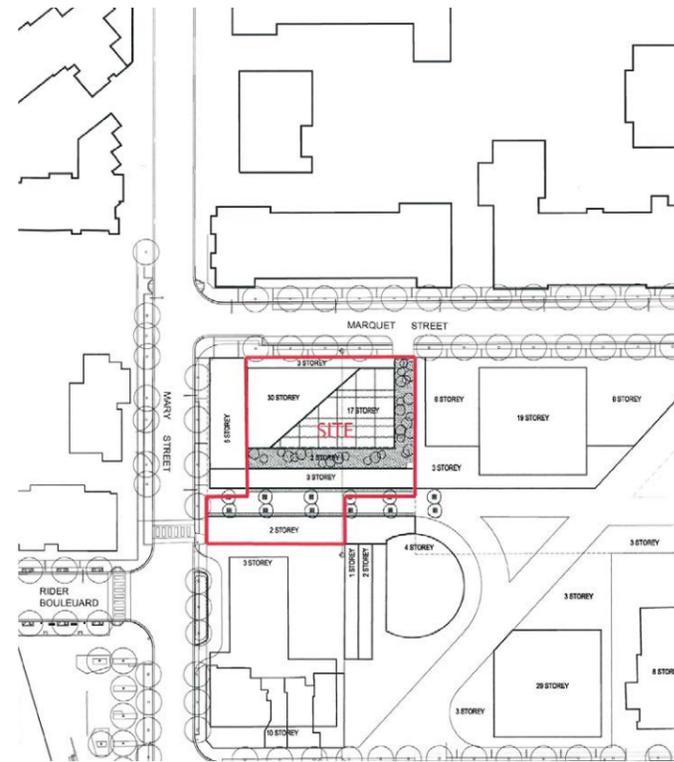


Figure 55: Hossa Group Development Proposal (January 2014)