

2010 Rockdale City Urban Strategy



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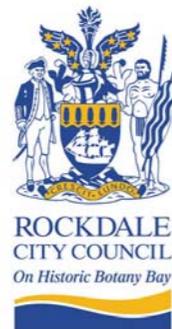
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Rockdale City Urban Strategy
2010

Prepared by Rockdale Council Urban Strategy Team

Overview

The Urban Strategy for the City of Rockdale provides the basis for the future direction and planning of the City's urban and natural environment.

The Urban Strategy outlines the principles which have informed the planning decisions made in the preparation of the Draft Rockdale Local Environmental Plan (LEP) 2011 and Draft Rockdale Development Control Plan (DCP) 2011. These two documents are the first stage in providing a thorough and contemporary planning framework for the City.

The Urban Strategy identifies the planning priorities which will be the focus of future planning aimed at improving the quality and character of the City.

Principles

The following principles underpin the preparation of draft LEP 2011 and draft DCP 2011

- Promote opportunities for sustainable transport and minimise the need to travel
- Retain the low density character of suburban areas
- Improve residential amenity by improving the variety and quality of new housing
- Revitalise villages and neighbourhoods
- Enhance the major centres of Rockdale and Brighton Le Sands
- Ensure opportunities for future employment and growth
- Encourage active and passive recreation and recognise the City's natural assets

Metropolitan Context

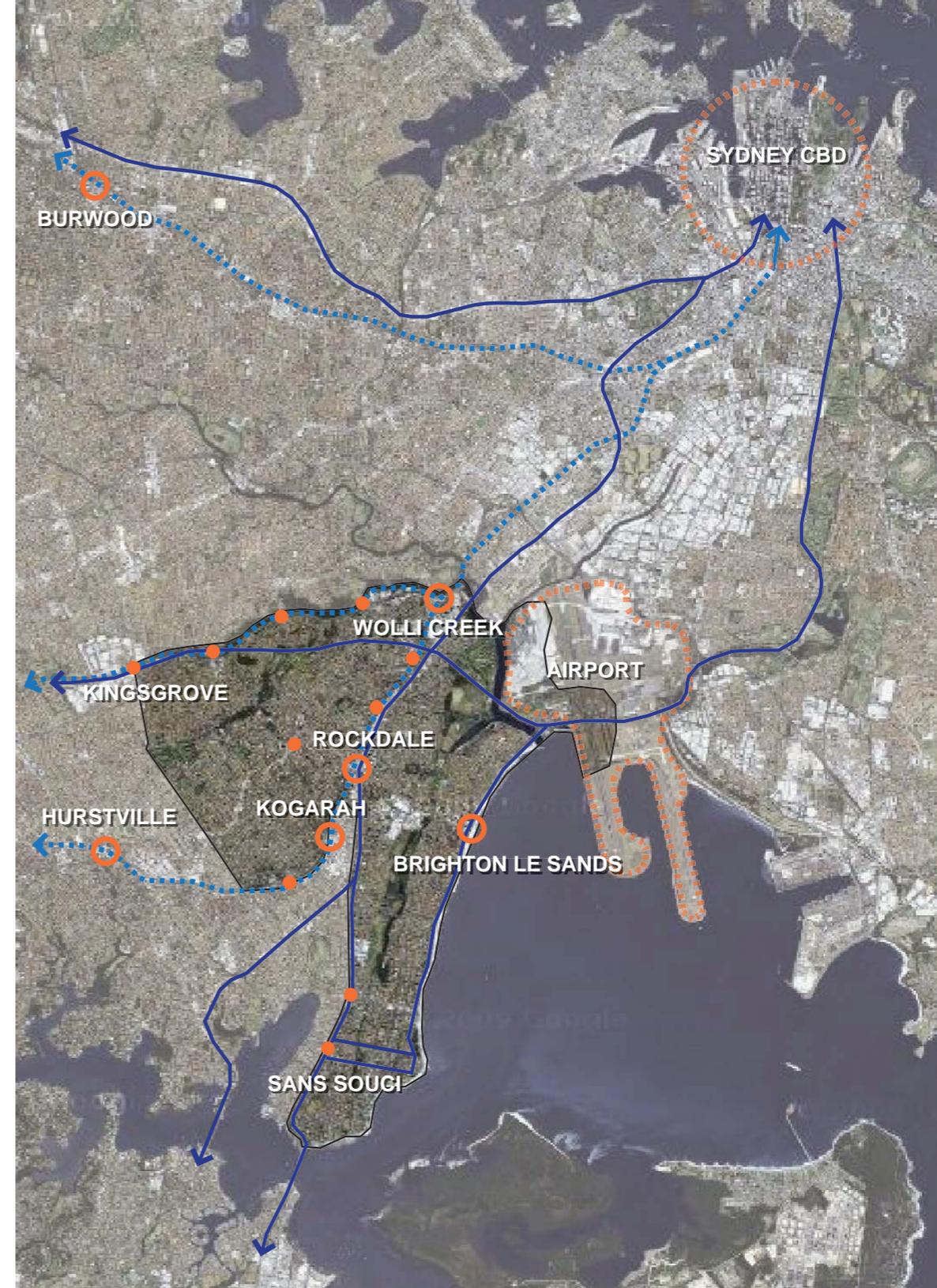
The City of Rockdale is located on the shores of Botany Bay, ten kilometres south of the Sydney CBD.

The City is served with excellent transport connections provided by two railway lines, multiple bus routes and major roads including the M5 East, Princes Highway and General Holmes Drive.

Under the Sydney Metropolitan Strategy, Rockdale sits within the South Subregion, which includes the following major centres and functions:

- Hurstville: retail and office
- Kogarah: medical and office
- Sydney Airport: airline operations, retail, office and logistics.

Rockdale City's share of the South Subregion's growth target is currently 7,000 dwellings and 13,000 jobs. The draft City LEP 2011 provides adequate capacity to achieve these targets.



Urban Strategy

Enhance the City's primary centres of **Rockdale and Brighton Le Sands** to create vibrant centres with improved linkage along Bay Street.



Foster the growth of the emerging town centre at **Wolli Creek** which will accommodate much of the City's future population growth, and form a northern gateway to the City.



Concentrate future development around the City's existing **villages and local centres**, improving their vibrancy and character through an increase in the local residential population, and reducing the need to travel

Encourage revitalisation of the **Princes Highway Corridor** to improve employment opportunities and present a more attractive image along this prominent vehicle route through the City.



Protect and utilise the City's natural resources in the three **open space corridors** which run through the City, to improve recreational opportunities, foster biodiversity, and add to the character of the City.



Improve the City's **sustainable transport** network to encourage alternative transport modes and provide better access to the City's attractions.



Ensure that all aspects of development within the City are of a high **design quality**, creating a more attractive and liveable urban environment.

Protect and enhance the **residential character** of the City's suburbs and neighbourhoods, to ensure they remain pleasant and amenable.



01 Rockdale and Brighton Le Sands

The vision for Rockdale and Brighton Le Sands is to transform the centres into lively destinations.

Brighton Le Sands would become a destination for locals and visitors with unique bay side opportunities.

Rockdale Town Centre would become a vibrant and walkable centre that caters to its diverse community.

Bay Street links the two centres both visually and physically. Bay Street intersects with one of the City's open space corridors near Ador Reserve and has the potential to be utilised to strengthen the relationship between the two centres and provide additional facilities within close proximity to them.



Action	2010/2011	2012/2015
Draft City LEP 2011		
Encourage a variety of uses within the centres through flexible land use and development controls	✓	
Include incentives to encourage consolidation and redevelopment of sites within the centres	✓	
Encourage tourism in Brighton Le Sands by zoning sites at the intersection of Bay Street and The Grand Parade for tourist related uses	✓	
Draft City DCP 2011		
Detailed design controls for mixed use centres	✓	
Precinct specific controls for Rockdale and Brighton Le Sands Town Centres		▬
Rockdale Town Centre Masterplan		
Rockdale Town Centre Masterplan		▬
Development scenarios for Council owned sites		▬
Rockdale Town Centre Public Domain Plan		▬
Brighton Le Sands Town Centre Masterplan		
Brighton Le Sands Town Centre Masterplan		▬
Brighton Le Sands Town Centre Public Domain Plan		▬

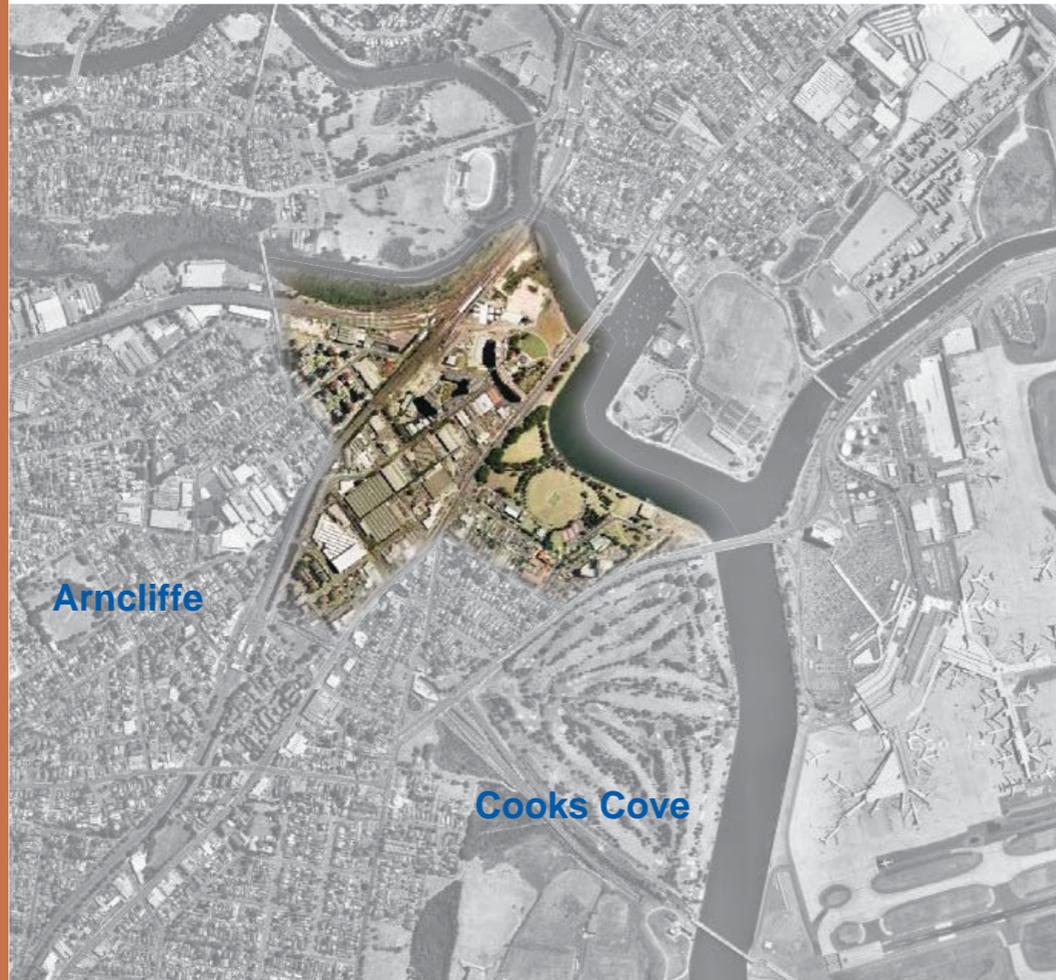
 Completed
 Underway

02 Wollli Creek



Wollli Creek is an emerging town centre, strategically located on the intersection of two railway lines, and in close proximity to the Sydney CBD, airport and the future Cooks Cove technology zone.

The vision for Wollli Creek is to transform a predominantly industrial area into a high quality, high density urban precinct with a new town centre focused around Wollli Creek Railway Station. New streets, parks, public open space and foreshore connections along the Cooks River will feature in the redevelopment of the area.



Action	2010/2011	2012/2015
Draft City LEP 2011		
Encourage the establishment of a town centre in Wollli Creek by including land use, height and density controls	✓	
Facilitate the expansion of the Wollli Creek Redevelopment Area by rezoning the "deferred" area as Mixed Use	✓	
Draft City DCP 2011		
Review existing planning controls	✓	
Include a planning strategy and precinct specific controls for Wollli Creek including Discovery Point and the "deferred" area	✓	
Wollli Creek Public Domain Plan		
Wollli Creek Public Domain Plan	✓	
Regional Cycleway Network		
Feasibility Study of extending the Cooks River cycleway over Wollli Creek		■

 Completed
 Underway

03 Villages and Local Centres

The City contains many smaller centres and villages which serve the surrounding community. The centres share a similar role and function, but also have their own unique characteristics and features.

To encourage redevelopment and improve built form outcomes in centres that are in close proximity to public transport and services, development incentives for some centres have been included in draft LEP 2011.

More detailed planning has occurred for some centres such as Bexley and future work will look at providing a similar study of Arncliffe.



Action	2010/2011	2012/2015
Draft City LEP 2011		
Implement Council's adopted masterplan for Ramsgate Centre by rezoning low density residential areas adjacent to the centre to medium and high density residential uses	✓	
Encourage redevelopment within Bexley, Bexley North and Kogarah West Centres through incentives for consolidation	✓	
Encourage provision of a mid block connection between Forest Road and the Albyn Street carpark at Bexley by including development incentives	✓	
Draft City DCP 2011		
Include a strategy and precinct specific controls for Bexley	✓	
Include development controls for mixed use centres	✓	
Arncliffe Centre Masterplan		
Arncliffe Centre Masterplan		■
Public Domain Plan		
Public domain plan for villages and local centres		■

 Completed
 Underway



CASE STUDY: Bexley

The key elements of the existing masterplan for Bexley are:

- The provision of additional open space
- A better pedestrian connection between Forest Road and the Albyn Street carpark.
- More activity on Albyn Street

More flexible controls in draft DCP 2011 will help facilitate the delivery of these outcomes. To further encourage redevelopment in the centre a floor space incentive is proposed for large consolidated development sites.

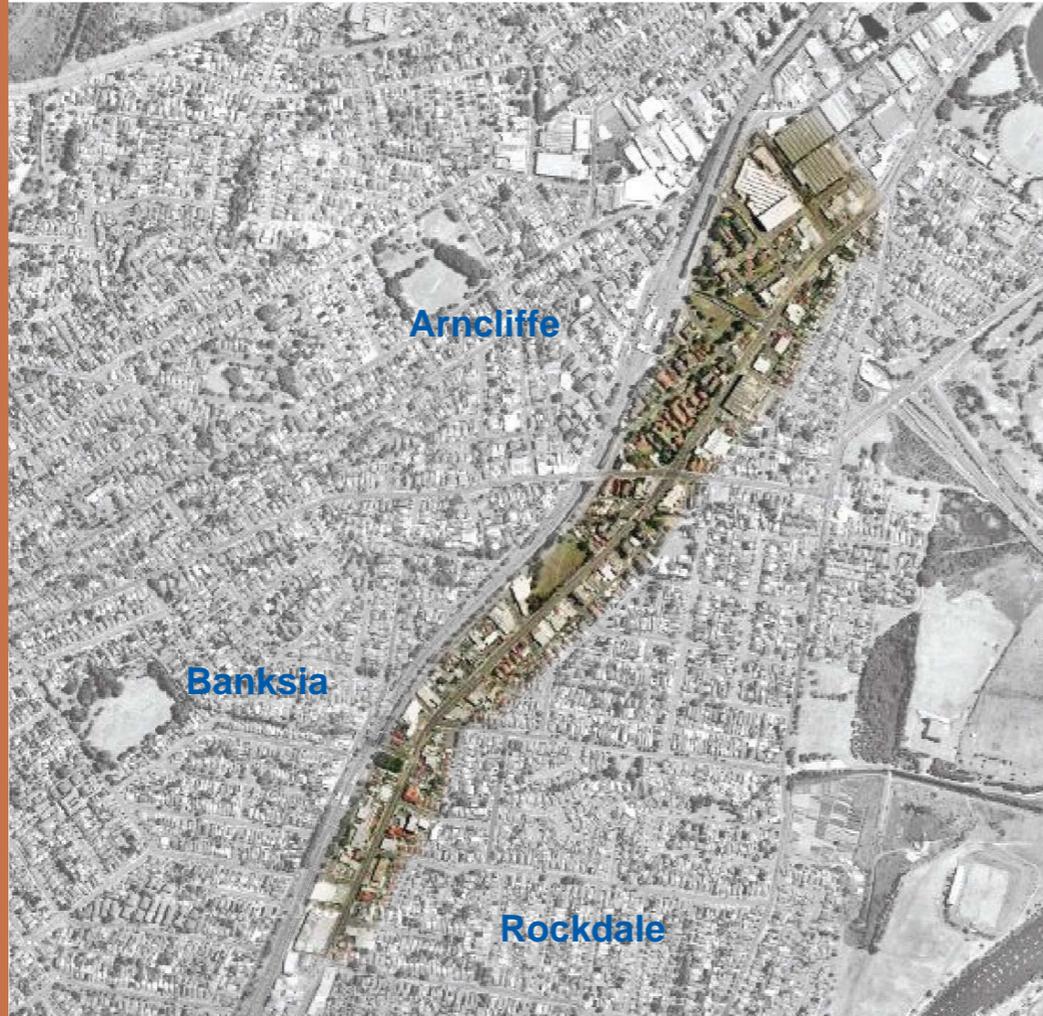


04 Princes Highway Corridor



The Princes Highway Corridor provides employment opportunities within the City. It fills a need for large floor plate retail and commercial space that is situated to attract passing vehicular trade. However, the stretch of Highway between Banksia and Wolli Creek is currently characterised by degraded building stock and many vacant tenancies.

A strategy is required for the Highway to facilitate redevelopment and promote a positive image of the City, while still recognising that much of the corridor serves a productive purpose in the regional economy.



Action	2010/2011	2012/2015
Draft City DCP 2011		
Achieve high quality design by including development controls that relate specifically to the highway corridor	✓	
Princes Highway Corridor Strategy		
Princes Highway Corridor Strategy		■

 Completed
 Underway

05 Open Space Corridors

The City of Rockdale is a unique place with three distinctive open space corridors that provide a range of open space and recreation opportunities. They include:

- Cook Park: Significant foreshore open space that extends the length of the City and connects the City to Botany Bay. Whilst being Crown land, it is under the care and control of Council and is a major recreation and coastal resource.
- Rockdale Wetlands Corridor: Large tracts of open space that collectively extend the length of the City and incorporate significant wetlands, sportsgrounds, parks and market gardens.
- Bardwell Valley: A beautiful valley corridor with stunning views to Sydney and substantial bushland with significant vegetation, as well as a golf course and recreation parks.



The distinctive foreshore and views around Botany Bay, the diversity of open space settings and the large tracts of open space all contribute to a diverse and appealing environment, enhancing leisure and recreation opportunities and the quality of life in the City of Rockdale.

Surrounding areas also have good open space and there is potential to connect to adjoining regional open space such as the Wollie Creek Regional Park and the Cooks River Corridor, to expand the opportunities for walking, cycling and other recreation activities.



Action	2010/2011	2012/2015
Open Space and Recreation Strategy		
Complete strategy	✓	
Implement strategy	████████████████████	
Plans of Management		
Cook Park	✓	
Cahill Park	████████████████	
Bicentennial Park	████████████████	
Bardwell Valley	████████████████	
Biodiversity Strategy		
Review Biodiversity Strategy	████████████████	
Aquatic weeds management strategy	████████████████	
Biodiversity mapping		████████████████
Sustainable transport map		
Encourage use of walking and cycling trails within the open space corridors	████████████████	

 Completed
 Underway

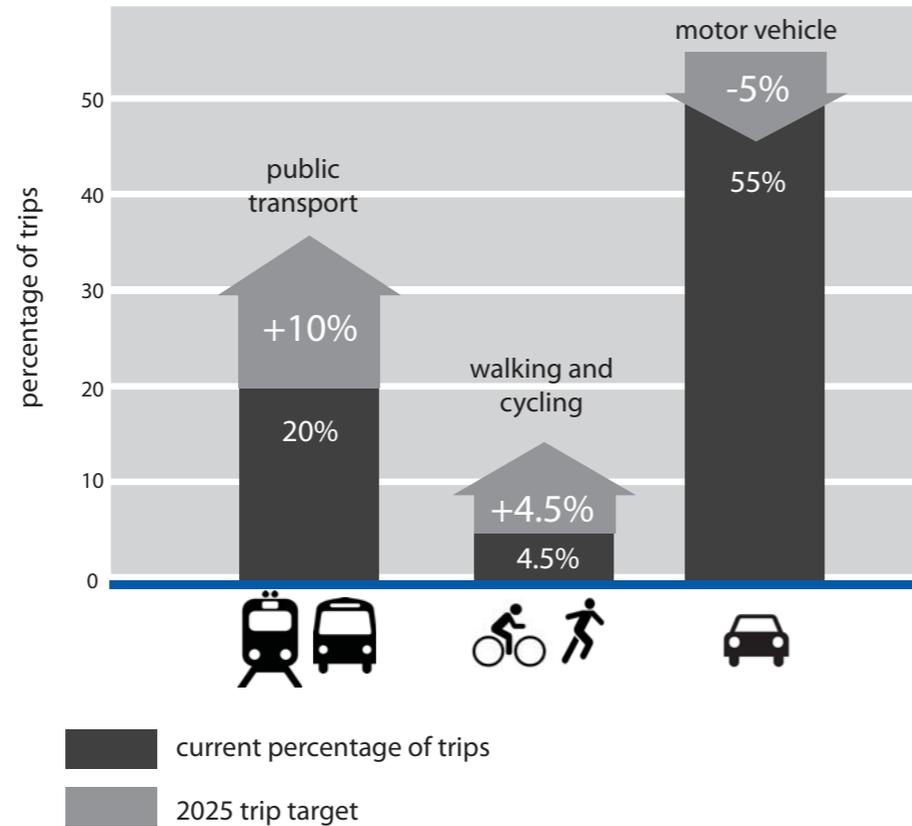
06 Sustainable Transport

As Sydney's population grows, transport demands will also increase. Although the State Government is responsible for managing major roads and operating public transport services, Council still has an important role to play by promoting sustainable transport.

Sustainable transport means reducing car use and increasing use of public transport, walking and cycling. There are a number of benefits of sustainable transport, including:

- Reduced traffic congestion
- A more active street life because there is less traffic on our streets
- Reduced household transport costs
- Health benefits associated with walking and cycling
- Environmental benefits such as reduction in carbon emissions and noise pollution, and
- Safety benefits arising from fewer cars including fewer accidents and greater passive surveillance of streets by pedestrians

Transport Targets



The targets in the graph illustrate the increase in public transport, walking and cycling trips, and decrease in car trips, that Council is aiming to achieve by 2025. The targets were determined following analysis of mode shares being achieved in other council areas with characteristics similar to Rockdale, such as access to bus and rail networks, presence of centres and proximity to Sydney CBD.

Parking

The parking rates applying to new development in the City have been reviewed to:

- Simplify the number of different rates being applied across the City, and move towards a more sustainable rate of parking provision
- Introduce a standardised parking rate for a variety of non-residential uses that will provide greater flexibility for future building occupants, allowing centres to change and evolve
- Include requirements for bicycle and motorcycle parking in new buildings, and
- Update requirements for loading and service vehicles.

Action	2010/2011	2012/2015
Draft City DCP 2011		
Revise parking rates	✓	
Parking Strategy		
Parking Strategy	✓	
Transport Strategy		
Transport Strategy	Underway	
Sustainable Transport Map		
Sustainable Transport Map	Underway	

✓ Completed
 Underway

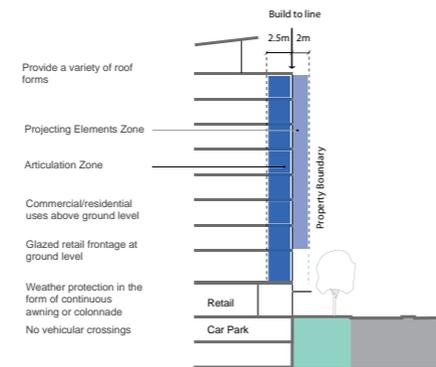


07 Design Quality

New developments and public open space improvements will be of a high design quality to create an attractive City and foster pride in the community.

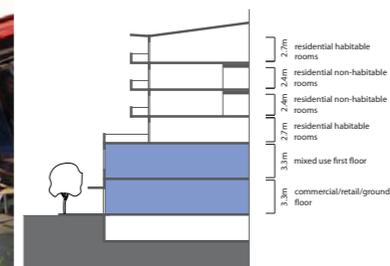
High design quality goes beyond just appearance. It includes how buildings, streets, and public open spaces are experienced by their inhabitants, creating enjoyable and liveable places. It can include access to natural light, privacy from noise, and functional spaces.

Good design also encompasses environmental sustainability principles, ensuring new developments are energy and water efficient, with adequate solar access, natural ventilation, and landscaped area.



Action	2010/2011	2012/2015
Draft City DCP 2011		
Include development controls that will achieve well designed buildings and landscapes, environmental sustainability and a safe and attractive public domain	✓	
Public Domain Plans		
Wolli Creek and Bonar Street precinct	✓	
Rockdale Town Centre	Underway	
Brighton Le Sands		Underway
Heritage Inventory Review		
Encourage informed decisions by updating information on heritage items	Underway	

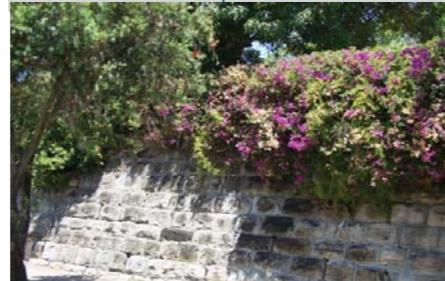
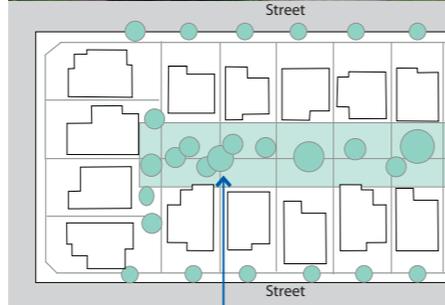
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 Underway



08 Residential Character

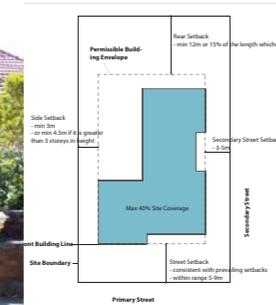
Most streets in the City of Rockdale are characterised by single dwelling houses on individual blocks of land. The neighbourhoods and suburbs across the City have a pleasant and amenable character where communities have a sense of pride and wellbeing.

There is a need to ensure precincts and streets are developed in ways that are consistent with, and reinforce, the overall character of their neighbourhood. It is also important that the amenity of neighbours is protected particularly in relation to privacy and overshadowing.



Action	2010/2011	2012/2015
Draft City LEP 2011	✓	
Retain current scale of residential zoned land		
Draft City DCP 2011	✓	
Provide development controls to retain streetscape character and amenity of residential areas		

 Completed
 Underway





Further information

Public Exhibition Documents

- draft Rockdale LEP 2011
- draft Rockdale DCP 2011
- Wolli Creek and Bonar Street Precinct Public Domain Plan
- Technical Specifications

Background information

- Zoning, height, and FSR Changes
- Capacity Analysis and Built Form Study
- Summary of DCP changes
- Land Use Strategies: Residential, Employment Lands, Open Space and Recreation, Transport and Access

Department of Planning Documents

www.planning.nsw.gov.au

- Metropolitan Strategy
- Draft South Subregional Strategy

Contact Details

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Arncliffe
Bardwell Valley
Bexley North
Bardwell Park
Carlton
Sans Souci
Kingsgrove
Turrella
Brighton Le Sands
Wolli Creek
Rockdale
Kyeemah
Banksia
Monterey
Ramsgate
Bexley
Ramsgate Beach
Sandringham
Dolls Point