

Princes Highway Corridor Strategy

Rockdale City Council

Executive Summary

The Princes Highway Corridor between Rockdale and Wolli Creek is a highly attractive location for people wishing to live, work and locate business in proximity of the CBD, being only 10km away from the city of Sydney. The study area is uniquely serviced by parallel infrastructure of the Princes Highway and the Illawarra railway line, with two stations providing access to Banksia and Arncliffe centres.

However, the Princes Highway Corridor lacks a coherency of character, being home to mix of building stock and a wide range of land uses. The study area is also constrained by aircraft noise exposure, airport height limitations and flood in low lying areas, making feasible redevelopment of sites, particularly in the Banksia precinct, difficult to achieve.

Whilst high traffic volumes, noise and various other constraints will always exist, the Highway Corridor and the centres of Banksia and Arncliffe have significant potential to develop as both a revitalised employment corridor, and a vibrant residential precinct. The Highway frontage offers great exposure for business uses, supported by its proximity to rail services which provides ample opportunity for accessible residential development in the area.

Community & Stakeholder Engagement

Community input was obtained into the planning process by a review of relevant submissions received during the public exhibition of the draft *Rockdale LEP* in late 2010 and a community workshop held on 13 March, 2012.

The community workshop was attended by approximately 50 people and involved a brief overview presentation followed by small group table discussion. Key issues raised by the community at the workshop included the provision of a mix and flexibility of land uses, greater incentives for development, improvements to the general appearance, character and public domain, provision of new and improved public open space, and consideration of traffic impacts of new development. The issues raised were considered to be a valuable source of information, and helped to shape the development of the Strategic Vision.

Council also received feedback from key government agencies that own and/or manage land in the Strategy study area, which has been incorporated into this report.

Economics

Jones Lang La Salle undertook an Economic and Real Estate Analysis of the Princes Highway Corridor, which included identification of the current land uses within the study area, a SWOT analysis of a range of land use scenarios and feasibility testing.

The analysis identified feasible development opportunities for the Corridor. The report concludes the Corridor as being well located to receive future residential development with limited ground floor retailing, higher intensity car showrooms and industrial uses which may incorporate office space.

To address this, the report recommends a more flexible and balanced planning framework be adopted that responds to the changing structure of employment uses and the demand for new residential and mixed use areas.

The Strategic Vision

The Strategic Vision is a hybrid design response that addresses two key platforms:

- Centre growth and renewal; and
- Corridor revitalisation.

Centre Growth and Renewal

The Strategy identifies the potential for future growth in population, employment and retail activity within the existing centre of Arncliffe. Located within walking distance of the railway station, Arncliffe is well placed to support a vibrant residential mixed use precinct, predominantly removed from the Highway frontage.

Key recommendations and interventions for the centre of Arncliffe include:

- Grow the centre to the east of the rail line;
- Facilitate higher density development;
- Permit a mix of land uses;
- New open space to support the growing residential community;
- A new street fronting Arncliffe station and connecting with Eden Street to improve safety and access to the southern station entry; and
- Improvements in accessibility, appearance and safety of Arncliffe station and surrounds.

Corridor Revitalisation

The strategy also sets out to balance the existing employment role of the Corridor and the need to increase employment, with the pressure for development of sites for mixed / residential uses. The section of Highway Corridor in Banksia, as well as a small portion of the Arncliffe frontage has the ability to be redeveloped and better utilise the land, providing increased employment density, and a revitalised enterprise frontage for the Princes Highway.

Key recommendations and interventions for the Highway Corridor revitalisation include:

- Allowance of a broader range of employment generating uses;
- Improvements to the public domain and Highway street frontage; and
- Provision of a new shared zone along Taylor Avenue to enhance the connection with Banksia Station and promote on street activity.

The focus on a more active local centre at Arncliffe and a revitalised Highway Corridor will deliver an area characterised by a greater diversity of land uses, consistent with the character of medium to high density mixed use / residential area. The gradual change to a broader mix of land uses will also amend the economic and employment profile of the Corridor, resulting in less traditional corridor employment uses, and more support based employment uses, servicing the growing residential community.

The Vision acknowledges the dynamics of long-term urban change in the Princes Highway Corridor study area, whilst managing short to medium term incremental growth change.

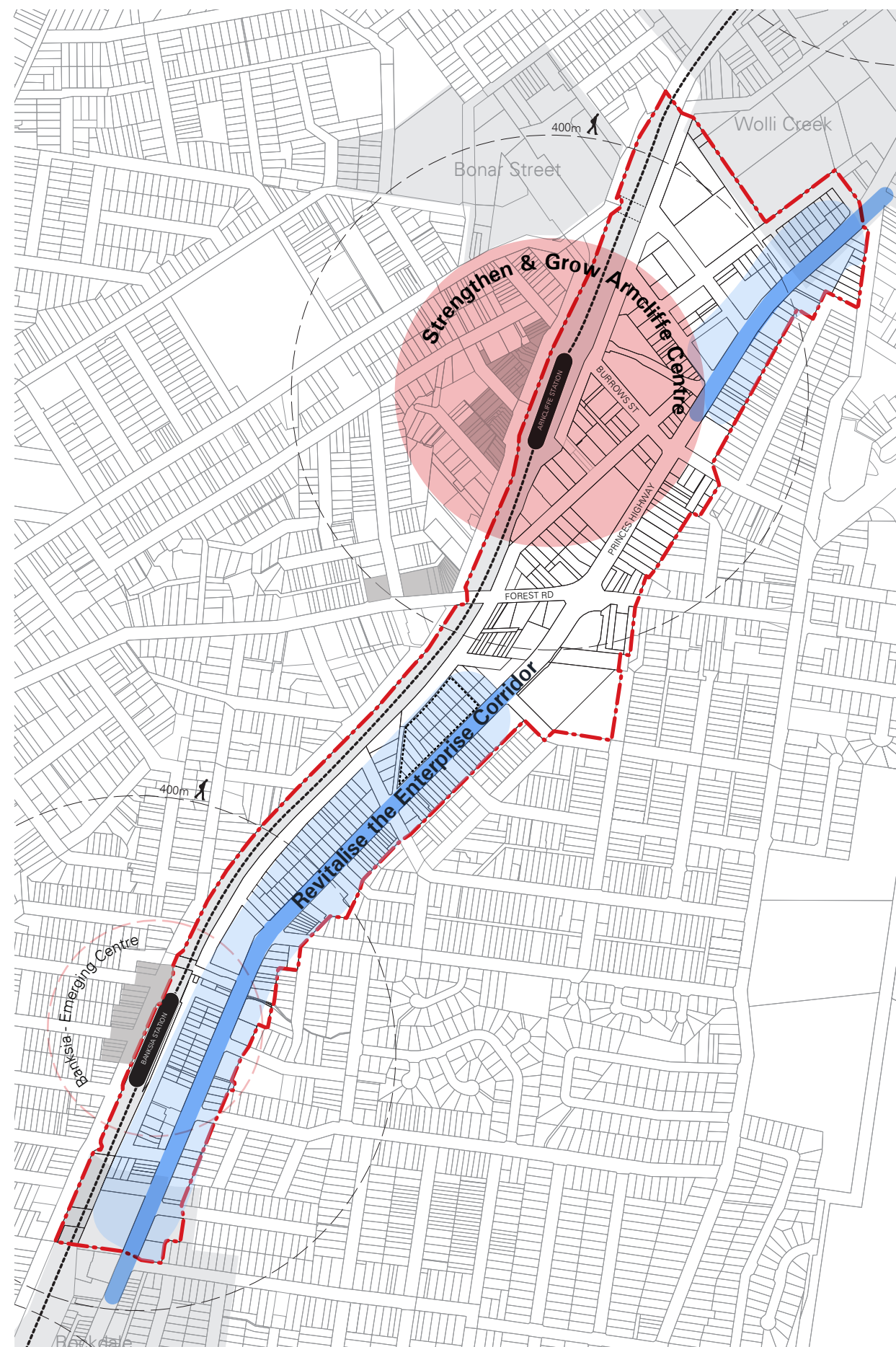
Implementation

The Implementation Strategy outlines amendments to both the *Rockdale LEP 2011* and the *Rockdale DCP 2011* in order to achieve a set of planning controls which allow and incentivise new development within the Princes Highway Corridor study area.

The Strategy also outlines a number of public domain projects and complementary initiatives that Council may choose to play an active role in promoting the future economic development of the Princes Highway Enterprise Corridor.



Arncliffe centre - indicative built form



The Strategic Vision

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Introduction

► A Strategic Vision for the Princes Highway Corridor

The Princes Highway Corridor, between Rockdale Town Centre and Wolli Creek, is currently characterised by a mix of building stock ranging from degraded and vacant tenancies, to well presented new and refurbished business tenancies. Although the Corridor is well situated to attract passing vehicular trade, it lacks coherency as a recognisable 'place'. The Strategic Vision for the Princes Highway Corridor provides a framework for revitalisation, change and renewal. It provides a structure for new development opportunities.

► Aims and Objectives of the Strategy

The Princes Highway Corridor Strategy ('the Strategy') is an initiative of Rockdale City Council. The preparation of this Strategy was identified as a priority action by the Rockdale City Plan 2011-2015.

The purpose of the Strategy is to:

- Identify and understand the existing conditions of the Corridor – including the built form and environmental characteristics, broader physical and strategic context, and economic and market conditions;
- Present a vision for the desired future character of the area;
- Identify and outline an implementation strategy to achieve the desired future character; and
- Understand and incorporate the opinions and values of all stakeholders.

► Study area

The Princes Highway Corridor Strategy study area is defined as the land within the Rockdale Local Government Area (LGA) bounded by the Illawarra railway line to the west, the intersection of Princes Highway and West Botany Street to the north, the intersection of Princes Highway and Bestic Street to the south. The extent of the study area is discussed at **Section 1.0**.

► The Team

The study team include JBA Planning (urban planning and urban design) and Jones Lang La Salle (economic market analysis and feasibility testing). The full economic analysis and feasibility testing report is provided at **Appendix A**.



► Methodology

The following methodology was undertaken to prepare the Strategy:

- Site analysis and site inspections;
- Review of existing planning controls;
- Economic market analysis;
- Development feasibility analysis;
- Case study analysis; and
- Community and stakeholder consultation (refer to **Section 2.5**).

► Structure of the Strategy

The strategy is structured as follows:

- Part A Research and Analysis - includes a site analysis, contextual analysis and key drivers influencing the Princes Highway Corridor.
- Part B Strategic Vision - outlines the vision, objectives and strategies for the Princes Highway Corridor study area.
- Part C Implementation - outlines the implementation mechanisms to achieve the Strategic Vision.
- Appendices

A - Economic & Real Estate Analysis: Princes Highway Corridor, Jones Lang LaSalle 2012

B - Community Engagement Comments

C - Government Agency Submissions to this Study

Princes Highway Corridor Strategy

PART A: Research & Analysis

PART A identifies and analyses the key characteristics affecting the strategic planning and vision for the Princes Highway Corridor study area. PART A includes a detailed analysis of the study area (including the opportunities and constraints affecting and guiding future development), describes the local character of the key precincts in the study area (Arncliffe and Banksia) and outlines the existing planning controls subject to the study area. PART A also describes the key policies and strategic planning documents that provide the framework for the future of development along Princes Highway. Case studies of other road corridors that have undergone urban renewal are described, which inform the potential future land use scenarios for the study area.

A summary of the economic analysis of the Princes Highway (provided in full at **Appendix A**) is provided in PART A, which informs the future land use framework for the study area.

1.0 Site Analysis

1.1 The Princes Highway Corridor Strategy Study area

The study area includes a stretch of approximately 2km of the Princes Highway and adjoining land (equating to around 25ha in area) from the southern boundary of Wolli Creek to the northern boundary of Rockdale Town Centre (**Figure 1**). The study area is located approximately 10km south of the Sydney CBD, 3km west of Sydney Airport and 4km north-east of Hurstville.

The study area is in the north-east section of the Rockdale LGA, includes part of the Illawarra Railway Line and land to the east of Arncliffe and Banksia railway stations.

Study Area Expansion

The study area boundary is based on the existing employment related land within the Corridor, immediately adjoining the Princes Highway and between Princes Highway and the Illawarra Railway Line.

The potential to expand the study area boundary was considered in the preparation of the Strategy. In particular, land on the western side of the railway line (Arncliffe and Banksia centres), and land immediately adjoining the study area to the east was considered for expansion.

As the objective of the Strategy is to revitalise the land along the Princes Highway Corridor, it was not deemed necessary or required to expand the study area to include additional land. The immediate surrounds have a different character to the study area, generally residential or local centre based and do not have an employment generating role. A small exception to this is the land at No. 8-10 Wickham Street Arncliffe, which is proposed to be included in the recommended zoning under the Strategy.

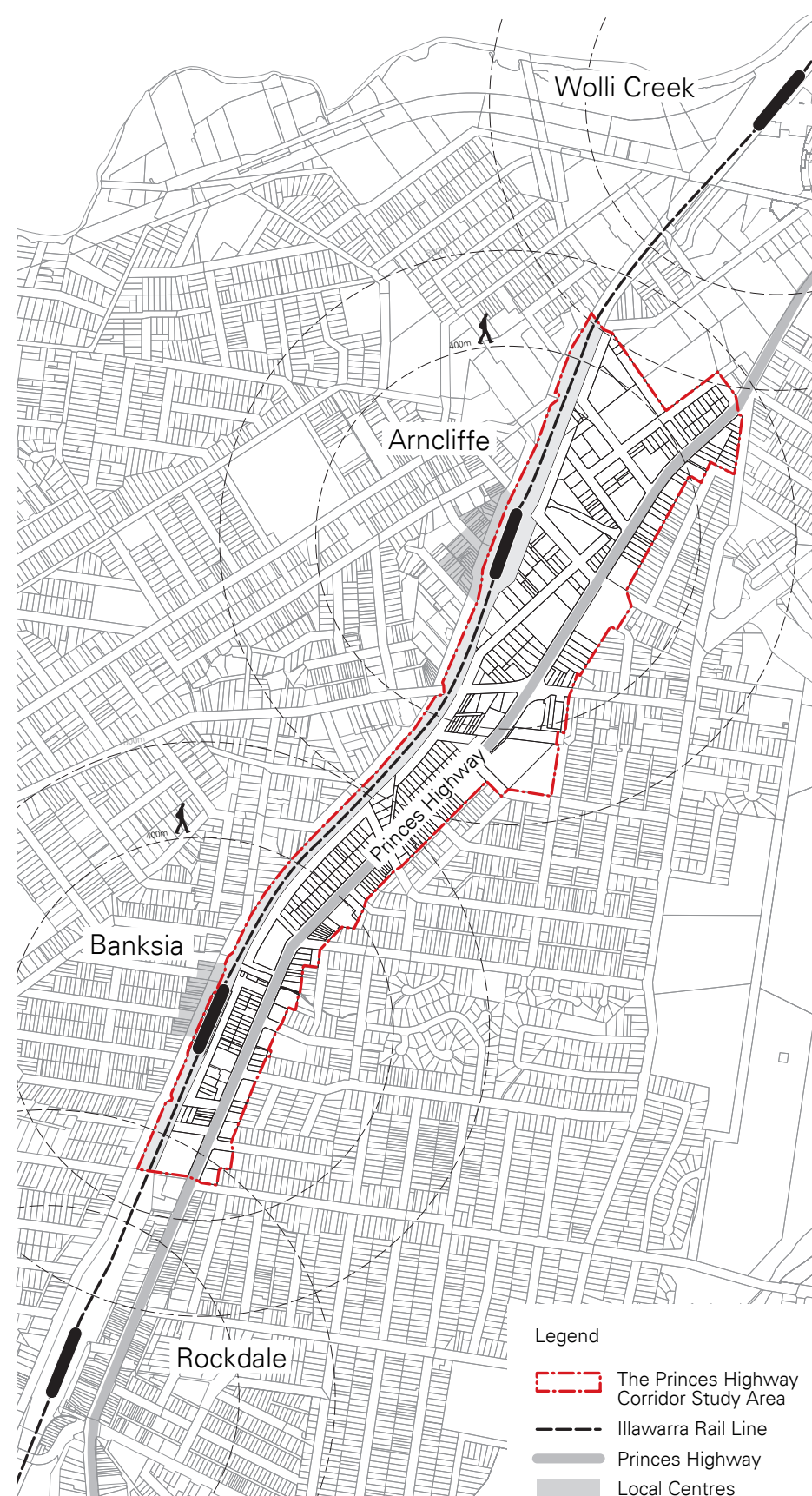


Figure 1 – The Princes Highway Corridor Study Area

1.2 Local Context

A number of areas surrounding the Princes Highway Corridor study area influence the functionality and role of the corridor (shown at **Figure 2**). These areas and their influence are:

- Wolli Creek and Bonar Street precincts – located immediately to the north, these precincts represent urban renewal precincts that have transitioned from industrial uses to high density residential and reflect the changing nature of the local area;
- Rockdale Town Centre – the service centre closest to the study area that provides daily services and community facilities for the surrounding residential population;
- Cooks Cove – future development precinct proposed to accommodate a significant amount of high technology industry within very close proximity to Princes Highway and Sydney Airport;
- Sydney Airport - provides employment opportunities on land immediately surrounding the Airport (and opportunities to continue to grow in the future) within close proximity to Princes Highway;

1.3 Regional Context

- Sydney CBD – the Princes Highway Corridor is a highly attractive location for people wanting to live, work and locate their business around the CBD, being only 10km away from the city of Sydney;
- Kogarah and Hurstville – Major Centres within the south subregion, both centres may compete with Princes Highway for local business and office premises wanting to be within close proximity to public transport.
- Green Square Southern Industrial Lands - the redevelopment of Green Square has the potential to influence the role of the Princes Highway Corridor. As Green Square evolves and reduces its industrial employment capacity, the need to accommodate this land use may be pushed further south to suitable areas including the Princes Highway Corridor.



Figure 2 – Local Context

1.4 Access and Movement

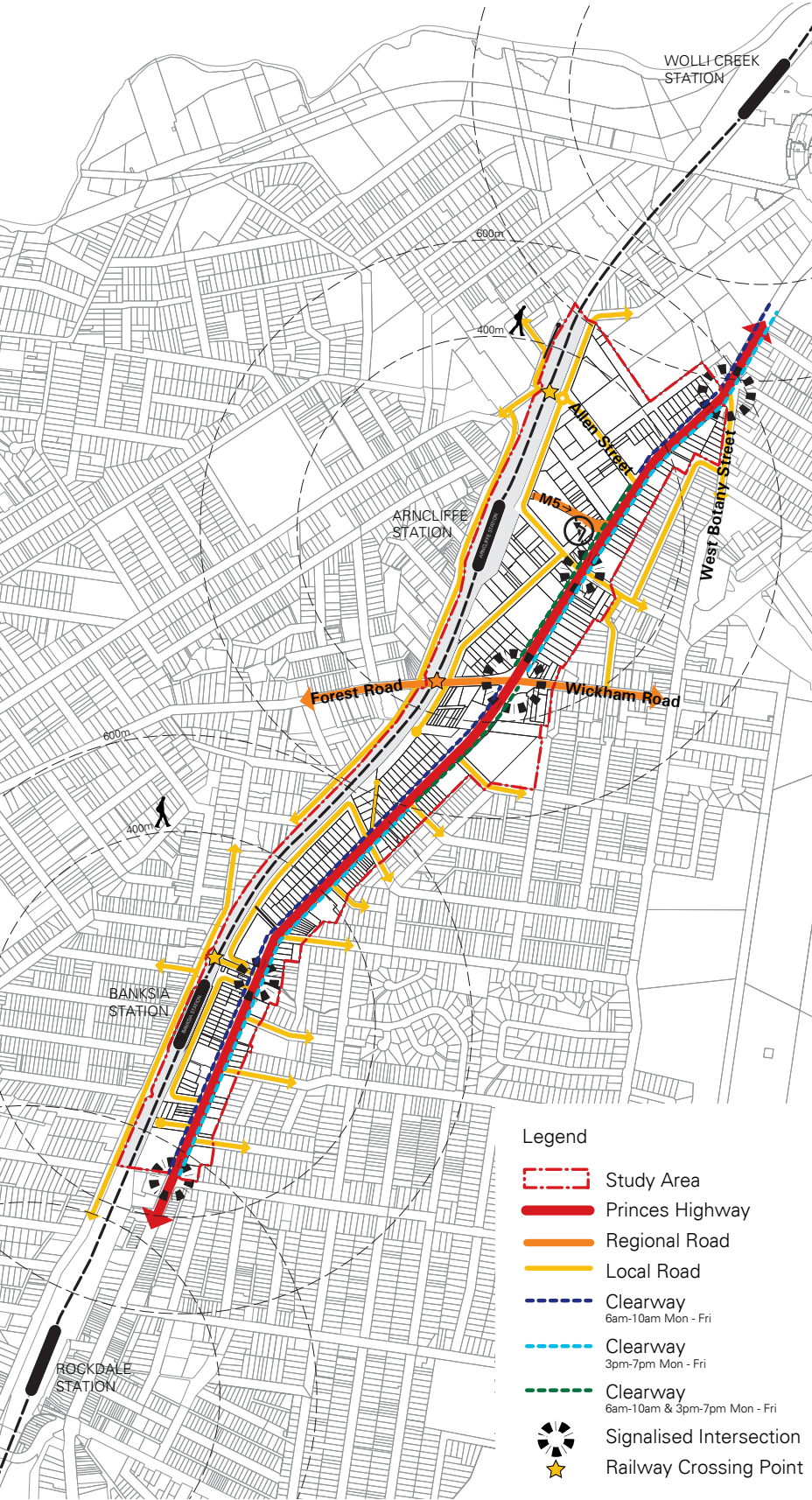


Figure 3 – Road Network and Hierachy

Road Network

The study area is highly accessible by road and is structured around the access and movement functionality of Princes Highway. Princes Highway is a major regional connector linking the study area to the Sydney CBD and southern suburbs of Sydney. With an average annual daily traffic volume of more than 40,000 vehicles (as identified by Roads and Maritime Services), it is a significant road corridor.

Other regional connectors that pass through the study area are Allen Street, West Botany Street and Forest Road/Wickham Street. Wickham Street and West Botany Street both provide access to the M5 Motorway and Sydney Airport.

There are a number of east-west local road connectors within the study area, linking Princes Highway to the surrounding residential neighbourhoods such as Arncliffe, Turrella and Bexley. The road hierarchy is shown at **Figure 3**.

Public Transport

The study area is highly accessible by train, and is well serviced by the Illawarra Railway line, providing connections with the CBD from southern Sydney locations including Waterfall, Sutherland and Cronulla, and further south to Wollongong and Nowra. Banksia and Arncliffe Railway Stations provide peak hour services at intervals of approximately 15 minutes in both directions, and every 30 minutes during off peak times.

The entire study area is located within a 600m radius to Banksia, Arncliffe, Rockdale or Wolli Creek Railway Stations (as shown at **Figure 4**), however, only Rockdale and Wolli Creek provide lift access for rail patrons. All four stations provide bus interchange facilities that connect to local bus services. Wolli Creek and Rockdale also provide regional bus services.

Part of the study area is along Strategic Bus Corridor #29 between Bondi Junction and Burwood, via the Airport and Rockdale. Local bus services run along the Princes Highway between Subway Road and Wickham Street, providing connection with Sydney Airport, University of NSW and Bondi Junction.

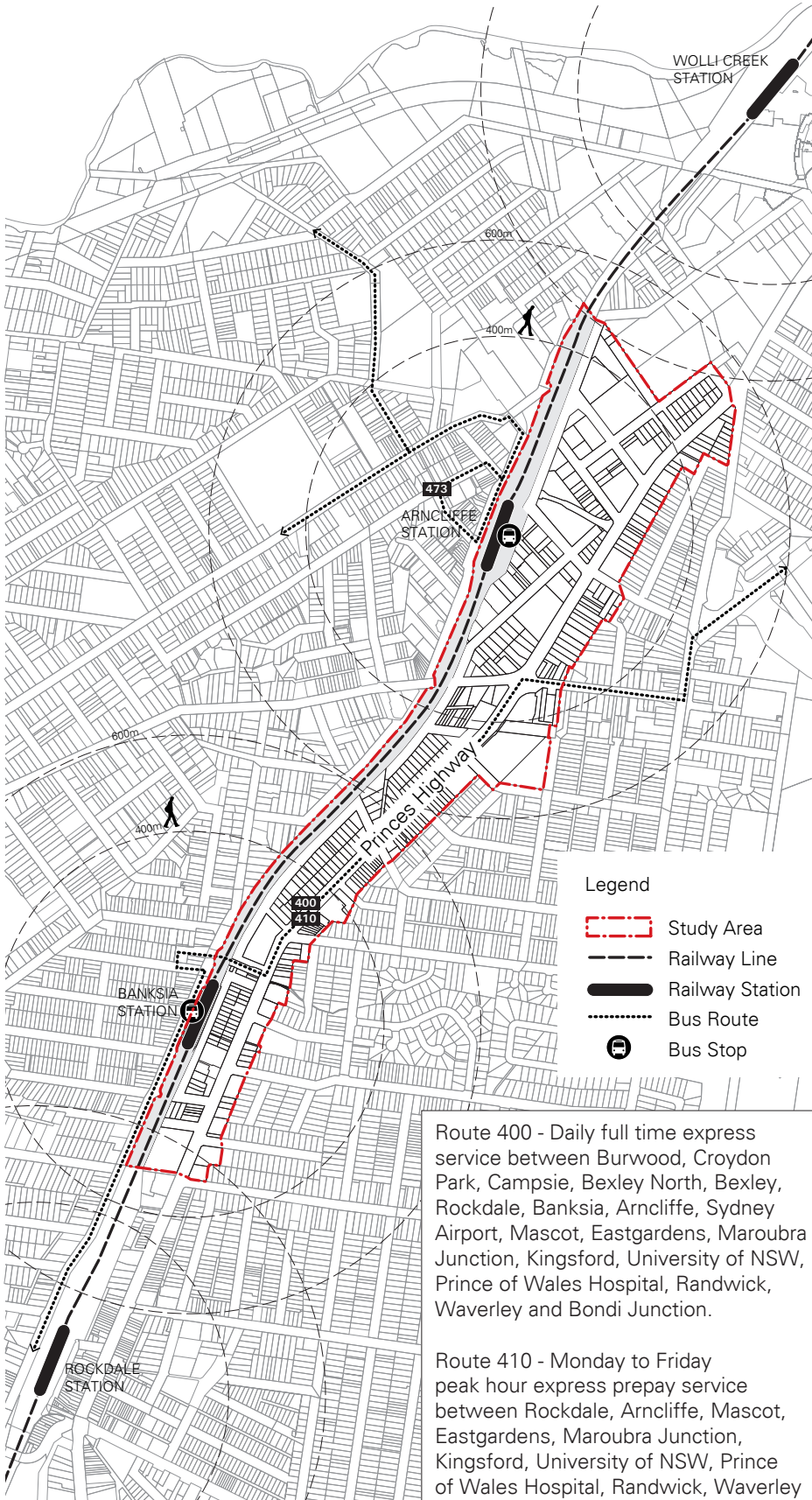


Figure 4 – Public Transport

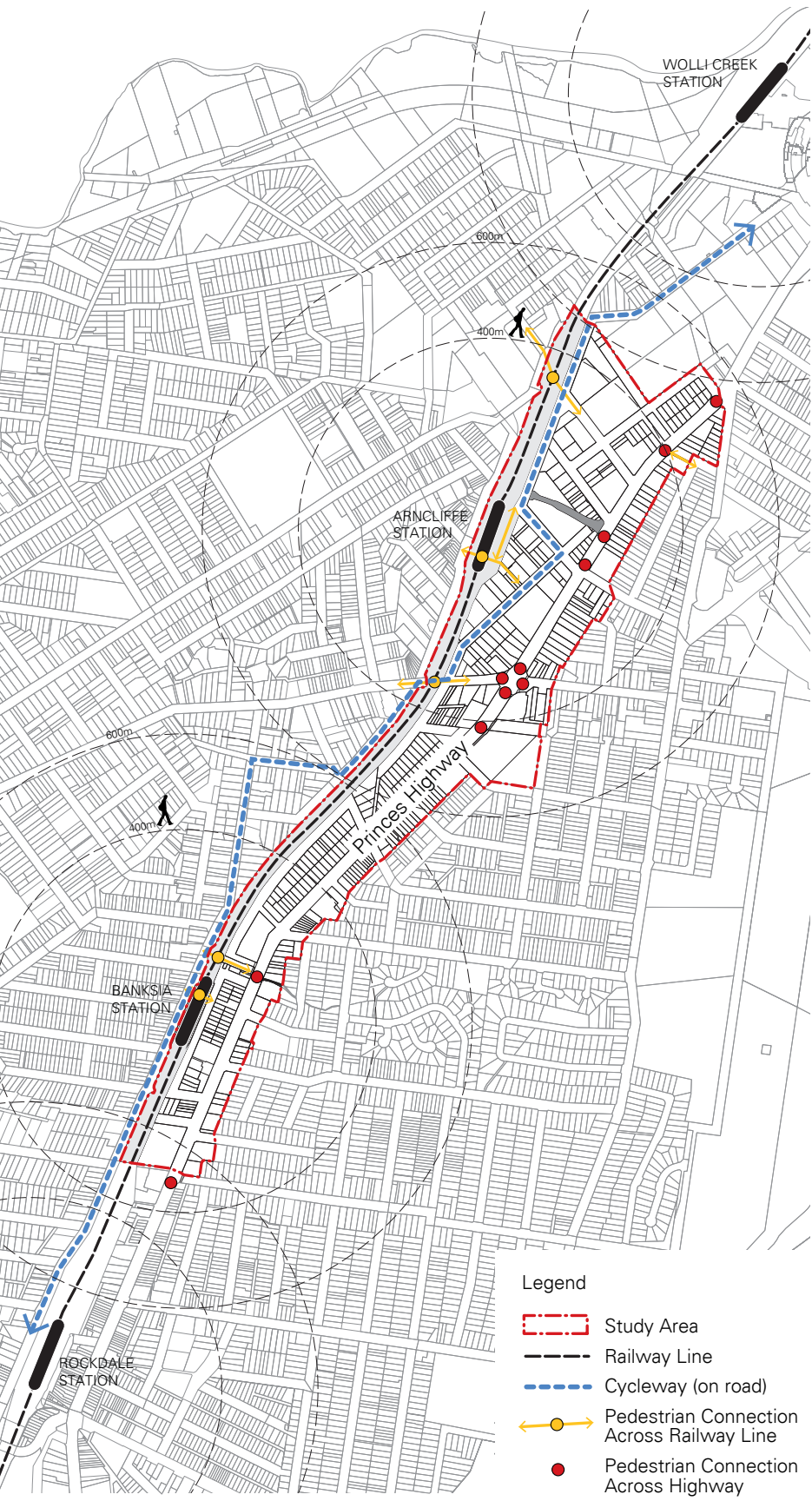


Figure 5 – Pedestrian and Cycle Network

◀ Pedestrian and Cycle Network

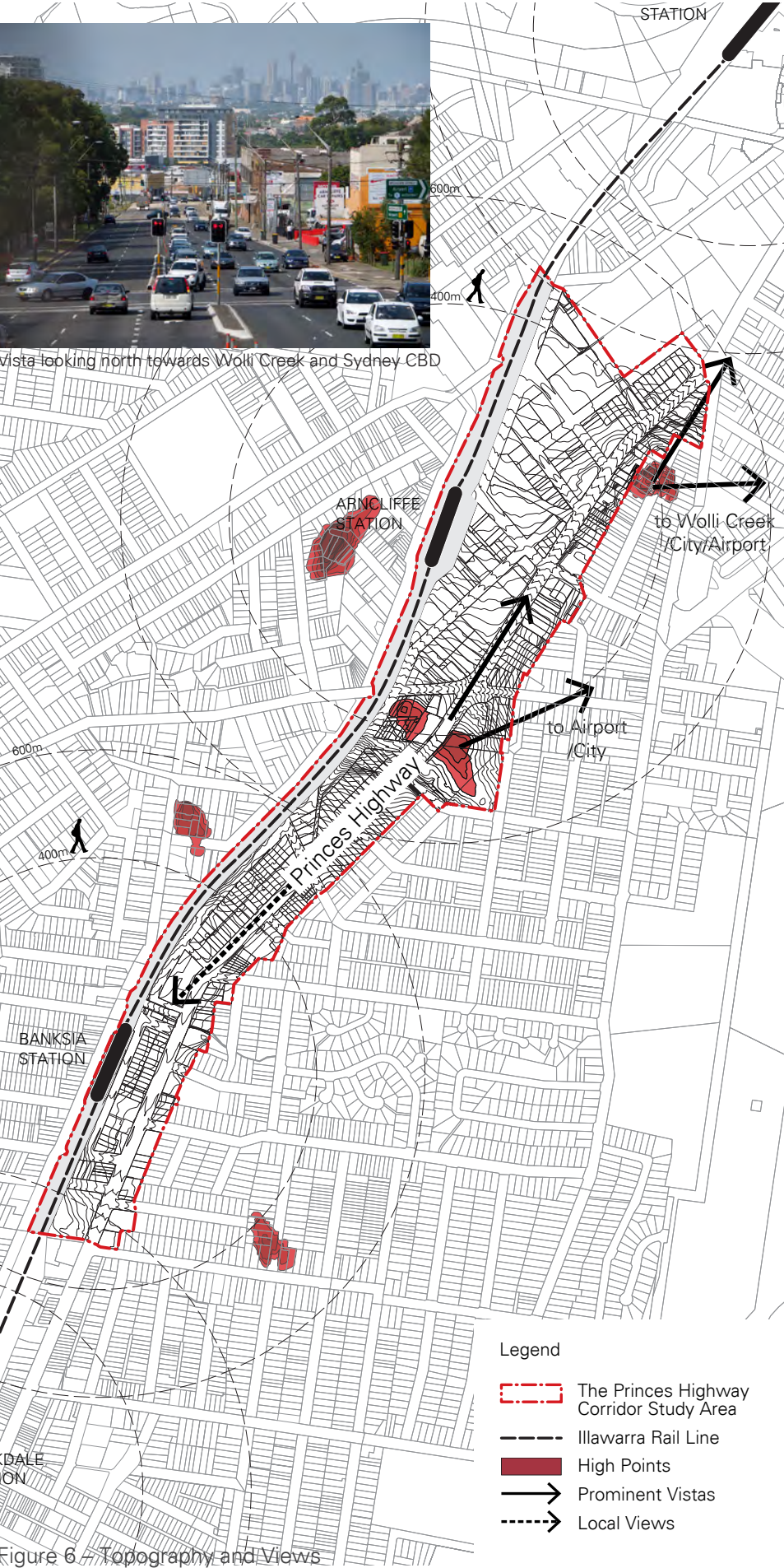
The heavily trafficked Princes Highway is not an ideal walking and cycling environment. All streets provide pedestrian pathways, however are not a pleasant environment due to the noise, pollution and safety issues resulting from proximity to high traffic volumes brought about by the six lane highway. Side streets and rear lanes provide better pedestrian environments with trees and reduced traffic levels. The existing pedestrian and cycle networks are shown at **Figure 5**.

The rail stations provide east-west pedestrian desire lines from surrounding areas. However, pedestrian crossings on Princes Highway are limited to signalised intersections, with the exception of the pedestrian overpass south of Forest Road. The railway line also acts as a barrier for pedestrian movement, with crossings at only four road overpass/underpass points and at the two station access points.

Public domain improvements and improved pedestrian connections that facilitate and encourage walking should be provided as part of new development within the study area.

There is an existing designated north-south cycle route through part of the study area linking Wolli Creek to Forest Road and travelling along the western side of the railway line to Rockdale (i.e. immediately outside the study area). This is an ideal cycle link as it is away from the major roads and facilitates north-south movement. New east-west connections may be considered to link to other local and regional cycle links.

1.5 Environmental Characteristics



Topography and Views

Near to the centre of the study area, at the junction of the Princes Highway and Forest Road, the topography forms a high point (RL34), creating a physical separation between the north (Arncliffe) and south (Banksia).

Both Arncliffe and Banksia railway stations are situated on flatter parts of the corridor, and are comfortably walkable from most areas within a 400m radius.

The Corridor presents some vistas from the higher topographical points, north towards Wolli Creek and the City, and east towards the Airport. **Figure 6** identifies the high points, important local views and vistas in the study area.

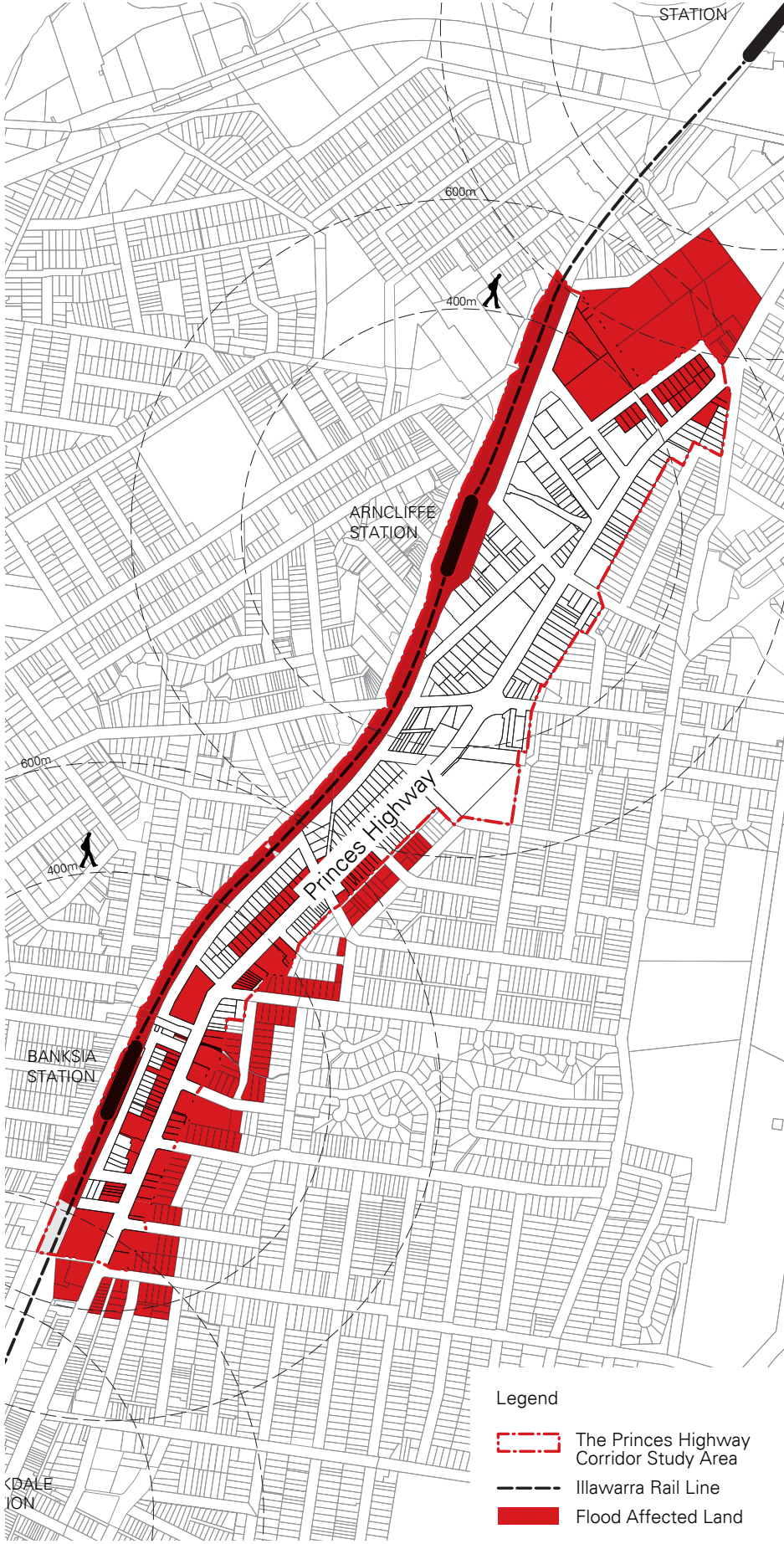


A dramatic change in topography with land adjacent to the corridor

Flood Affected Land

The *Rockdale Local Environmental Plan 2011 (RLEP 2011)* identifies land which is potentially affected by flooding (refer to **Figure 7**). The areas are generally on lower lying land and the railway line.

Rockdale City Council is currently preparing a *Floodplain Risk Management Study (FRMS)* and *Floodplain Risk Management Plan (FRNP)* for the entire LGA which will affect flood planning in the study area (to be completed 2013). Future development on land affected by flooding will need to demonstrate how the detailed design responds to the impacts of flooding, including the incorporation of freeboards over the flood levels. The forthcoming FRMS and FRNP are likely to result in changes to the *RLEP 2011* flood planning map.



1.6 Sydney Airport Related Constraints

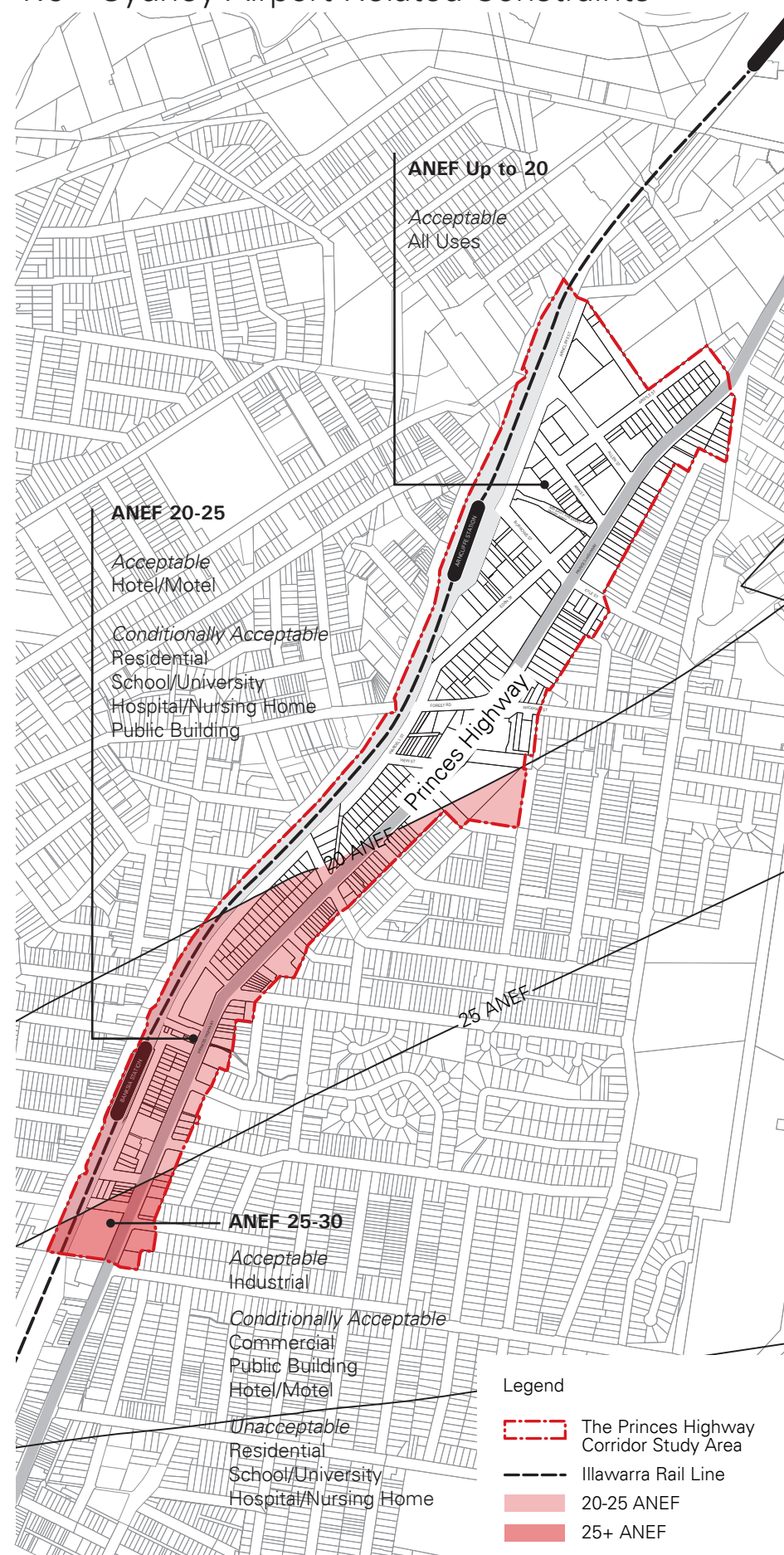


Figure 8 – Sydney Airport ANEF Contours

◀ Australian Noise Exposure Forecast

The Australian Noise Exposure Forecast (ANEF) contours indicate the level of aircraft noise exposure experienced by areas adjacent to the airport. Development on affected sites affected by ANEF greater than 20 must consider the impact of aircraft noise exposure on dwellings and other sensitive uses (refer **Figure 8**).

The east-west runway creates ANEF contours which affect a significant proportion of the Princes Highway study area. Development of noise sensitive land uses (eg. residential, schools, etc.) is considered unacceptable on land affected by ANEF 25+. Development of sensitive land uses on land affected by ANEF 20-25 must incorporate noise mitigation measures and ameliorate impacts on future occupants.

The limitations of specific types of development due to aircraft noise impacts will be considered in the future vision for the study area.

Draft National Airports Safeguarding Framework

In February 2012, the Federal Government invited comment on the *Draft National Airports Safeguarding Framework* by interested parties. The draft Framework states that zoning for noise-sensitive development should be avoided where ultimate capacity or long range noise modelling for the airport indicates either:

1. The area is within the 20 ANEF;
2. 20 or more daily events greater than 70dB(A);
3. 50 or more daily events greater than 65 dB(A); and
4. 100 or more daily events of greater than 60 dB(A).

The majority of the study area is affected by one or more of the above noise exposure measures. The recommendations of the draft Framework have not been adopted, however, they may lead to further limitations for future development of sensitive uses on land within the study area.

Obstacle Limitation Surface (OLS) ▶

The Sydney Airport Obstacle Limitation Surface (OLS) is a series of surfaces in the airspace surrounding the airport and aim to ensure a safe operating environment for the airport and surrounding development. The OLS is indicated as a maximum height of structures and represented as AHD RLs. Any development which penetrates the OLS requires consent approval of the relevant Commonwealth body.

Structure heights in the study area are affected by an OLS of AHD 42-51 (as shown in **Figure 9**). This equates to a maximum building height of 17m at the high point in the centre of the study area and up to 46m at the low point towards Wolli Creek.

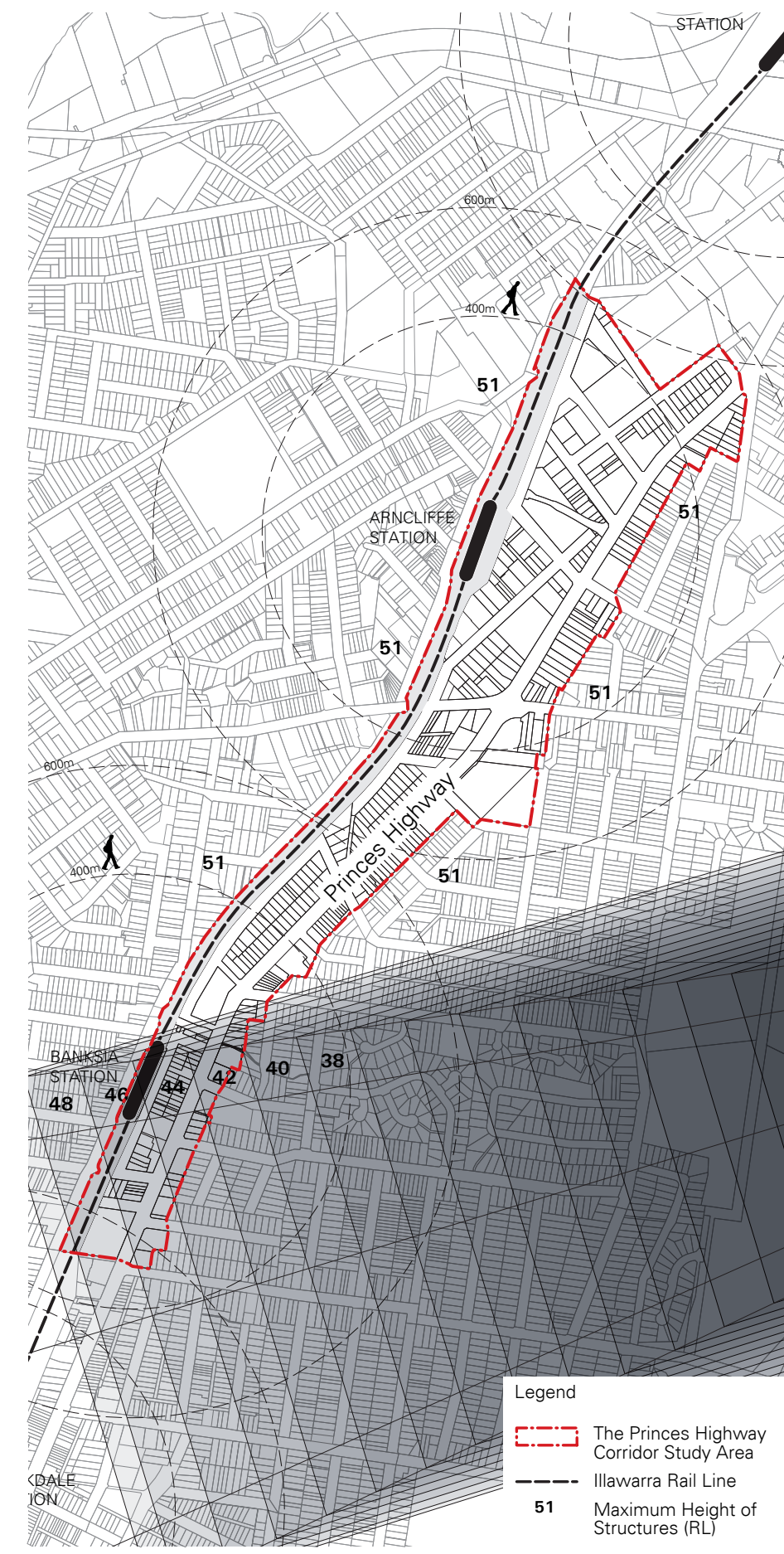


Figure 9 – Sydney Airport Obstacle Limitation Surface (OLS)

1.7 Land Use

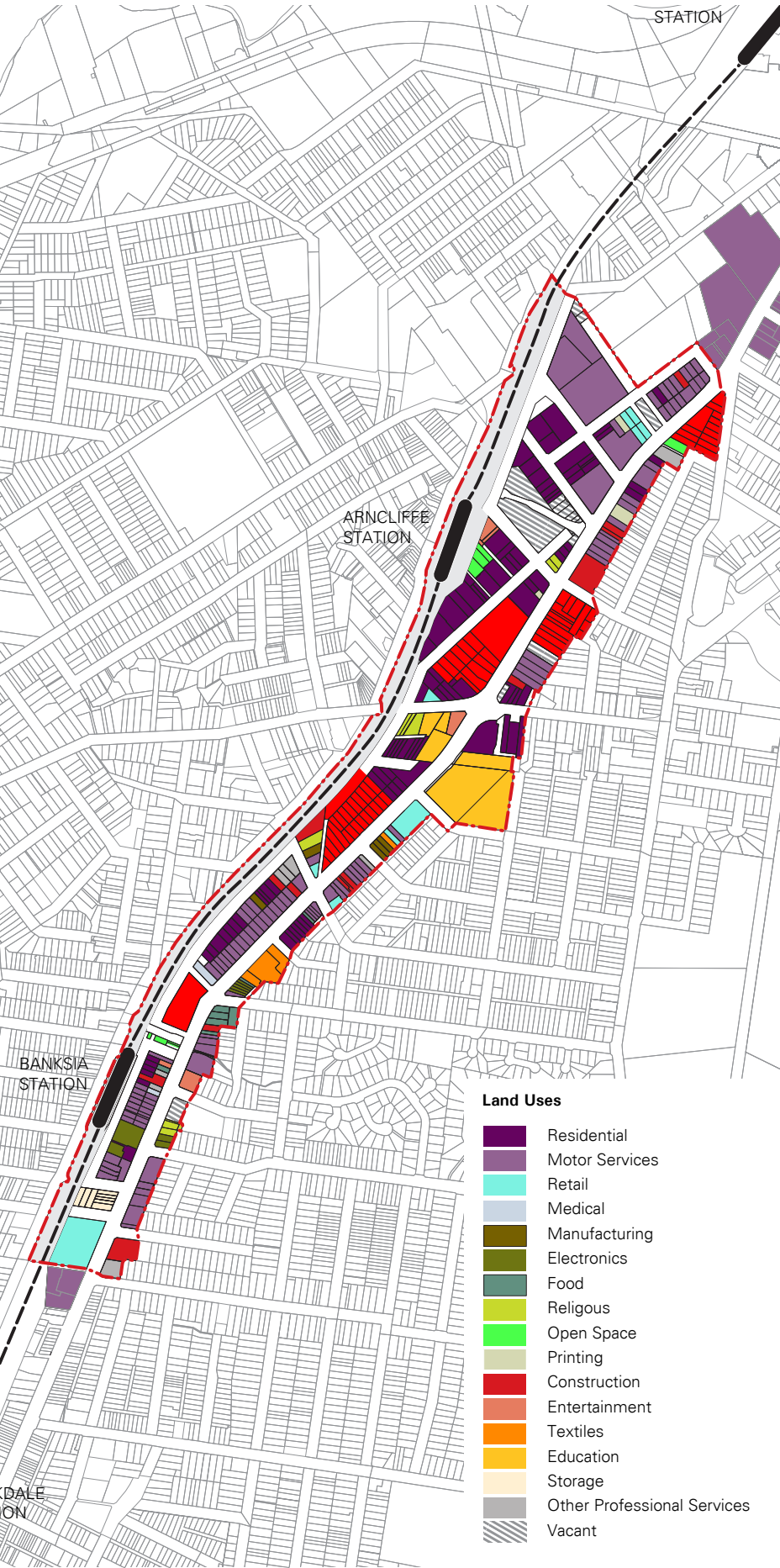


Figure 10 – Existing Land Use (data compiled by JLL, June 2012)

Existing Land Use

There is a wide range of land uses currently within the study area, which in turn results in a wide range of building forms. The northern area of the study area, around Arncliffe, is characterised by a higher proportion of residential land uses, with some 2-3 storey walk up residential flat buildings. It also includes a cluster of motor services related uses.

Other scattered non-residential land uses play a service and centre supporting role (rather than competing with the neighbouring centres), whilst Arncliffe Public School and St Francis Xaviers School and Church provide some community land uses in the study area. There are a small number of sites scattered across the study area that are currently vacant.

Refer to **Figure 10** for a plan of the existing land uses and the following page for photos of existing development within the study area.

Large Land Holdings and Strata Titling

There are a small number of large land holdings in the study area (refer to **Figure 11**) which are generally located around the intersection of Forest Road in Arncliffe and along the Princes Highway in Banksia. Large land holdings can provide opportunities for renewal because land amalgamation is not required to facilitate development.

There is a small number of strata titled properties in the study area, particularly around Arncliffe. Redevelopment of strata titled properties is difficult and is a constraint to new development within the Arncliffe precinct.

Recent Development Activity

Over the last 10 years, many development applications have been lodged with Council, in regard to minor change of use, alterations and additions, signage erection and various other small scale development. It should be noted that there have been very few applications for large scale redevelopment within the study area, and no recent building activity.



Figure 11 – Large Land Holdings and Strata Titled Lots



Refurbishment of existing building stock



EFCO site fronting the Princes Highway



The Scots club adjacent Arnccliffe Station provides opportunity for activation



Residential opposite closed pub at Forest Road (now hotel accommodation)



Used car sales yards spill onto the Highway frontage



Suttons car dealerships support a cluster of motor services in the north



Residential apartments sit on a peak in the landform above the Highway



Small scale business offering benefit from good exposure to the Highway



Residential development fronting the Highway



Petrol station at north creates a busy entry point to the Corridor



St Francis Xavier's Church - an important landmark within the precinct



Vacant land acts as a pedestrian thoroughfare off the Highway



Interface between residential and business on the Highway



Interface of industrial uses and low scale residential in Arnccliffe



Brightly coloured and signed business makes use of the Highway exposure



Large expansive facade provides the opportunity for advertisement

A selection of existing land uses within the Princes Highway Corridor study area

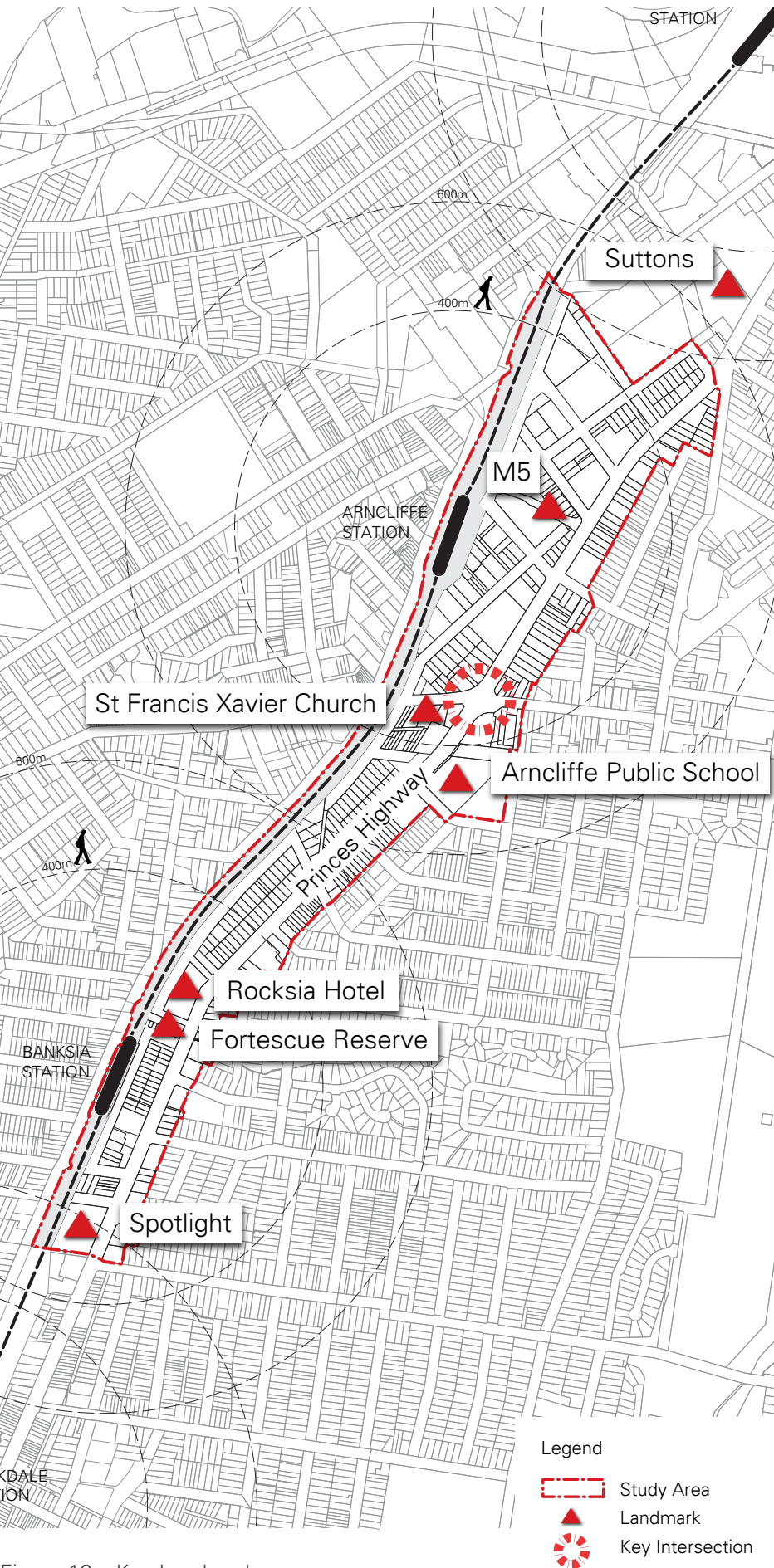


Figure 12 – Key Landmarks

◀ Landmarks

Landmarks provide visual cues to orientate pedestrians and drivers. Landmarks can range from historically significant buildings, architecturally interesting buildings, infrastructure, key intersections or parks. There are very few landmarks along the Princes Highway, particularly within the northern section of the study area (refer **Figure 12**). The existing landmarks are:

- 383-391 Princes Highway ('Spotlight' and other retail);
- Banksia Station;
- Fortescue Reserve (large fig trees);
- Rocksia Hotel;
- Pedestrian Overpass;
- St Francis Xavier's Church;
Surrounding building heights and views to the church spire are to be respected, as one of the significant local items that contribute to a sense of place (refer RDCP 2011).
- Arncliffe Public School; and
- Arncliffe Station.

There is the potential to create new landmarks as part of future development along the Corridor. Built form landmarks will aid in improving the character and visual cues along the Corridor.



St Francis Xavier's Church spire is an important landmark site



Fortescue Reserve provides a unique landscape element



The built form at 383-391 Princes Highway acts as an important anchor for the area

1.8 Open Space and Heritage

There is very little open space within the study area, with only three small reserves (identified in **Figure 13**) which provide limited passive recreation opportunities for local residents and workers. There are some regional parks located along the Cooks River north of the study area.

Any future development scenario that increases the local residential and working population will need to consider the need for local open space provision within the study area.

There are a small number of heritage items within the study area (identified in **Figure 13**). These items do not greatly affect the redevelopment potential of the study area.

- Arnccliffe Station
- Wooroona Reserve
- 27-29 Eden Street
- 39 Eden Street
- St Francis Xaviers Church
- Arnccliffe Station
- Arnccliffe Public School
- Fortescue Reserve

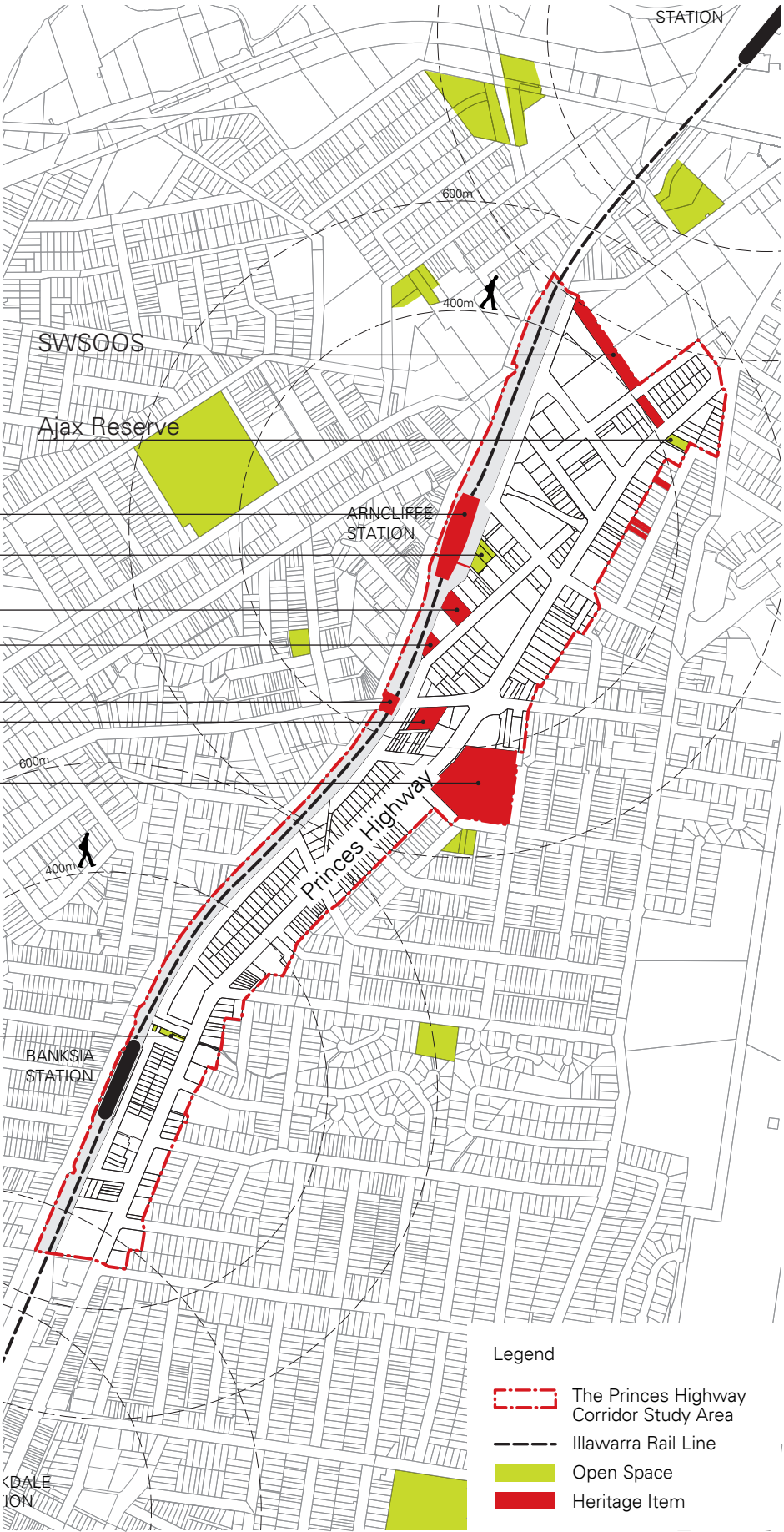


Figure 13 – Open Space and Heritage Items



Heritage item - Arnccliffe Public School



Wooroona Reserve - The largest piece of green space within the study area located at the rear of a residential flat building and at the entrance to Arnccliffe Station



Heritage Item - The Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS) is not accessible by the public due to wire fencing surrounding

1.9 Access and Rear Interface

A large proportion of sites along the eastern side of Princes Highway rely on vehicular access immediately from the highway (as shown in **Figure 14**). Immediate access from Princes Highway is not ideal from a traffic management perspective. However, access from Princes Highway can limit impacts on surrounding local streets and adjoining sensitive land uses. Where possible future development along Princes Highway should consolidate and reduce driveway access from Princes Highway.

There are sites that have alternative access away from Princes Highway. These conditions include (and are shown in **Figures 14-15**):

- Corner sites with secondary access, and
- Sites with rear lane or secondary street access to the rear of the property.

The sites with secondary access provide the opportunity to reduce impacts on traffic movement on Princes Highway and opportunities should be sought to extend rear lanes where they are not currently provided. However, where the rear lane adjoins residential development, the impacts of increased traffic on the local street or rear lane access needs to be considered.

Interface with Railway

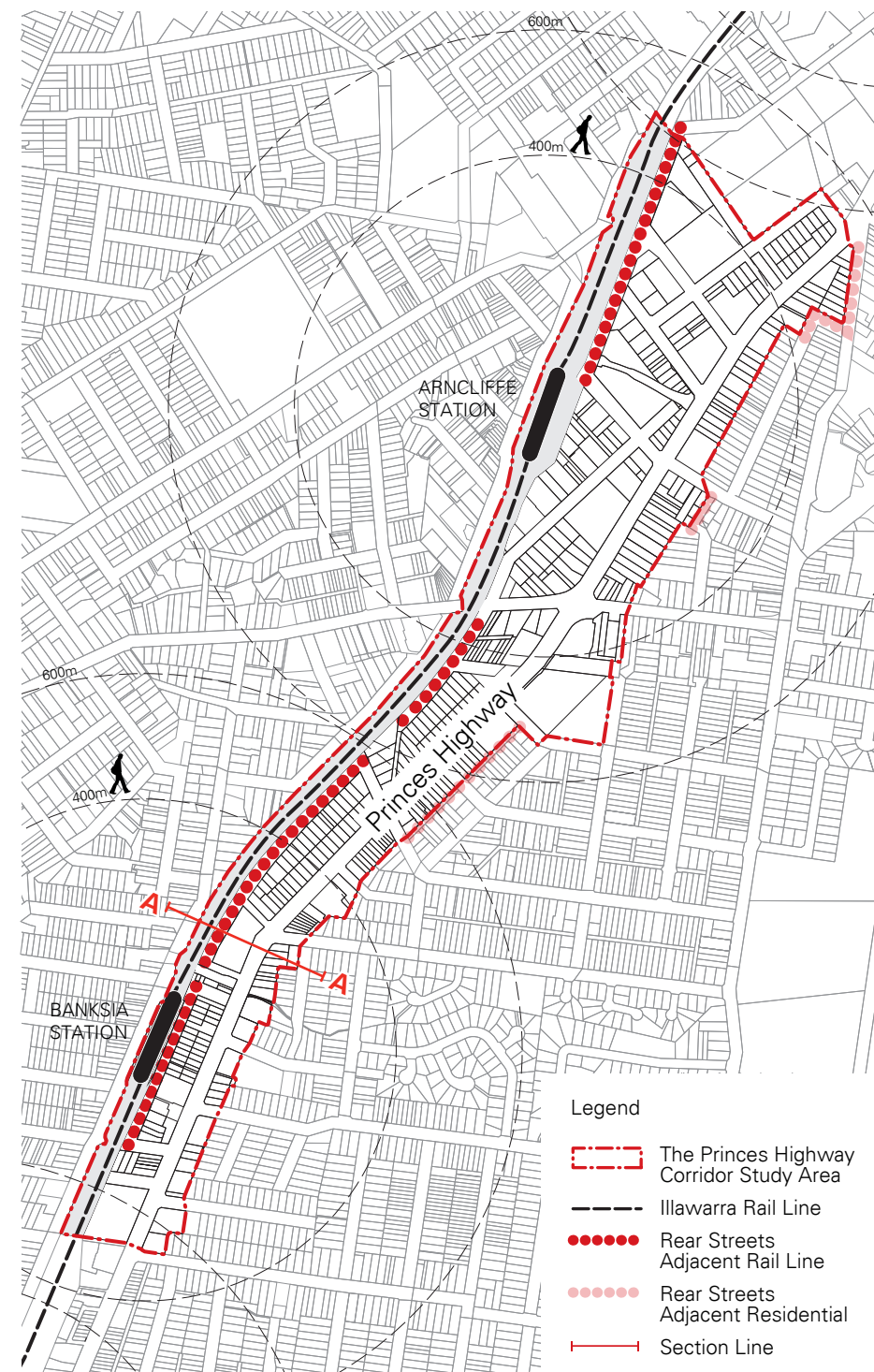
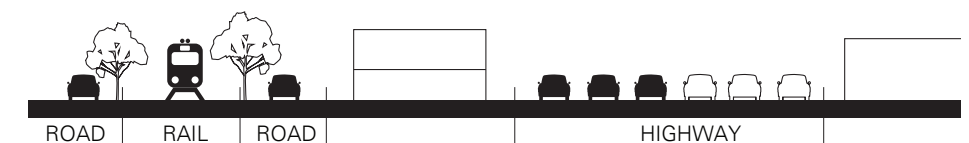
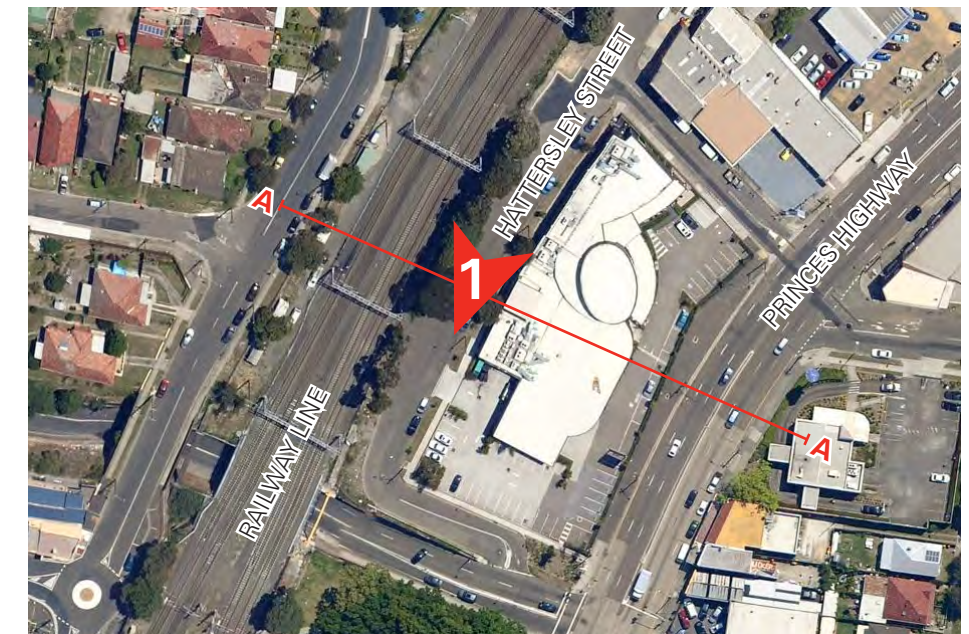


Figure 14 – Corridor Interface Conditions



Typical Section A-A
Not to Scale

The majority of blocks adjacent to the railway line, are benefited by rear lane access. This layout allows for entry to the site from the rear, avoiding the busy Princes Highway frontage, whilst still maintaining the exposure gained by the Highway address.



Photograph looking south along Hattersley Street

Interface with Residential Areas

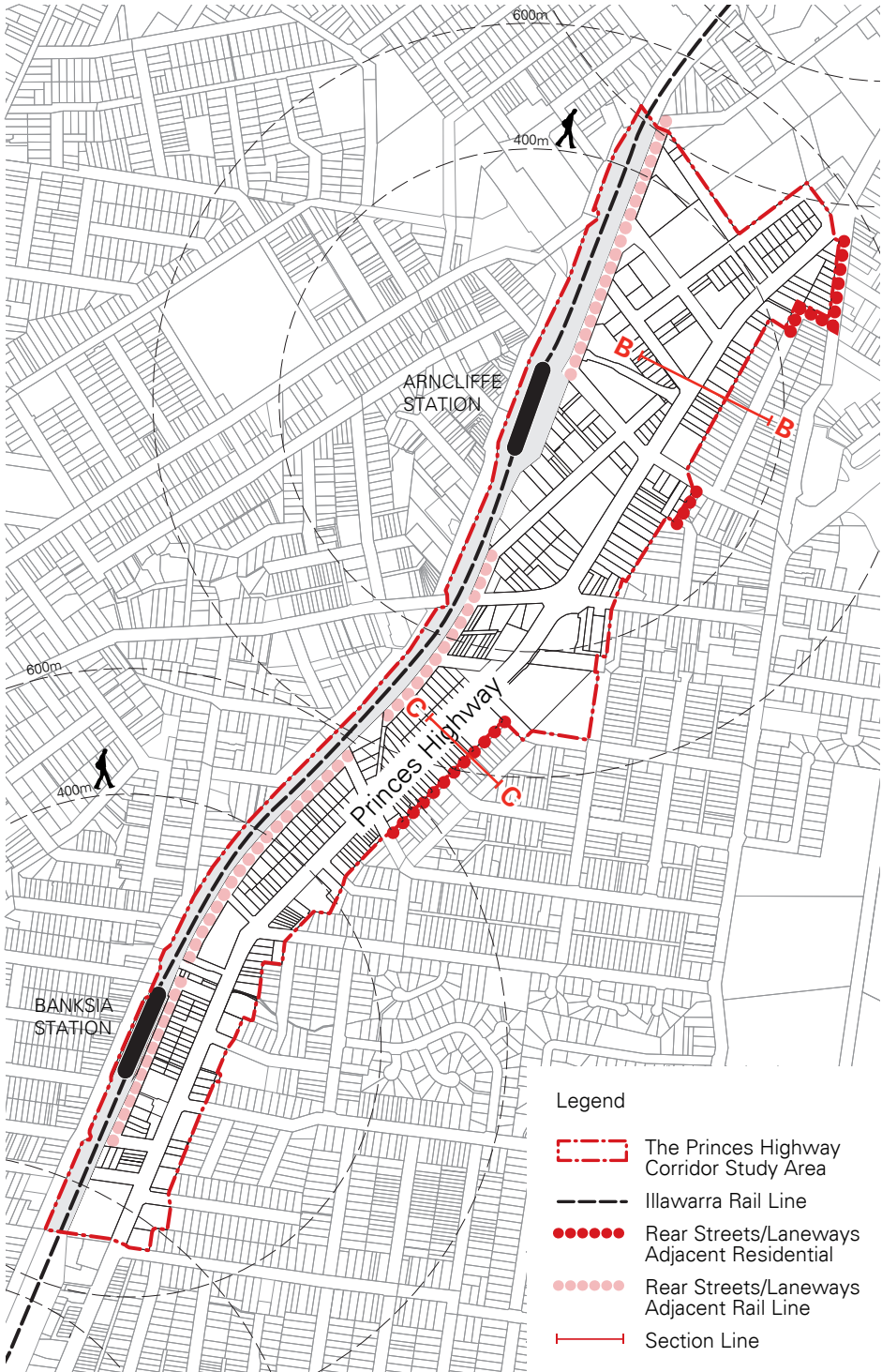
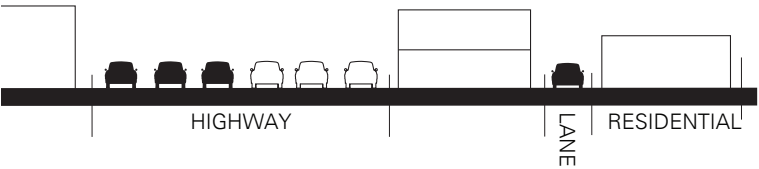
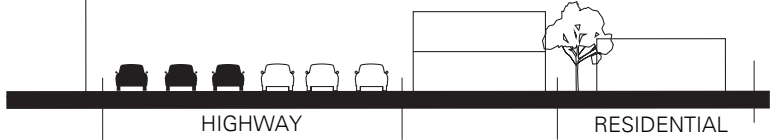


Figure 15 – Corridor Interface with Residential Areas



Typical Section B-B
Not to Scale

A rear lane between residential and business uses provides an alternate access point from the Princes Highway frontage, as well as creating a buffer between the two zones.



Typical Section C-C
Not to Scale

Most sites along the eastern edge of the Princes Highway immediately abut residential development. Where possible, access along the Princes Highway should be consolidated.



Photograph looking north-east along Tantallon Avenue



Photograph looking south on Banksia Avenue

1.10 Local Character: Conclusion

There are two distinctly different character areas within the study area, separated by the high topographical point immediately south of the Forest Road intersection. The two areas are described as the Arncliffe Precinct and the Banksia Precinct. Each have different block and subdivision patterns, land uses and building forms, are affected by varying environmental constraints and have different relationships with surrounding areas.

► Arncliffe Precinct

The Arncliffe Precinct (shown at **Figure 16**) is the higher order precinct within the study area and demonstrates characteristics that indicate suitability for future redevelopment, including:

- The Arncliffe Precinct is currently characterised by low, medium and high density residential, as well as auto industry and commercial land uses.
- Due to the topography, the Arncliffe Precinct has visual connections to Sydney CBD and Sydney Airport.
- The Arncliffe Precinct provides good road connectivity with key regional road connectors (Forest/Wickham Road, West Botany Street and the M5 Motorway exit) within the northern precinct. Public transport connectivity is also good, with both Arncliffe and Wolli Creek stations within the 800m walking catchment.
- Sites located on the western side of the Highway generally do not rely on immediate vehicular access from Princes Highway.
- There are large land holdings in the Arncliffe Precinct which offer opportunities for redevelopment without requiring land amalgamation.
- The Arncliffe Precinct is relatively unaffected by environmental constraints, with limited flooding and ANEF constraints. Due to the proximity of the rail line and road, however, the Arncliffe Precinct is affected by road and rail noise.
- Although there are limited open space opportunities within the study area Arncliffe is located within 600m of Arncliffe Park to the west and 600m to Cahill Park to the north.
- There are limitations for development due to strata titling of existing walk up flats.
- The existing land uses in the Arncliffe precinct are predominantly residential and motor service related. Arncliffe Public School and St Francis Xavier's Church are located on the high point of the land form.

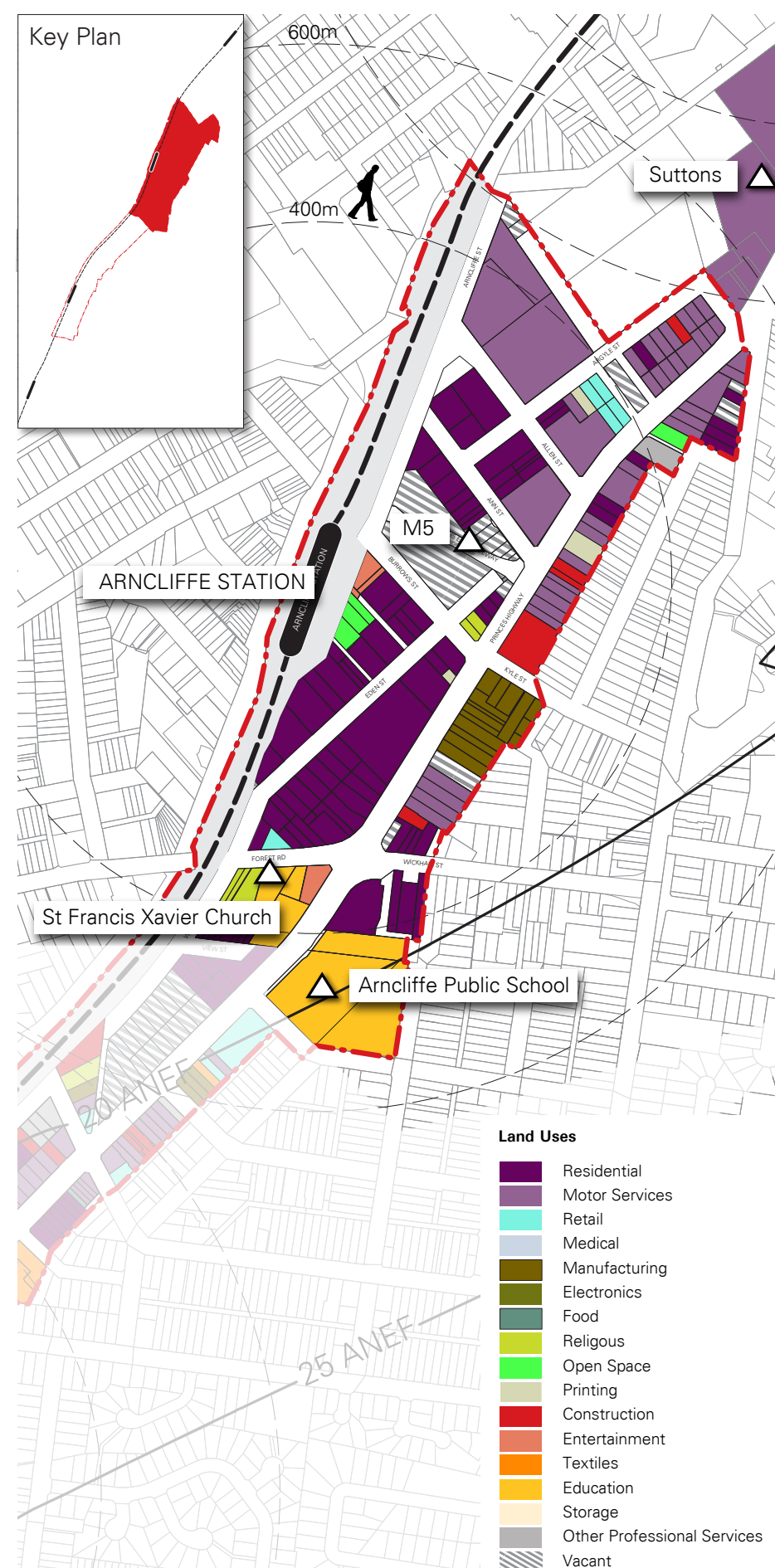


Figure 16 – Land Use of Arncliffe



Wooroona Reserve is the largest parcel of open space in the study Corridor.



Arncliffe presents a diverse mix of building stock along the Highway frontage.



Residential blocks front Eden Street and are sheltered by a landscape buffer off the Highway.



Arncliffe is home to a variety of business uses in the motor services industry.

► Banksia Precinct

The Banksia Precinct (Figure 17) offers a service role within the study area and redevelopment potential is limited due to the following key characteristics:

- The Banksia Precinct is greatly affected by environmental constraints. The southern section of the precinct is affected by both flooding and high levels of aircraft noise, resulting in an environment unsuitable for sensitive land uses.
- The road and rail lines are very closely aligned, resulting in high levels of noise.
- The blocks are shallow and highly fragmented, with a finer grain urban form which would require significant amalgamation to facilitate higher order employment land uses (eg. commercial office development).
- The Banksia Precinct is aligned with, and offers a service support to the Rockdale Town Centre, rather than competing for the same business.
- The existing land uses within the Banksia precinct are diverse and scattered. They include a cluster of motor service uses, low scale residential, retail, textiles and manufacturing industries.

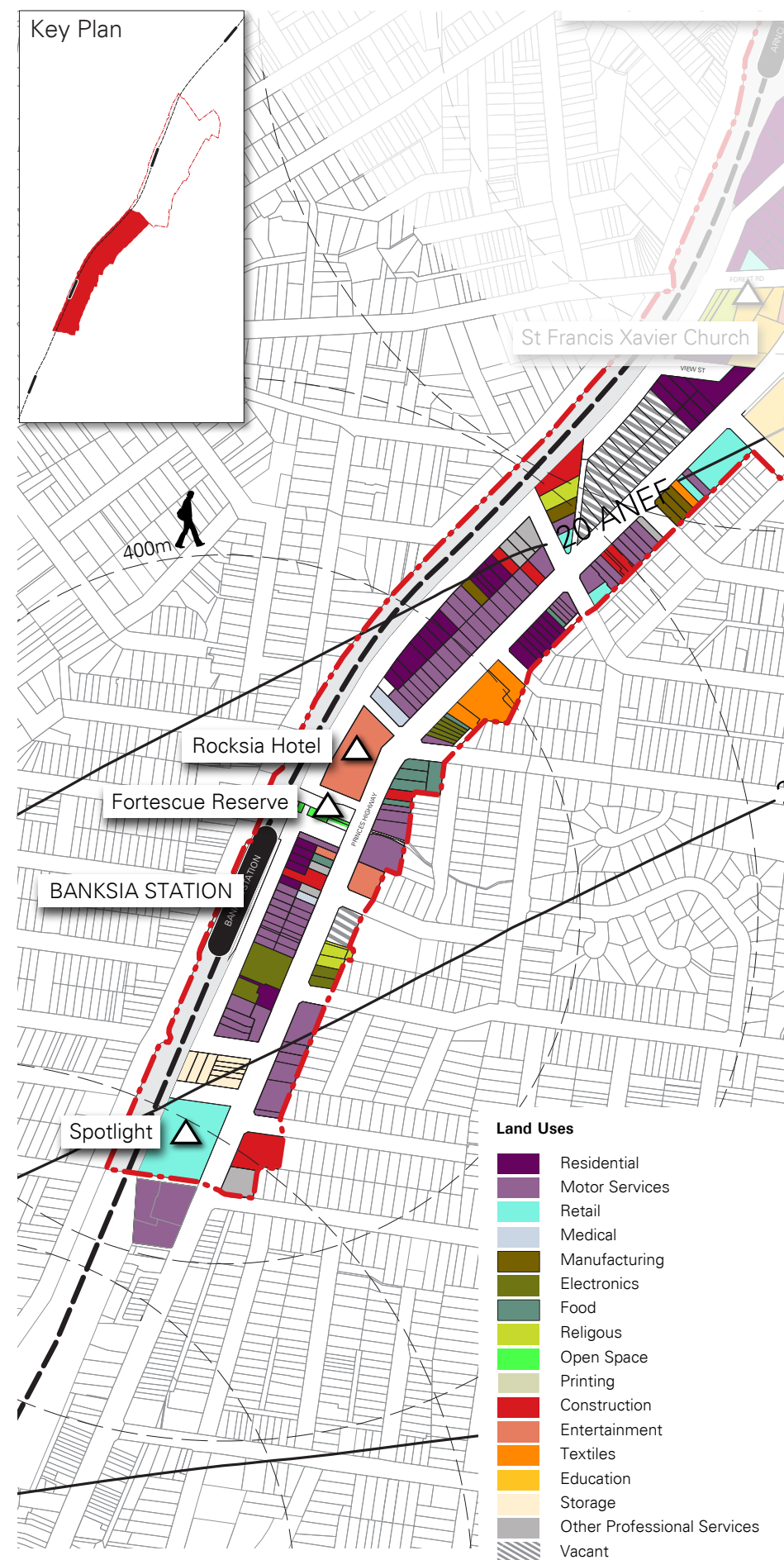
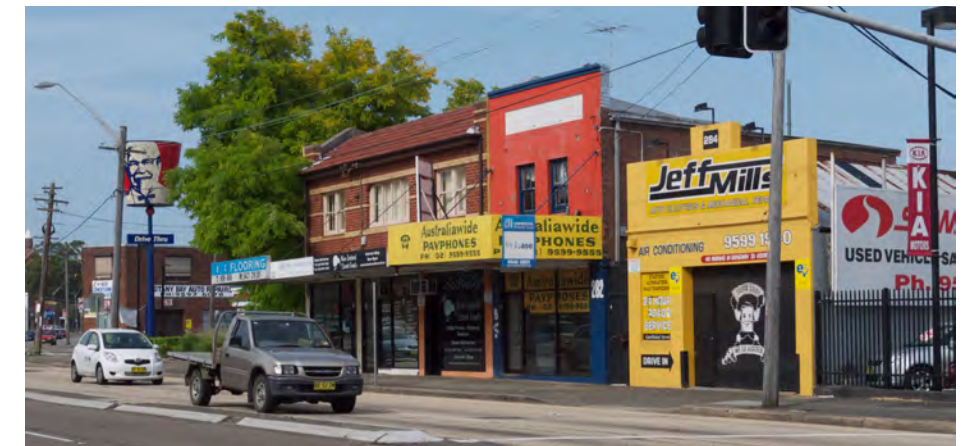


Figure 17 – Land Use of Banksia



Small businesses create a fine grain of development amongst larger players.



383-391 Princes Highway creates a recognisable anchor at the southern end of the Corridor.



The Lowes building is one of the higher employment generators for the Corridor.



Some commercial operations are adjoined to residential homes in quiet laneways off the Highway.