

# Rockdale Town Centre Masterplan 2012





*“Vibrant  
and  
livable  
inner city  
town”*











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# Introduction

Rockdale Town Centre, situated 10kms from the Sydney CBD on a major railway line and arterial road, shares many characteristics of successful and prosperous town centres. The Town Centre has the potential to develop into a unique and vibrant centre.

Rockdale Town Centre is the largest commercial centre in the City of Rockdale. Historically the Centre has played an integral role in the economy and development of the St George region. It has traditionally been the cultural and civic heart of the City of Rockdale with a close connection to the historic 'pleasure grounds' on Botany Bay at Brighton Le Sands.

Over the past thirty years this role has diminished as the centre has experienced competition from nearby Major Centres at Kogarah and Hurstville. It has also diminished on account of Rockdale Plaza which generally restricts its users solely to this shopping centre precluding visitation into the Town Centre. A new direction for the Town Centre needs to be determined that reflects Council's and the community's aspirations.

The process of developing a masterplan was undertaken to document the community's desires and aspirations for the future of the Centre and determine its future character, role and function. There are a wide range of Town Centre stakeholders, including all levels of Government, local residents, local businesses, community groups and those who utilise the services within the Centre. This Masterplan process has enabled the various stakeholders to work towards an enduring future for the Centre.

As Rockdale Town Centre grows and changes there is a need to ensure this is positive for the future of the Centre and Rockdale City and that it will create an environment that the community desires and is proud of.

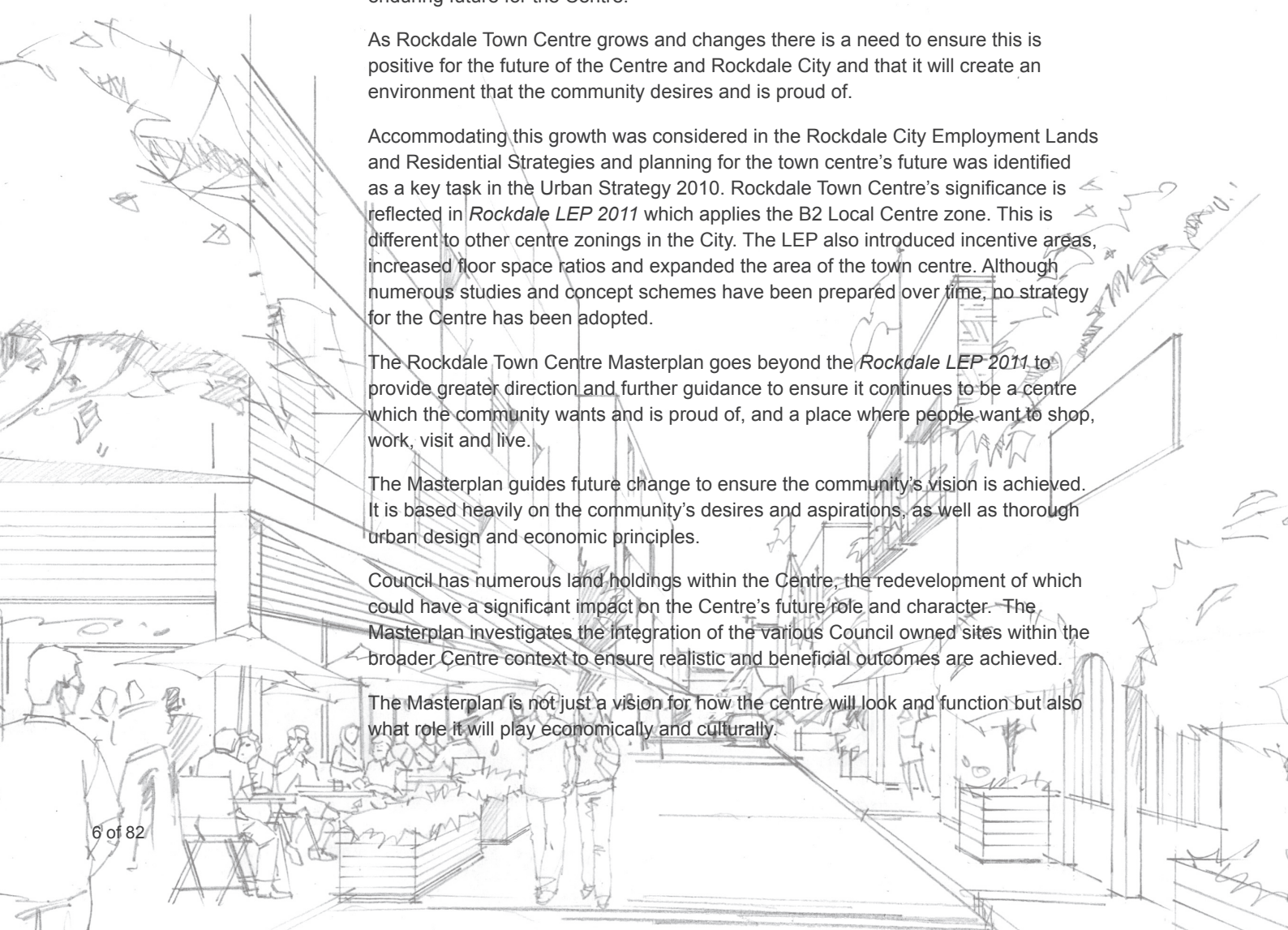
Accommodating this growth was considered in the Rockdale City Employment Lands and Residential Strategies and planning for the town centre's future was identified as a key task in the Urban Strategy 2010. Rockdale Town Centre's significance is reflected in *Rockdale LEP 2011* which applies the B2 Local Centre zone. This is different to other centre zonings in the City. The LEP also introduced incentive areas, increased floor space ratios and expanded the area of the town centre. Although numerous studies and concept schemes have been prepared over time, no strategy for the Centre has been adopted.

The Rockdale Town Centre Masterplan goes beyond the *Rockdale LEP 2011* to provide greater direction and further guidance to ensure it continues to be a centre which the community wants and is proud of, and a place where people want to shop, work, visit and live.

The Masterplan guides future change to ensure the community's vision is achieved. It is based heavily on the community's desires and aspirations, as well as thorough urban design and economic principles.

Council has numerous land holdings within the Centre, the redevelopment of which could have a significant impact on the Centre's future role and character. The Masterplan investigates the integration of the various Council owned sites within the broader Centre context to ensure realistic and beneficial outcomes are achieved.

The Masterplan is not just a vision for how the centre will look and function but also what role it will play economically and culturally.





# Metropolitan Context

## South Subregion Draft Subregional Strategy

The Rockdale Town Centre is Rockdale City's highest order centre. This is espoused in the Department of Planning and Infrastructure's (DP&I's) South Subregion Draft Subregional Strategy (SSDSS).

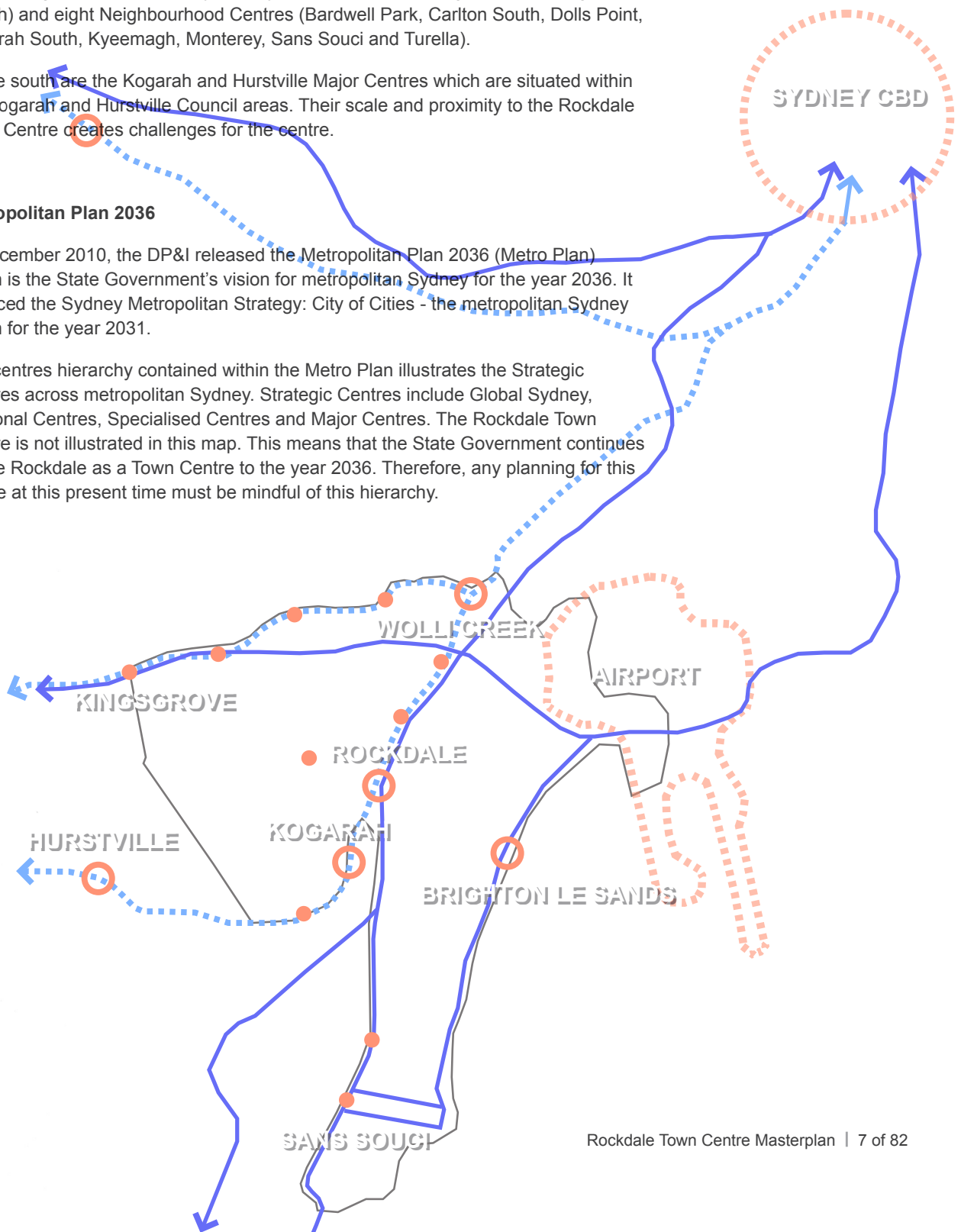
The SSDSS is the vision for the south subregion for the year 2031. It establishes a centres hierarchy for all Councils within the subregion. The Rockdale Town Centre sits above three Villages (Brighton Le Sands, Kingsgrove and Wolli Creek), six Small Villages (Arncliffe, Bexley, Bexley North, Carlton, Ramsgate and Ramsgate Beach) and eight Neighbourhood Centres (Bardwell Park, Carlton South, Dolls Point, Kogarah South, Kyeemagh, Monterey, Sans Souci and Turella).

To the south are the Kogarah and Hurstville Major Centres which are situated within the Kogarah and Hurstville Council areas. Their scale and proximity to the Rockdale Town Centre creates challenges for the centre.

## Metropolitan Plan 2036

In December 2010, the DP&I released the Metropolitan Plan 2036 (Metro Plan) which is the State Government's vision for metropolitan Sydney for the year 2036. It replaced the Sydney Metropolitan Strategy: City of Cities - the metropolitan Sydney vision for the year 2031.

The centres hierarchy contained within the Metro Plan illustrates the Strategic Centres across metropolitan Sydney. Strategic Centres include Global Sydney, Regional Centres, Specialised Centres and Major Centres. The Rockdale Town Centre is not illustrated in this map. This means that the State Government continues to see Rockdale as a Town Centre to the year 2036. Therefore, any planning for this centre at this present time must be mindful of this hierarchy.





# Community Reference Group (CRG) Journey

The community reference group (CRG) was established in early 2011 to ensure that the Rockdale Town Centre Masterplan responded to the community's aspirations through regular discussions between the project team and community representatives. The CRG comprised local business, community representatives and landowners who met regularly over the duration of the project

The CRG identified what the community saw as both the potential and the challenges of the centre, provided input into the initial design concepts and evolution of these ideas, and gave feedback on elements of the draft Masterplan as it developed. The CRG will continue to be involved in the implementation of the Masterplan and as advocates for the delivery of the Masterplan into the future.

## 1 Outline and Key findings

31 March 2011

## 2. Initial ideas and concepts

5 May 2011

## 3. Community vision and design strategies

14 June 2011

## 4. Proposed structure and parking plan

21 July 2011

## 5. Public domain review and plan

8 September 2011

## 6. Draft Masterplan and public exhibition process

10 November 2011



# Document overview

This Masterplan sets out the future direction for the Rockdale Town Centre and the path to achieving it. It covers all aspects of the physical environment of the Centre as well as its cultural, civic, and economic aspects.

The Masterplan is a guiding document for Council, business owners, private developers and the community. It will be implemented by more detailed tools which provide technical guidance on the design and delivery of the strategies contained in this Masterplan.

This document is divided into two parts

## Masterplan

- Outlines the community's vision for the Centre
- Outlines the design strategies which set out the desired future character, role and function of the Centre
- Identifies plans to achieve the design strategies and realise the vision. These include:
  - Precinct Plan
  - Structure Plan
  - Parking Plan

## Masterplan implementation program

- Identifies the suite of tools which will be used to implement the Masterplan, including the urban planning direction, actions for the community, and capital works priorities for Council.

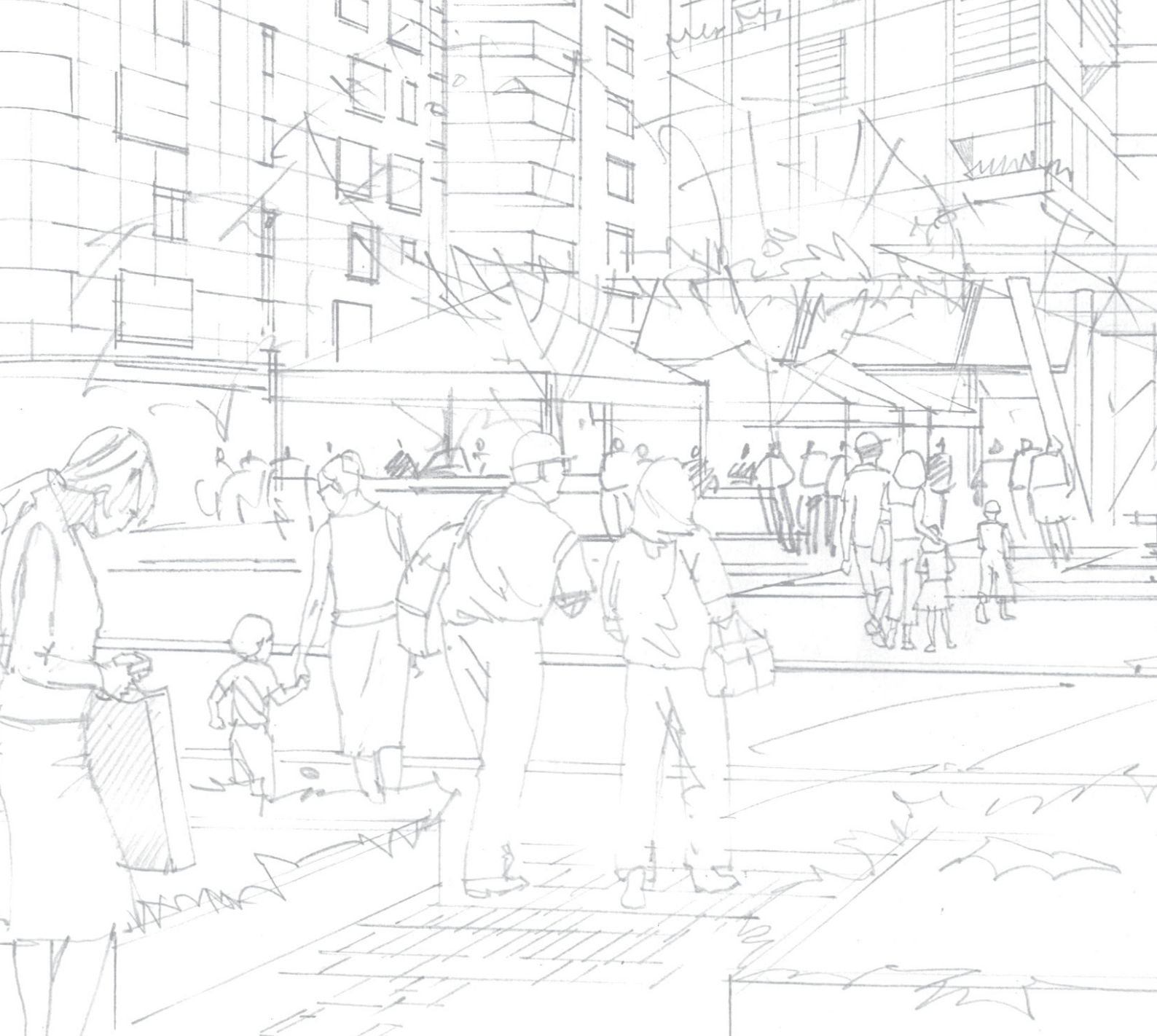
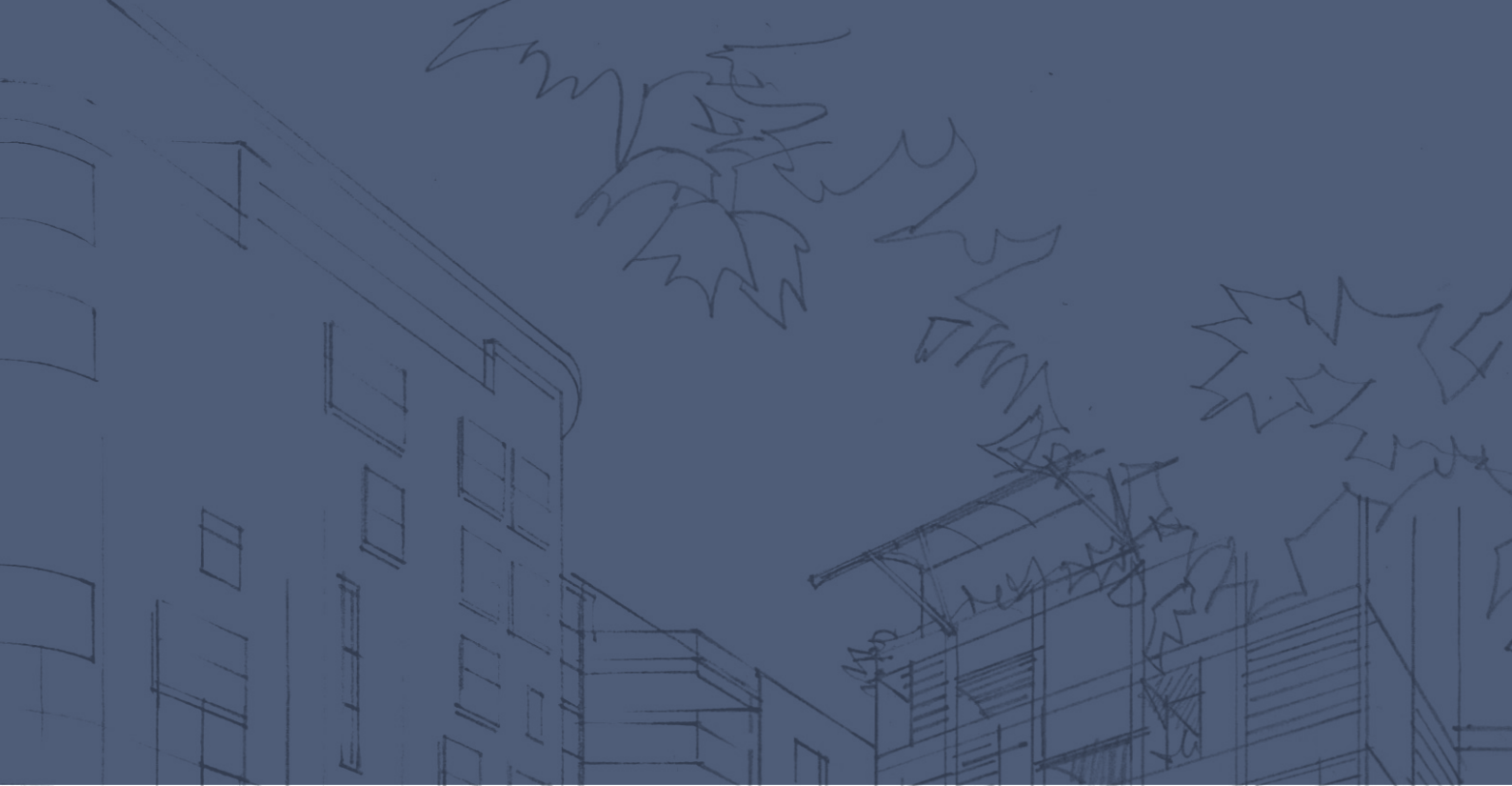
## Public Domain Plan

The Public Domain Plan is a separate document which accompanies the Masterplan and sets out specific strategies for the public domain which complement the Structure Plan Elements and Parking Plan.

It also contains the Technical Manual which will be part of the suite of tools which will be used to implement the Masterplan (see Masterplan Implementation).

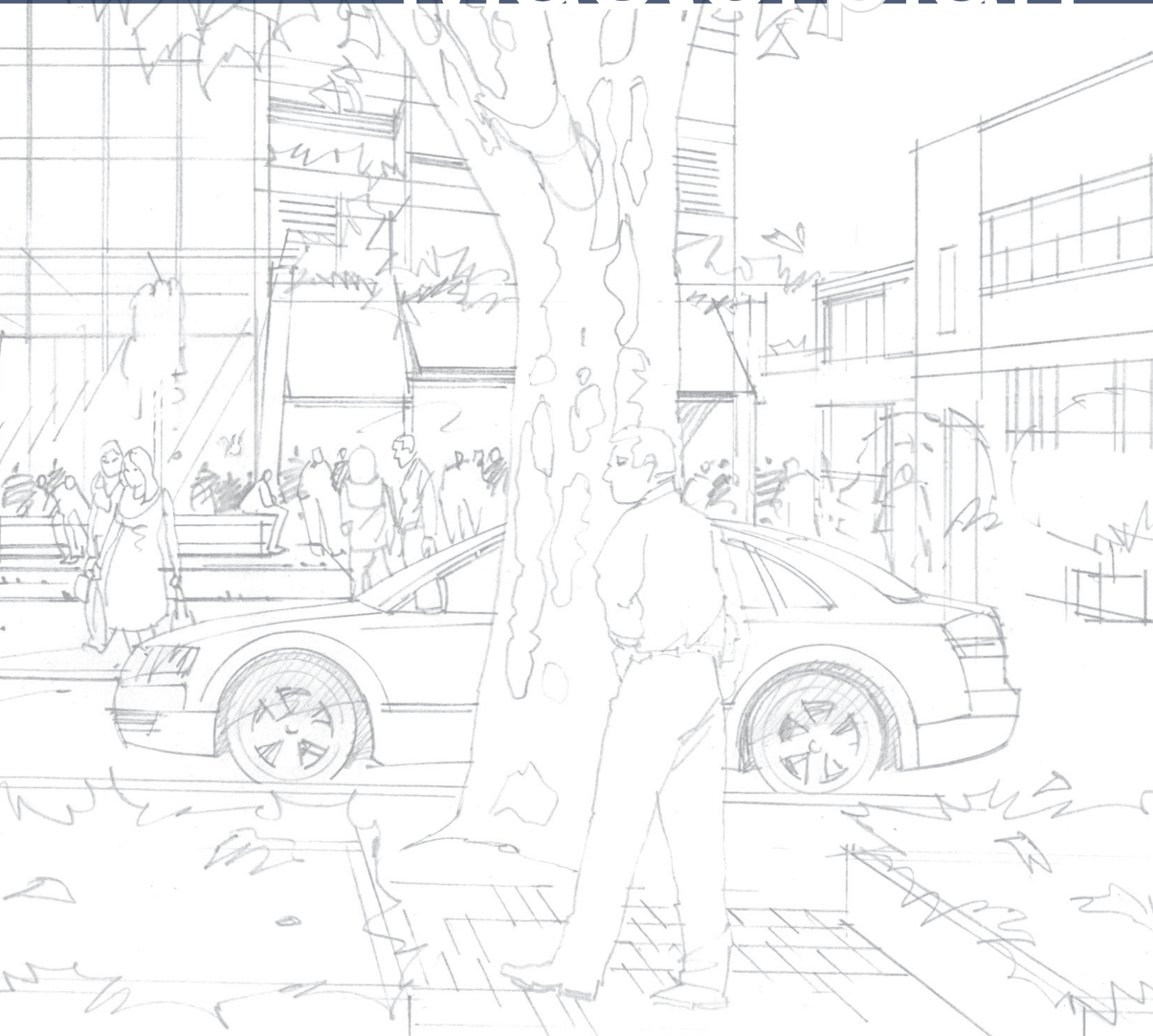








# Masterplan





# 1. Potential and Challenges

The Masterplan process commenced with an extensive review of planning studies and policies that pertain to the Centre. This established an understanding of the urban and economic environment of Rockdale Town Centre and the characteristics that have shaped the Centre's development over time. It also identified the challenges that the Centre continues to face as well as its future potential.

## Potential



### A centre with historical and topographical identity

Rockdale Town Centre is situated on the relatively flat area between two hills. The name "Rockdale" is derived from its topography as a "dale between two Rocky Outcrops". The Rockdale area started as a rural settlement with the original land grant in 1831. Access to the area was improved by the construction of Rocky Point Road and the dam across the Cooks River in 1839. The first retail shop in Rockdale was built in 1862. The area was officially named Rockdale in 1878.



### A highly accessible centre

The Town Centre has excellent transport connections to the Sydney CBD and surrounding suburbs, by rail, bus and car. Princes Highway offers the Town Centre convenient access and high exposure. There are a significant number of public parking spaces within the Centre for visitors arriving by car. The convenient access makes the Town Centre a viable place to live, work and visit.



### A public open space network

Although there are limited public open space areas within the Town Centre, some existing open spaces have more potential. The well maintained Council forecourt garden, the emerging outdoor dining/cafe atmosphere in King Street Place and the existing laneway network can be further enhanced and integrated into pedestrian linkages to make the Town Centre more accessible attractive.



### A strong civic focus

Rockdale Town Centre has a range of local public buildings, similar to other successful town centres (e.g. Rockdale Library and Town Hall, Council Administration Building). These buildings give the Town Centre a strong civic and community focus and add to the vibrancy and character of the Centre.



### A diverse and growing community

The Town Centre has a culturally diverse and growing community. A demographic trend of the suburb of Rockdale shows a relatively high proportion of residents aged 20 to 34 years. According to local real estate agents, the area is attracting many young professional couples and students seeking an affordable area with good public transport connections.



## Challenges

### Competition from neighbouring centres

Rockdale is adjacent to the Hurstville and Kogarah Major Centres which are higher up the State Government's centre's hierarchy for metropolitan Sydney. Compared with these two centres where significant office and retail markets have been established, Rockdale Town Centre has not attracted commercial development in recent years.



### Traffic

Significant volumes of traffic along the Princes Highway reduces the amenity for pedestrians and residential development with respect to noise and air pollution. This highway corridor, along with the Seven Ways intersection also hinders pedestrian movement across the Centre, particularly at the Town Centre's edge where there are fewer signalised crossings and large development blocks.



### Passing rather than visiting

In spite of convenient parking and good transport access, many people only pass by or commute via the Town Centre rather than visit it. This may be due to the lack of major attractions (retail anchors or large employment generators) and excessive long stay parking (public parking spaces with no time limits) within the retail core.



### Small site

A significant proportion of the Town Centre core area comprises small lot subdivision which lends itself to a fragmented ownership pattern. Without site consolidations, any future development of these sites will be difficult to achieve.



### Aircraft movement impacts

The Town Centre has proximity (2km) to the Sydney Airport. The northern part of the Town Centre lies directly beneath the flight path. This has a significant impact on new developments due to noise affectation and building height limitations, as development must not breach the Obstacle Limitation Surface (OLS) which is 51m AHD for majority of the Centre.





## 2. Community's Vision

# *“...a great place to shop, work, visit and live”*

There is a strong and diverse Rockdale Town Centre community which includes residents, business owners, and land owners who are passionate about their Centre and its future.

Integral to the Masterplan process is understanding what the community likes about the Centre and how they wish to see it change and grow.

To gather input and feedback from the community, a Community Reference Group (CRG) was established at the outset of the project. Consisting of 9 members representing a cross section of the community, the CRG has met regularly to review and discuss the work and ideas of the project team throughout the development of the Masterplan.

To engage with the wider community a Community workshop was held in May 2011 and was attended by over 50 community members. The workshop included round table discussions on key issues.

These discussions identified common themes that could inform the direction of the Town Centre. The themes were documented in a community consultation report which was presented to the CRG and circulated to the workshop attendees for feedback. They now inform the community's vision for Rockdale Town Centre.



The community's aspirations for the Town Centre which have been derived from the key themes of the community workshop discussion, are to:

- Establish a unique identity for Rockdale to make it more attractive for residents and visitors
- Increase and improve the Centre's entertainment and nightlife activities and facilities
- Maintain the culturally diverse fresh food retailing as a key part of the Centre's character
- Encourage redevelopment of the Centre edges to make these areas more attractive
- Improve and provide more open space for a range of users including families and children
- Improve the laneways to better connect parts of the Centre and make them special in their own right
- Maintain and enhance the Centre's important civic role, which needs to relate better to the rest of the centre
- Simplify and improve carparking opportunities for visitors to the Centre



*“....a vibrant and livable inner city town”*



### 3. Design Strategies

Based on the community's vision for the Town Centre, a series of design strategies were established and determine the direction of the Masterplan process and a way forward for the Rockdale Town Centre. They articulate the constraints and opportunities and set out the desired role, function, and character of the Centre upon which the more detailed land use, built form, and public domain guidelines are based.

The six design strategies are explained over the remaining pages of this section. Part 5.1 of the Masterplan references the specific strategies which each Structure Plan initiative aligns to.



1. Establish a unique **identity** for Rockdale



2. Grow the town **heart** and civic role



3. Increase the **vitality** and lifestyle



4. Improve the **pedestrian** experience



5. Strengthen the Centre's **economic** hubs



6. Provide convenient and legible **access** for visitors







## Design Strategy 1: Establish a unique **identity** for Rockdale



- Rockdale Town Centre will be made unique and attractive to visitors by building upon its existing strengths
- It will grow as an inner city centre with a strong public life by utilising its existing elements characteristic of a traditional town centre
- The experience of being in Rockdale will be improved through an upgrading of people's 'mental map' of Rockdale
- The identity of the Town Centre will be promoted through the creation of a sense of arrival to the centre





## Design Strategy 2: Grow the town **heart** and civic role

- The heart of the Centre will be focused on its traditional town centre elements
- A strong public domain network will link the civic hub and retail core
- The Centre's civic functions and public life will be enhanced by providing a town square in the civic hub adjoining the Town Hall and Council administration building
- The town heart will have strong pedestrian connections to the rest of the Centre and surrounds







### Design Strategy 3: Increase the **vitality** and lifestyle

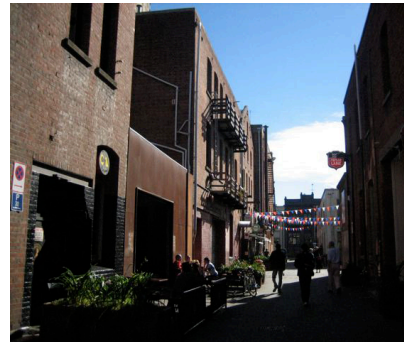
- Rockdale Town Centre will be a livable centre with an attractive lifestyle and nightlife
- The lifestyle of the Centre will be improved by encouraging elements in the Town Centre with a social or public focus: open spaces, dining, entertainment, markets, community services
- Vibrancy and activity in the Centre will be generated through increased residential densities
- Usable and safe open space will be provided that suits the needs of Rockdale's culturally diverse community





## Design Strategy 4: Improve the **pedestrian** experience

- The different precincts of the centre will be connected by laneways and a pedestrian network making the Centre easy to explore for visitors and enjoyable for residents
- Laneways will be improved and pedestrian movement prioritised by calming the traffic on streets in the Centre core
- Open spaces and laneways will be activated by the adjoining building uses





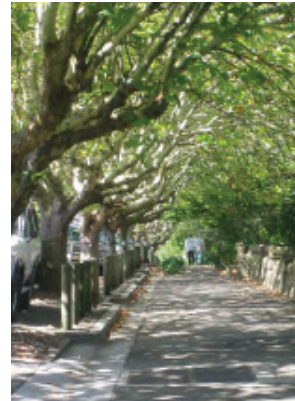
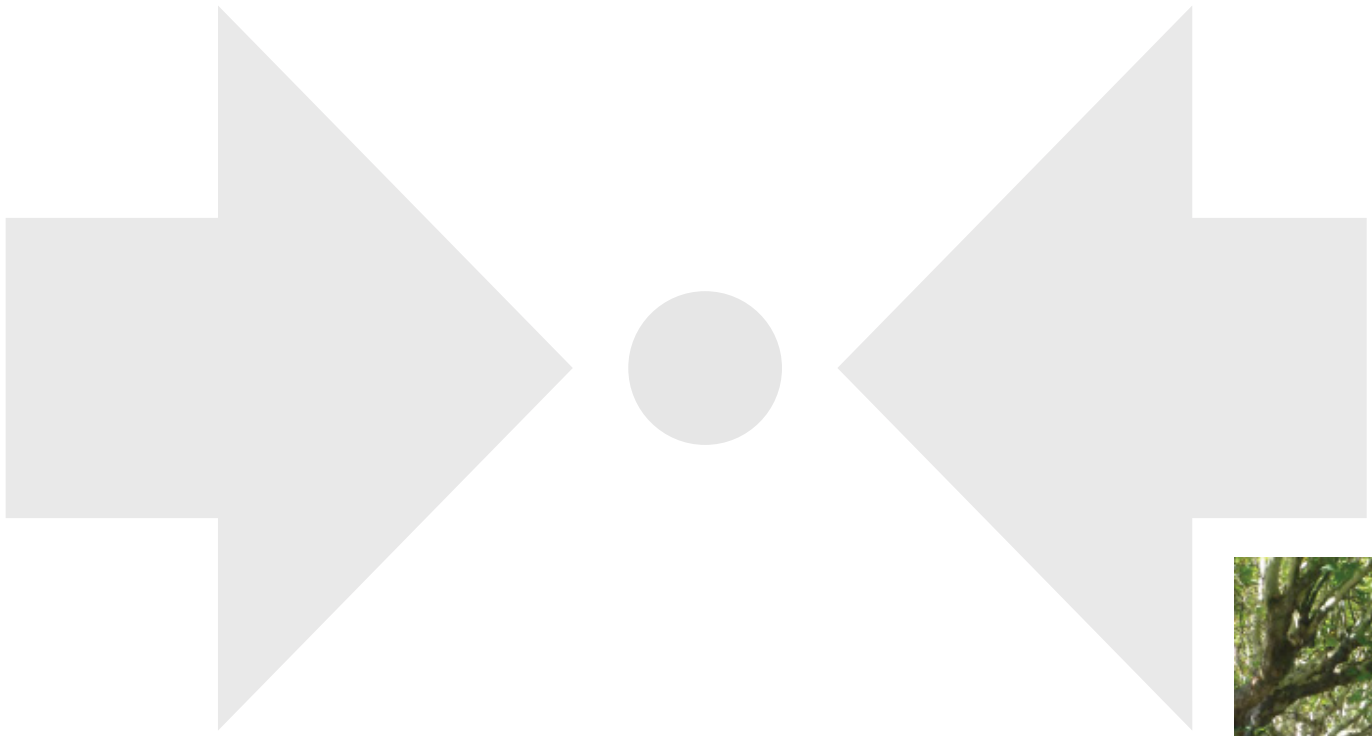


## Design Strategy 5: Strengthen the Centre's **economic hubs**



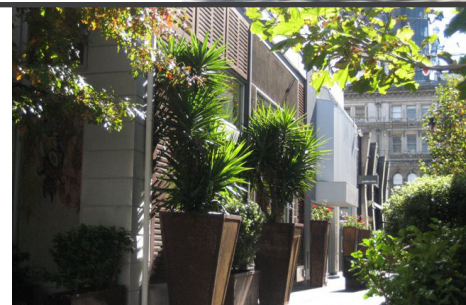
- The Centre consists of a series of economic hubs with different roles that will be strengthened and connected to make a complete retail experience and improve the centre's economy. The economic hubs are:
  - King Street Place
  - Walz Street
  - Town Centre core including a possible market
  - Princes Highway Strip
  - Centre edge showrooms and bulky goods
  - Rockdale Plaza
- The existing fresh food culture and ethnic diversity of the centre will be built upon to expand the centre's retailing to attract visitors and provide a better range of services to residents





## Design Strategy 6: Provide convenient and legible **access** for visitors

- A hierarchy of access to the Centre will be developed: pedestrian, bicycles, public transport, then private vehicles
- The connection from the Railway station and transport interchange to the centre will be improved
- Convenient vehicle access to the Centre will be provided by carparking located at the edges of centre
- Vehicle movement and access will be improved by reducing long stay carparking in the Centre core
- Rockdale Town Centre will be differentiated from other centres and businesses along the highway to visitors travelling by motor vehicle



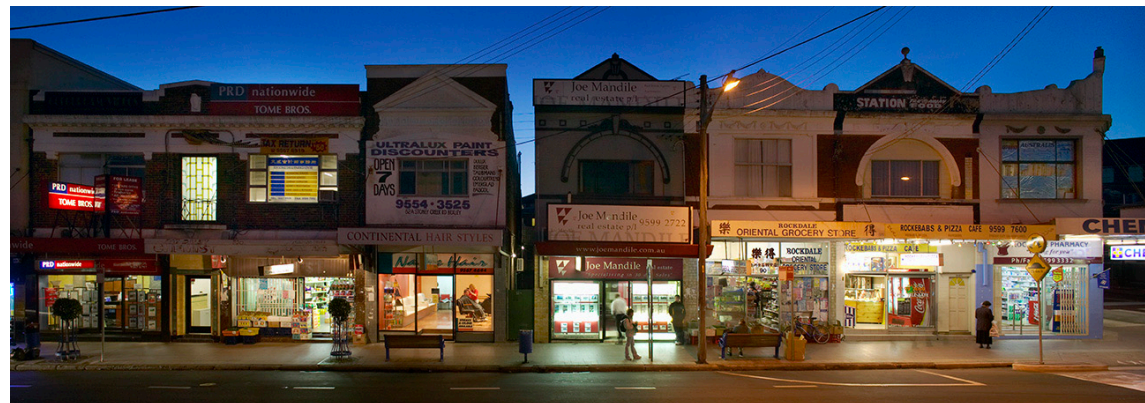


## 4. Precincts Plan

Rockdale Town Centre has an elongated form which is bisected by the Princes Highway and flanks both sides of the Illawarra rail line. Within the Centre, a number of distinct and definable precincts have emerged. The role and attributes of each precinct give Rockdale Town Centre its character and diversity.

Maintaining and enhancing each precinct as the Centre grows is important as is creating a better connection and relationship between them.

This section constitutes the Precinct Plan. It outlines the existing role and character of each precinct and how they are envisaged in the future. It also includes how their relationship to other precincts will be improved to better contribute to the success of the Town Centre.



The precincts which make up the Rockdale Town Centre are:

**4.1 Town Centre Core**

- 4.1.1 Walz and Frederick Streets Precinct
- 4.1.2 Transport Interchange Precinct
- 4.1.3 Civic Precinct
- 4.1.4 King Street Precinct

**4.2 Princes Highway Strip**

- 4.2.1 Princes Highway Central Precinct
- 4.2.2 Princes Highway South Precinct
- 4.2.3 Princes Highway North Precinct
- 4.2.4 Princes Highway Green Gateway Precinct

**4.3 Town Centre Edge**

- 4.3.1 Market Street Precinct
- 4.3.2 Rocky Hills Precinct
- 4.3.3 Chapel Street Precinct
- 4.3.4 Residential Ring Precinct
- 4.3.5 Rockdale Plaza Precinct

The following pages outline the defining features and roles of each precinct and how they are envisaged in the future.





## 4.1 Town Centre Core

The Town Centre Core is located around the Rockdale Railway Station. It comprises of retail, commercial, light industry, civic centre (including town hall, library council chambers) and high density residential. The area is dominated by regional traffic. However, it is also a high pedestrian zone with cross connections through the central transport interchange. There are four precincts within this area.

### 4.1.1 Walz and Frederick Streets Precinct

This precinct comprises land zoned B2 Local Centre at the section of Railway Street at Frederick Street and extending north through Walz Street to Parker Street. The subdivision pattern combines small shop lots with larger sized lots. Whilst the predominant building height in the precinct is two storeys, the maximum building height is 20.5 metres in *Rockdale LEP 2011*.

#### Current

The Walz Street Precinct is a vibrant retail hub with a predominance of ethnic food outlets and fresh food supplies. It has a village feel despite its fringe location at the western edge of the Centre.

Whilst the precinct trades well, there are a number of traffic and parking issues. This is due to limited parking and this is compounded by a high number of bus movements which service the bus stops on Railway Street. The steep topography of Walz Street, particularly at the street and footpath interface, can also constrain the pedestrian experience.

#### Future

The vitality and character of the precinct will be enhanced by improving the public domain. This is detailed in part 5.2 'Pedestrian spine and retail hubs' of the Structure Plan. The enhancements focus on the public domain and the provision of more convenient parking (i.e. angled parking) which is detailed in the Parking Plan (part 6.2). Refer also to section 4.4 of the Public Domain Plan

### 4.1.2 Transport Interchange Precinct

The Transport Interchange Precinct contains the Rockdale Train Station and bus interchange and the adjacent commercial properties between Geeves Avenue and the Princes Highway. This precinct is zoned B2 Local Centre and has a maximum building height of 22 metres with an option for an additional 12 metres provided lots are consolidated and no less than 1,500 square metres as per exception clause 4.3(2A) (a) in *Rockdale LEP 2011*. The existing subdivision pattern comprises small narrow lots reflecting traditional retail strip shop pattern.

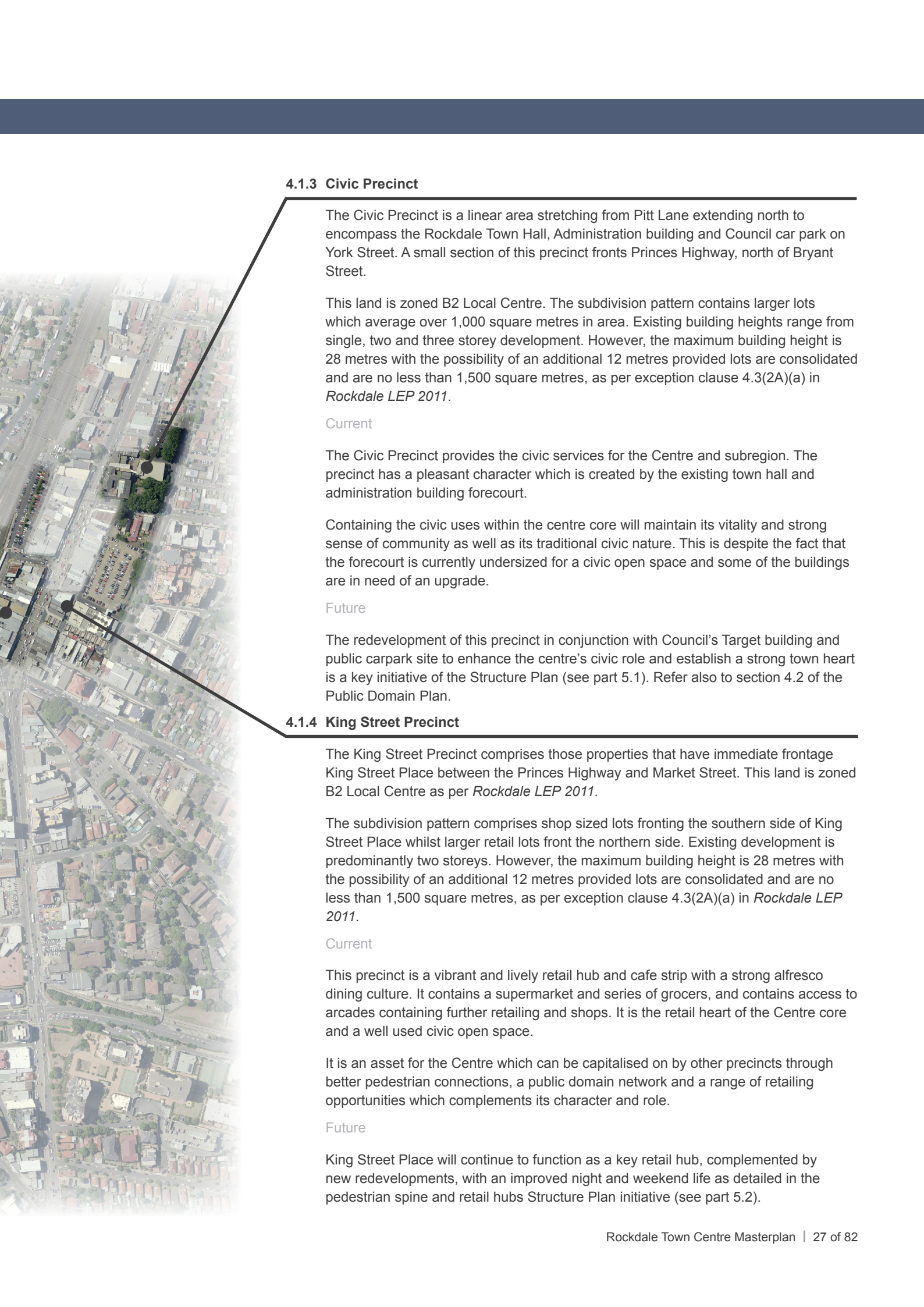
#### Current

This precinct is an extremely active and critical part of the function of the Town Centre. It experiences a high volume of pedestrian traffic and is also a point of arrival for many visitors to the centre. Despite this, the precinct is in need of revitalisation. The bus interchange is cramped; pedestrian paths to the station entrance are not convenient nor pleasant; the Bus Interchange is fronted by the rear of businesses; and the main link to King Street Place is via a small pedestrian arcade. The Princes Highway frontage, which contains a range of retail uses including banks and the post office, affords the precinct high visibility.

#### Future

The redevelopment and revitalisation of this precinct is critical in order to establish a positive image for the Centre and provide more convenient pedestrian movement between the station. A scenario is presented in the Structure Plan (see part 5.3). Refer also to section 4.1 of the Public Domain Plan.





#### 4.1.3 Civic Precinct

The Civic Precinct is a linear area stretching from Pitt Lane extending north to encompass the Rockdale Town Hall, Administration building and Council car park on York Street. A small section of this precinct fronts Princes Highway, north of Bryant Street.

This land is zoned B2 Local Centre. The subdivision pattern contains larger lots which average over 1,000 square metres in area. Existing building heights range from single, two and three storey development. However, the maximum building height is 28 metres with the possibility of an additional 12 metres provided lots are consolidated and are no less than 1,500 square metres, as per exception clause 4.3(2A)(a) in *Rockdale LEP 2011*.

##### Current

The Civic Precinct provides the civic services for the Centre and subregion. The precinct has a pleasant character which is created by the existing town hall and administration building forecourt.

Containing the civic uses within the centre core will maintain its vitality and strong sense of community as well as its traditional civic nature. This is despite the fact that the forecourt is currently undersized for a civic open space and some of the buildings are in need of an upgrade.

##### Future

The redevelopment of this precinct in conjunction with Council's Target building and public carpark site to enhance the centre's civic role and establish a strong town heart is a key initiative of the Structure Plan (see part 5.1). Refer also to section 4.2 of the Public Domain Plan.

#### 4.1.4 King Street Precinct

The King Street Precinct comprises those properties that have immediate frontage King Street Place between the Princes Highway and Market Street. This land is zoned B2 Local Centre as per *Rockdale LEP 2011*.

The subdivision pattern comprises shop sized lots fronting the southern side of King Street Place whilst larger retail lots front the northern side. Existing development is predominantly two storeys. However, the maximum building height is 28 metres with the possibility of an additional 12 metres provided lots are consolidated and are no less than 1,500 square metres, as per exception clause 4.3(2A)(a) in *Rockdale LEP 2011*.

##### Current

This precinct is a vibrant and lively retail hub and cafe strip with a strong alfresco dining culture. It contains a supermarket and series of grocers, and contains access to arcades containing further retailing and shops. It is the retail heart of the Centre core and a well used civic open space.

It is an asset for the Centre which can be capitalised on by other precincts through better pedestrian connections, a public domain network and a range of retailing opportunities which complements its character and role.

##### Future

King Street Place will continue to function as a key retail hub, complemented by new redevelopments, with an improved night and weekend life as detailed in the pedestrian spine and retail hubs Structure Plan initiative (see part 5.2).



## 4.2 Princes Highway Strip

Bisecting the city centre is the Princes Highway. This main arterial road is one of the main regional connectors for south Sydney. The Princes Highway Strip is currently marked with bollard Ficus street tree planting that ties together the civic and retail commercial buildings that front the highway. The outer edge of the Princes Highway Strip is dominated by retail, commercial and residential uses. This area lacks clear delineation and sense of place. Parts of the Princes Highway Strip also fall within the Town Centre Core shown in section 3 of the Public Domain Plan.

### 4.2.1 Princes Highway Central Precinct

The Princes Highway Retail Core Precinct comprises the properties which have frontages to both Princes Highway and to Geeves Lane. This precinct is zoned B2 Local Centre and comprises predominantly single and two storey traditional shop top development. The maximum building height is 22 metres as per *Rockdale LEP 2011*.

#### Current

This precinct contains a variety of stores and services in a highly visible location. It is characterised by heavy pedestrian traffic but has poor pedestrian amenity and older building stock.

The impacts of vehicular traffic reduces the pedestrian amenity of the precinct but its visual prominence to passing motorists offers potential to present a positive image of the Centre.

#### Future

The look and feel of the Princes Highway strip will be improved by public domain upgrades and improvement to shop fronts. This will be complemented by the potential of redevelopment with site amalgamation, encouraged by the Centre's revitalisation. Smaller scale redevelopment of sites in the shorter term will also be encouraged. Refer to sections 3.3 and 3.4 of the Public Domain Plan.

### 4.2.2 Princes Highway South Precinct

The Princes Highway South Precinct comprises the area of the Princes Highway from Bay Street in the north to Regent Street/Lister Avenue to the south. Land within this precinct is zoned both B2 Local Centre and R4 High Density Residential.

The subdivision pattern comprises long narrow retail lots with larger lot and super lot sizes to the south. The existing development scale varies between traditional two storey strip retail buildings and more recent mixed use buildings up to 8 storeys. The maximum building height controls vary from 15.5, 22 and 28 metres (Note: some of the land which has a 28 metre height limit can also enjoy an additional 12 metres provided lots are consolidated and are no less than 1,500 square metres, as per exception clause 4.3(2A) (a) in *Rockdale LEP 2011*).

#### Current

The section of Princes Highway immediately south of Bay Street has experienced a lot of recent mixed use developments of varying degrees of quality with some small retail floor plates which has reduced the retail role of the precinct.

This strip of the Princes Highway is physically disconnected from the retail core by the Bay Street and Seven Ways intersection. It is also affected by the poor amenity of Princes Highway. This affects the continuity of extending the retail strip south along the highway.

#### Future

This precinct will continue with its current trend of mixed use development close to the centre core, with a reduced retail focus. Public domain upgrades are also proposed. Refer to sections 3.3 and 3.4 of the Public Domain Plan.





### 4.2.3 Princes Highway North Precinct

The Princes Highway Green Gateway Precinct includes land fronting both sides of Princes Highway from Bryant Street (excluding the Civic Precinct component – see part 4.1.3) to an unnamed lane to the north east. Land within this precinct is zoned B2 Local Centre.

The subdivision pattern constitutes small shop front subdivision to the east and larger lots on the western side. The maximum building height controls are 22 metres on the western side and 28 metres on the eastern side, as per *Rockdale LEP 2011*.

#### Current

This precinct contains a mix of light industrial and highway corridor retail uses in older building stock. Due to the poor amenity from traffic noise and lack of environmental protection from awnings and street tree planting, it is well known as a unfriendly pedestrian environment.

This precinct contains a number of underdeveloped large lots that have a lot of redevelopment potential. The type of development which can occur is limited by the impacts of the busy road, railway, and the aircraft flight path. Whilst the precinct is located in close proximity to the Centre it is a fair distance from the retail core of the Centre.

#### Future

This precinct is envisaged as redeveloping with uses which complement the Centre but do not need to be situated in the core such as hotels or entertainment uses like function centres and pubs. Public domain upgrades are also proposed. Refer to sections 3.3 and 3.4 of the Public Domain Plan.

### 4.2.4 Princes Highway Green Gateway Precinct

The Princes Highway Green Gateway Precinct comprises the area of the Princes Highway south of Lister Avenue and Hegerty Street to Rockdale Plaza Drive. It has been included in the Rockdale Town Centre area under *Rockdale LEP 2011*, with a B2 Local Centre zone. It has a 22 metres height limit which is lower than in the Centre core as this appropriately responds to its location at the edge of the Centre.

#### Current

This precinct contains a mix of light industrial and highway corridor retail uses and older building stock. It has a pedestrian unfriendly environment due to the traffic noise and lack of environmental protection by way of awnings or street tree plantings.

This precinct contains a number of large underdeveloped sites, many of the owners of which have expressed a desire to redevelop. This area is at the edge of the Centre, well outside of the retail core but still walking distance to the Centre and station.

#### Future

This precinct has an opportunity to provide increased residential densities in close proximity to the centre as well as creating a gateway and entrance to the Town Centre. This redevelopment is a key initiative of the Structure Plan (see parts 5.4 and 5.5.3). Public domain upgrades are also proposed. Refer also to sections 3.3 and 3.4 of the Public Domain Plan.



## 4.3 Town Centre Edge

The Town Centre Edge defines the differing quality between the city centre and the outer low density residential suburbs. The Town centre edge has established streetscapes with mature avenues of trees which are mostly oriented toward the city centre. Within the suburban streets the character is quaint with modest size houses and generous sets backs from the road. Within this character area the topography dominates with many rock outcrops creating a sense of height and prospect.

### 4.3.1 Market Street Precinct

The Market Street Precinct comprises the block situated east of Market Street and bounded by Bryant Street to the north, King Street to the South and George Street to the east. It contains a number of recent large scale mixed use developments. Its B2 zoning as per *Rockdale LEP 2011* and height controls are consistent with these developments

#### Current

This Precinct adjoins the retail hub at King Street Place and has mostly been redeveloped with mixed use developments. Although it has a landscaped streetscape there exists a poor interface between the footpath and the buildings. This is a missed opportunity to create a lively retail strip.

As Market Street is fronted by the Target site and connected to King Street Place there is an opportunity to capitalise on its relationship to the Centre core.

#### Future

The Town Heart redevelopment of the site that currently contains the Target store and public carpark will revive the retail role of Market Street on the western side, whilst maintaining its landscape character. With a reduction of off-street parking in the centre core reduced traffic flow will also increase the pedestrian amenity of Market Street.

### 4.3.2 Rocky Hills Precinct

This precinct is bounded by George Street (western boundary), Pitt Street (northern boundary), Cameron Street (eastern boundary) and Bay Street (southern boundary). This area is zoned R2 Low Density Residential with a 2 storey (8.5 metre) height limit as per *Rockdale LEP 2011*.

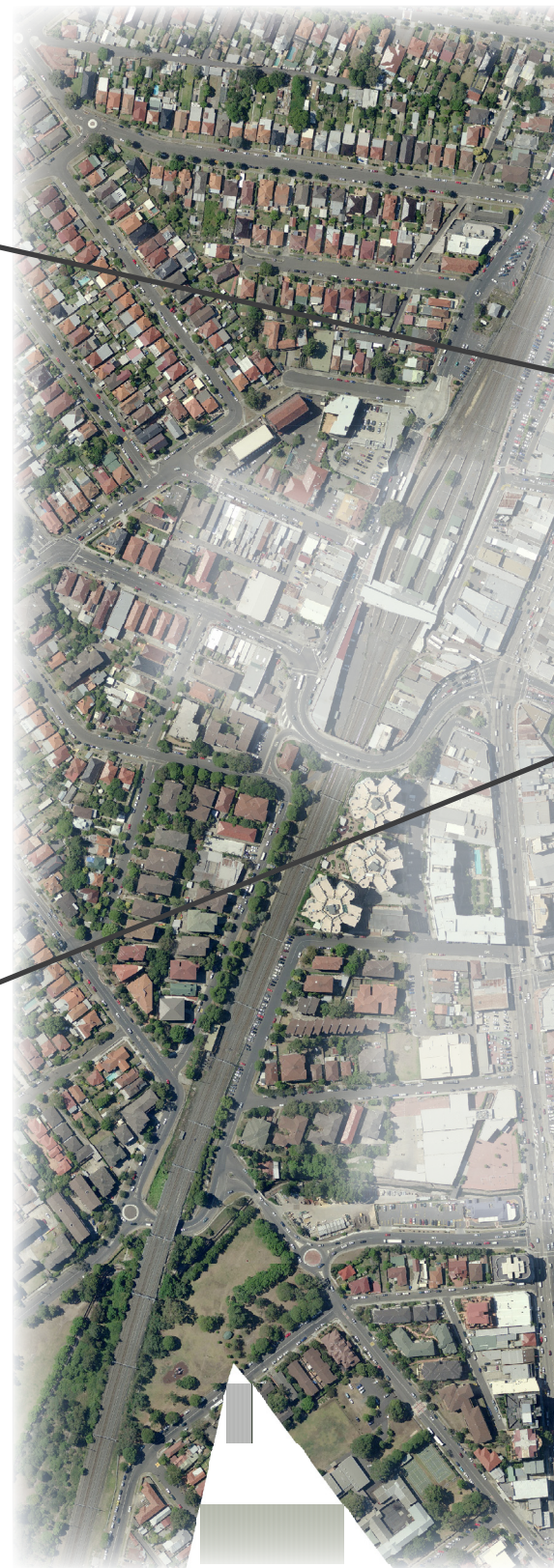
#### Current

The precinct contains low density residential housing with a strong landscaped streetscape with some heritage character elements. It has been dubbed Rocky Hills because of its similarities with some of Sydney's inner city suburbs

This area is close to King Street Place and the railway station which some may argue makes it suitable for increased residential densities. However, it is over the ridge which physically defines the edge of the centre.

#### Future

This precinct will contribute to providing a range of housing choice is a key initiative of the Structure Plan (see part 5.5.2). Refer also to sections 3.3 and 3.4 of the Public Domain Plan.







#### 4.3.3 Chapel Street Precinct

Chapel Street Precinct is situated south of Bay Street on the eastern side of the Princes Highway. This area is zoned B2 Local Centre and contains larger lots which reflect more recent residential subdivision of the precinct. Its current height limit is 28metres however, some parcels enjoy an additional 12 metres provided lots are consolidated and are not less than 1,500 square metres, as per exception clause 4.3(2A)(a) in *Rockdale LEP 2011*.

##### Current

This precinct contains off street public parking which is under-utilised. It contains a well maintained heritage listed chapel and large fig trees which are major features of this precinct.

The precinct has large Council land ownership in close proximity to the retail core and station, though it is somewhat disconnected from the retail core for shoppers due to the lack of pedestrian crossing opportunities on Bay Street.

##### Future

The redevelopment of the Chapel Street Precinct to provide residential revitalisation in a prime location is a key initiative of the Structure Plan (see part 5.5.1). Refer also to sections 3.3 and 3.4 of the Public Domain Plan.



#### 4.3.4 Residential Ring Precinct

##### Current

The Residential Ring Precinct includes the area of land around the edge of the Town Centre comprising predominantly low and medium density residential buildings with a small portion of high density residential buildings. This precinct has a high level of landscaping and street tree planting.

The high density residential buildings are mostly strata title and are unlikely to change. The proximity of this residential population to the centre helps contribute to the Centre's vitality.

The precinct is zoned R2 Low Density Residential and contains an 8.5 metre (2 storey) height limit as per *Rockdale LEP 2011*.

##### Future

The precinct is not envisaged to change. Residential intensification will be occurring in specific locations that are suited to increased densities as outlined in the Structure Plan (see Part 5.5).

This includes York Street north of the civic hub which is low density residential housing at the northern edge of the centre. Although this area is in close proximity to the Centre core it is directly under the Aircraft flight path which limits growth potential.







#### 4.3.5 Rockdale Plaza Precinct

The Rockdale Plaza Precinct is flanked by Rockdale Plaza Road to the north, Princes Highway to the west and Chandler Street to the south. The precinct is mostly zoned B2 Local Centre with small areas to the south zoned B4 Mixed Use and R4 High Density and R3 Medium Density.

The precinct comprises some sites that are of massive scale whilst lots along Chandler street are smaller averaging 1500 square metres (zoned R4) and 350 square metres (zoned R3 and R2). The maximum building height control is 31 metres reflecting the height of the existing development with lower heights of 22 metres, 14.5 metres and 8.5 metres depending on the zoning as per *Rockdale LEP 2011*.

##### Current

The Rockdale Plaza Precinct comprises the Rockdale Plaza stand alone shopping centre and large scale high density residential development on top. This major development does not contribute to the built environment of the Town Centre because the design of its access is based on private vehicle access. This means users drive to and from this shopping centre without seeing any other aspect of the Rockdale Town Centre.

The retail in Rockdale Plaza competes economically with Rockdale Town Centre. However, it does not offer the same experience that the Town Centre offers.

##### Future

The Plaza will remain as it is. The Green Gateway element of the Structure plan for the Princes Highway South may improve the pedestrian connection to the centre from the Plaza for its residents. The area surrounding Rockdale Plaza will also remain as it is. This area is too far and too disconnected from the Town Centre. The internalised nature of Rockdale Plaza means that the area surrounding it does not benefit from proximity to the Plaza.



## 5. Structure Plan

To ensure the success of the Town Centre, a Structure Plan has been developed which contains five broad initiatives. These target certain aspects of the Town Centre and work in conjunction with the Public Domain Plan. They also achieve the design strategies and the community's key directions.

Structure Plan Initiatives



**Town heart and civic precinct**

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**Pedestrian spine and retail hubs**

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**Interchange precinct redevelopment**

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**Green gateways**

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**Residential revitalisation**

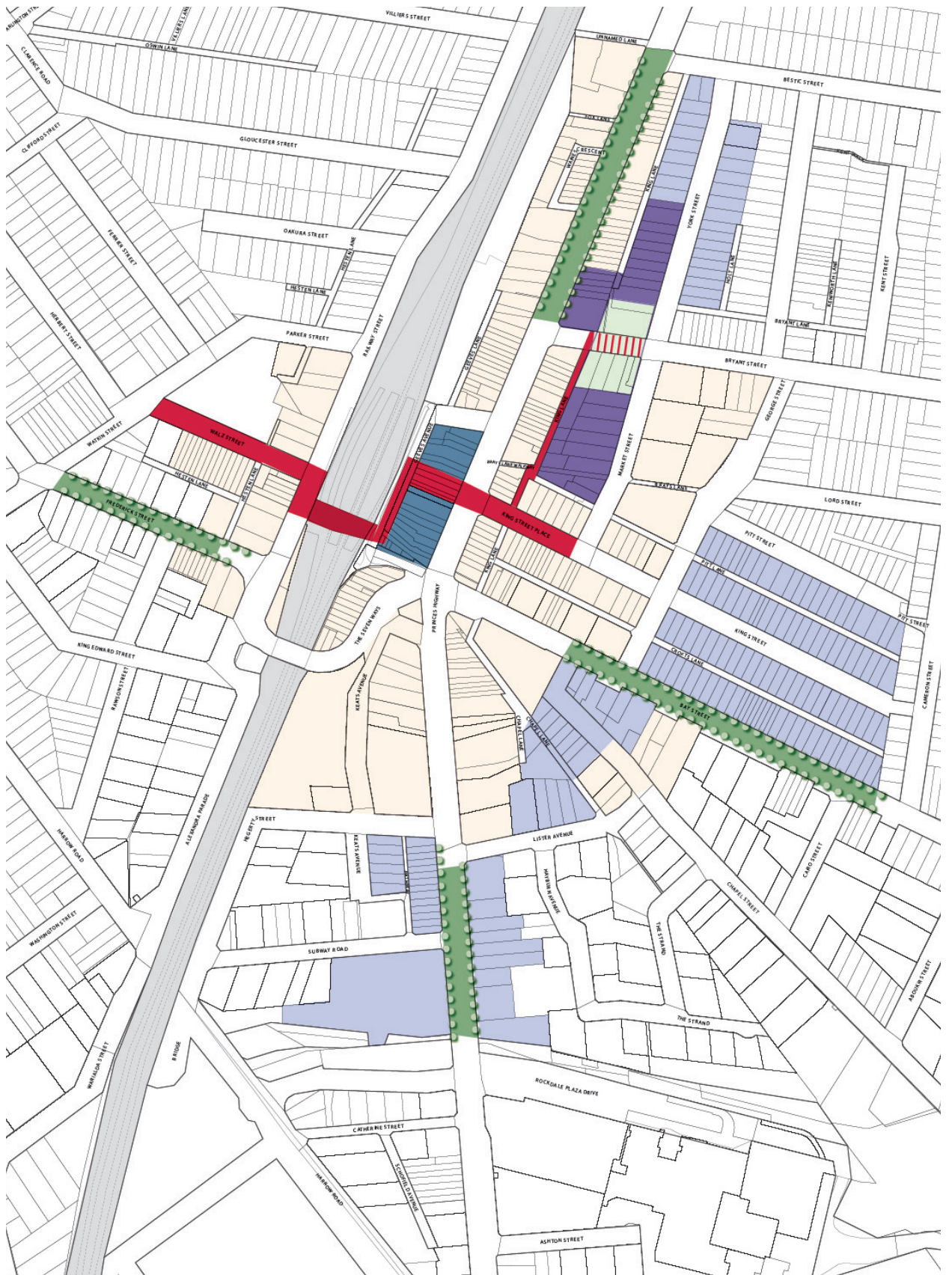
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This section presents these initiatives in plan form followed by a detailed description of each initiative. A concept plan or artist's impression which demonstrates one way of delivering the initiative is included in some instances. Key elements also underpin each initiative. The key elements are referenced in the Masterplan Implementation section of this document, along with the accompanying Public Domain Plan, which sets out how these Structure Plan initiatives will be implemented.

The initiatives were developed based on key sites and areas which:

- Have a high redevelopment potential, particularly where they are in Council ownership
- Are most in need of revitalisation
- Would have the greatest impact to improving the Town Centre

The rationale for each initiative is discussed in the following sections (see preamble and context) before the Structure Plan elements are detailed. In some cases, the Structure Plan elements inform potential redevelopment scenarios.





## 5.1 Town heart and civic precinct



### Preamble

Vibrant and prosperous town centres contain a range of civic and community uses which are as important to the function and life of a town centre as are the shops and businesses. These uses foster a strong sense of community, make centres an inviting place to visit and an attractive place to live.

The traditional town centre form locates these civic uses (i.e. town hall, market and town square) at the heart of the town centre with a strong connection to its retail core or strip.

### Context

Rockdale Town Centre has these traditional elements and there is the potential to build on this in order to establish a strong heart for the Centre.

The Council administration building, forecourt and Town Hall give the Centre a strong civic precinct. The Council forecourt is a rare open space facility within the Centre, which is well used but undersized for the scale of the Centre.

The retail core of the Town Centre at King Street Place currently has no relationship to the Civic Precinct. The two locations are separated by a large site which consists of a Target store and public carpark. This Council owned site and King Lane which flanks the western side, are in poor condition. However, if redeveloped the site would connect the retail and civic functions of the Centre. This would strengthen the Town Heart, forming a more coherent Civic Precinct.

The Target store and public carpark site, and adjoining properties, will be redeveloped to provide a new town square on Bryant Street and a food providore market. It will also form the necessary link between the civic precinct and King Street precinct. A food providore market would be situated on the ground level of a mixed use development which will also provide increased residential densities in the Centre.

This development would provide an active and attractive frontage to King Lane, Market Street and a new town square with adjoining ground floor development that is permeable to pedestrians, which would link with the existing arcade network. The new town square would cater to the whole community and be used for public events and functions. It would have a strong relation to the existing Council forecourt, through traffic calming measures on Bryant Street including the ability to close Bryant Street for special events to create a single large public space. The existing civic precinct could also be enhanced by the provision of a new public library and upgrades to the Town Hall.

The Structure Plan Elements below articulate how this vision will be achieved. Refer to indicative Concept Plan overleaf for a proposed redevelopment scenario.



### Artist's impression

New town square and mixed use development viewed from the Council forecourt looking across Bryant Street



## STRUCTURE PLAN ELEMENTS

Redevelopment of the Target store and public carpark site and adjoining lots for a high quality mixed use development which addresses Market Street, King Lane and the new town square, that:

- 5.1.1 Creates a new town square fronting Bryant Street, King Lane and Market Street that is suitable for cultural and civic events as well as the day to day open space needs of the Centre.
- 5.1.2 Comprises mixed use redevelopment including a new market, and potential for cultural, creative or community space.
- 5.1.3 Includes traffic calming devices on Bryant Street to create a relationship between the forecourt and the town square with the opportunity for temporary road closure for major events.
- 5.1.4 Provides a food providore market on the ground floor (see inset box overleaf 'Food Providore Market' for details) with a focus on fresh and ethnically diverse food. This would be permeable to pedestrians and it would activate all frontages including King Lane.
- 5.1.5 Is setback from King Lane to allow for public domain upgrades to improve the pedestrian environment.
- 5.1.6 Construct a new parking structure on York Street to accommodate public carparking consistent with the parking plan (also see part 6.1).
- 5.1.7 Allows for the provision of a new library and community facilities in the existing civic precinct which does not prevent the delivery of the town square or new York Street parking structure.

Refer also to sections 3.3, 3.4 and 4.2 of the Public Domain Plan.



### Indicative Concept Plan - Town Heart and Civic Precinct

The concept plans below show indicative site layouts and building envelopes to illustrate a potential redevelopment scenario for the Town Heart and civic precinct.

*NB: These plans should not be interpreted as proposed built form controls. The plans shown are indicative only and will be used as a guide to determine any revised built form controls.*

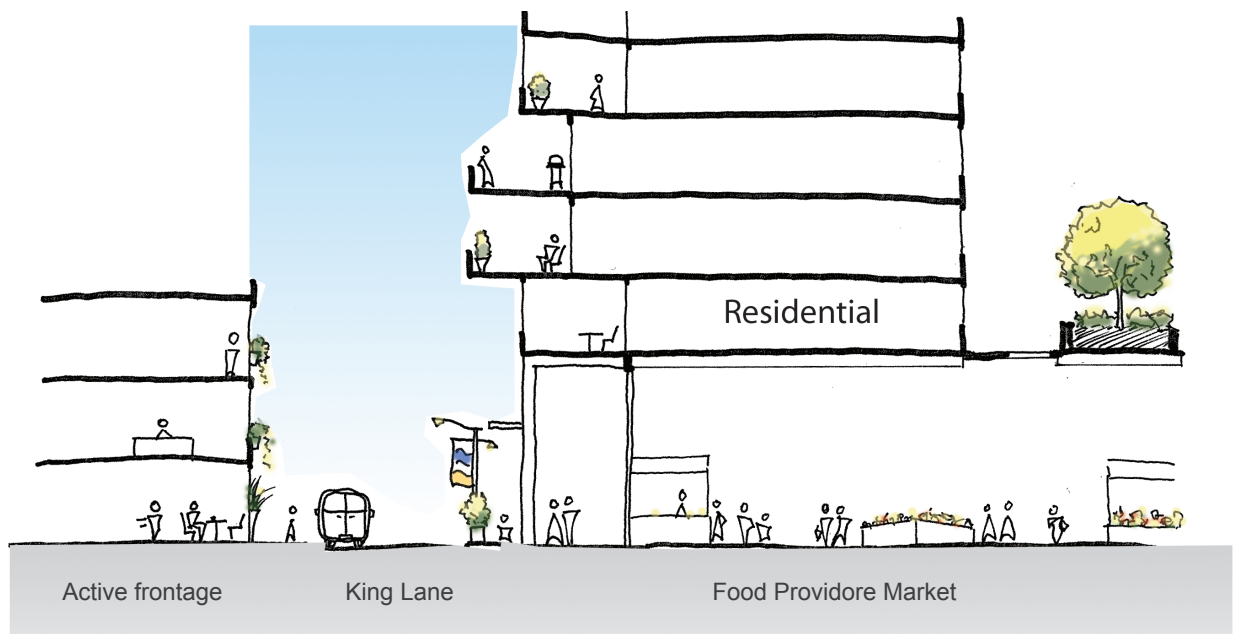


Ground Floor Plan



Upper Level Floor Plan

Refer also to section 4.2 'Civic Plaza' of the Public Domain Plan which looks at the spatial components and the design parameters of this concept.



### Indicative King Lane Street Section

The above concept section illustrates a way that King Lane could be realised with one redevelopment scenario in achieving the intentions of the Structure Plan.

*NB: This plan should not be interpreted as built form controls. The building envelopes shown are indicative only, and will be used as a guide to determine (if appropriate) revised built form controls.*

### Food Providore Market

The food providore market will operate most days of the week and will contain a mix of permanent stores, regular market stalls and temporary market stalls.

These will operate under lease agreements for varying periods of time. Stall holders would need to apply for a lease. Applications would be assessed against a retailing strategy for the Market to ensure a complementary mix of stalls which do not compete with the Centre's existing retail core.

The market space would remain in Council ownership, hence the market would be run by a board in accordance with a Market Management Plan prepared by Council. The plan will include a retail strategy which provides direction and control on the mix of stalls.

This model would be based on existing markets which operate in a similar fashion. These include: Queen Victoria Markets; Adelaide Central Markets; Prahran Markets; and South Melbourne Markets.



## 5.2 Pedestrian spine and retail hubs



### Preamble

Town centres are not just a collection of shops and businesses which people rely on. They are a place where people can spend time, that are pleasant to explore and experience - places where people want to be. A successful town centre invites people to visit, linger, and use for multiple purposes.

Successful Centres achieve this by providing an attractive pedestrian friendly public domain. This makes it easy and safe to explore and move around a centre and provides spaces and opportunities for people to sit, relax, gather, talk, or meet. The success of the public domain also depends on the shops and businesses which front it to make the lanes and streets active. It is the combination of a centre's shops and businesses positively addressing a convenient pedestrian friendly public domain network that creates a vibrant, lively and prosperous town centre.

### Context

Rockdale Town Centre consists of a number of retail hubs, each with different roles and characters which complement each other. However, these retail hubs are somewhat divided and disconnected for pedestrians by the Princes Highway and the Railway line. Improving the quality and convenience of the pedestrian connections between these hubs is an important component of improving the function of the Centre.

Rockdale Town Centre has an extensive hierarchy of lanes and pedestrian arcades which provides a foundation for creating a lively, attractive and accessible public domain network. However, some of these lanes are of poor quality, are lined by the rear of shops and businesses, and/or have a vehicle focus with little pedestrian amenity.

A primary pedestrian spine which connects the Town Centre's retail hubs will be formalised and enhanced. The primary pedestrian spine runs south from the Civic Precinct down to the proposed new town square and market to King Street Place. It then extends east-west; east through the Interchange Precinct, across the railway station concourse to Walz Street (see red notation in Structure Plan).

A positive experience will be created along this spine because pedestrian movement will be prioritised. This in conjunction with upgrading the public domain will create a more attractive environment. It will also entice existing retailers and new development to address the lanes and improve the presentation of shop fronts to create a more attractive and active environment.

This pedestrian spine will connect the Walz and Frederick Streets Precinct to the King Street Precinct. The improved pedestrian amenity and safety of the public domain, namely through its pedestrian spine connecting the retail hubs to the transport interchange and carparking structures, will facilitate a centre which would operate successfully of an evening and on weekends.

The Structure Plan Elements below articulate how this vision will be achieved.



Artist's impression  
Upgraded and  
improved King Lane

## STRUCTURE PLAN ELEMENTS

- 5.2.1 Upgrade and improve King Lane to increase pedestrian priority and safety, day and night, and create a more attractive and pleasant environment, ensuring that it integrates with the proposed redevelopment of the Target store site.
- 5.2.2 Encourage existing retailers and new developments to front the lane network, particularly along the pedestrian spine.
- 5.2.3 Any existing pedestrian paths and arcades are to be maintained in redevelopments.
- 5.2.4 Improve public domain in the Walz Street and Frederick Street Precinct to enhance the shopping experience of this retail hub and integrate with the pedestrian spine.
- 5.2.5 To create a consistent and coherent public domain network which is easy to navigate all public domain upgrades and improvements will follow the Public Domain Plan which accompanies the Masterplan.
- 5.2.6 Encourage the improvement of shopfronts to create a more attractive and active centre particularly in the retail hubs and along the pedestrian spine.
- 5.2.7 Develop the night time and weekend economy of the centre, focused on the retail hubs, facilitated by improvements to pedestrian safety and amenity.

Refer also to sections 3.3, 3.4 and 4.4.1 of the Public Domain Plan.



## 5.3 Interchange Precinct Redevelopment



### Preamble

Rockdale Town Centre benefits from being situated on a major rail line which has a very busy rail/bus interchange as well as a major arterial road. Both of these attributes provide opportunities to attract visitors to the Centre and create a positive image of the Centre.

The Transport Interchange Precinct is on the Princes Highway adjoining the Railway Station and is bounded by the Tramway Arcade and Geeves Avenue. It is in a highly visible location and experiences high levels of pedestrian traffic. Because it is situated at the Seven Ways any development in this location has the potential to form a landmark for the Rockdale Town Centre. The redevelopment scenario also incorporates a direct pedestrian link between either side of the railway station to King Street Place.

### Context

This precinct will be redeveloped into a high quality mixed use precinct with extensive ground and first floor retail forming a podium upon which will sit a number of residential towers. This will capitalise on the highly visible location creating a landmark which identifies Rockdale Town Centre to passing motorists and train users, and helps strengthen its identity.

The redevelopment will improve the pedestrian experience for visitors and users of the Centre by providing a more direct link to the railway station concourse through to a larger and more active arcade. It will significantly improve the function of the transport interchange. The improved pedestrian arcade and railway station concourse connection will also create a more viable and lively retail environment, provide the opportunity for extensive retail floor space over two levels with visual prominence to the railway line and the Princes Highway.

The Structure Plan Elements below articulate how this will be achieved. Refer to indicative concept plans overleaf for a proposed redevelopment scenario

## STRUCTURE PLAN ELEMENTS

- 5.3.1 High quality mixed use development consisting of a podium containing retail uses on the ground and first floor, which fronts the Princes Highway and the new improved pedestrian linkages, and residential towers above, designed to achieve high levels of amenity and provide modern apartment living in the heart of the Centre.
- 5.3.2 The development will become a landmark at the Seven Ways intersection which presents a positive image of the centre to passing motorists and rail users.
- 5.3.3 Provide an improved and enlarged through site pedestrian link which connects the bus interchange with the Princes Highway at the pedestrian traffic signals.
- 5.3.4 Facilitate the upgrade and expansion of the bus interchange, and provide a setback to Geeves Avenue to achieve the required space.
- 5.3.5 Direct level access for pedestrians provided from the railway station concourse into the redevelopment, which connects to the Seven Ways intersection and the improved through site pedestrian link. All this will be activated by retail uses.

Refer also to sections 3.3, 3.4 and 4.1 of the Public Domain Plan.







Artist's impression  
Potential redevelopment scenario  
for the Interchange precinct  
viewed from the corner of Bay  
Street and Princes Highway

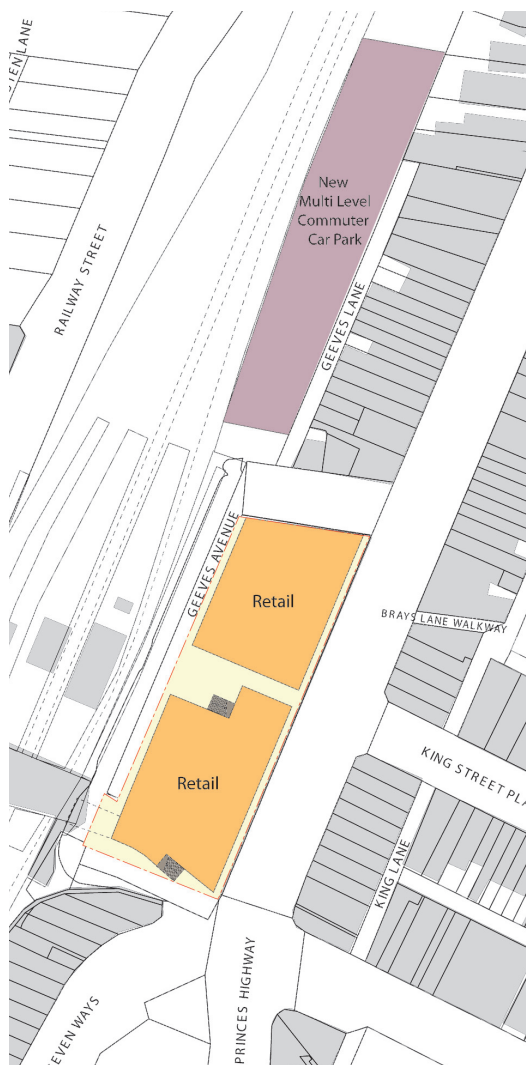


### Indicative Concept Plans

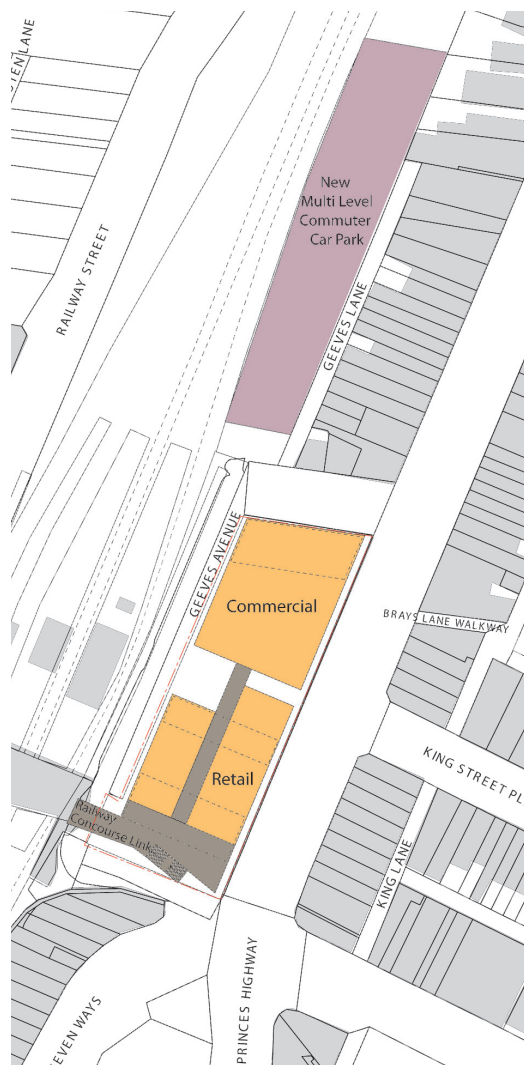
The concept plans below show indicative site layouts and building envelopes to illustrate one potential redevelopment scenario for the Interchange Precinct.

*NB: These plans should not be interpreted as built form controls. The plans shown are indicative only and will only be used as a guide to determine any revised built form controls.*

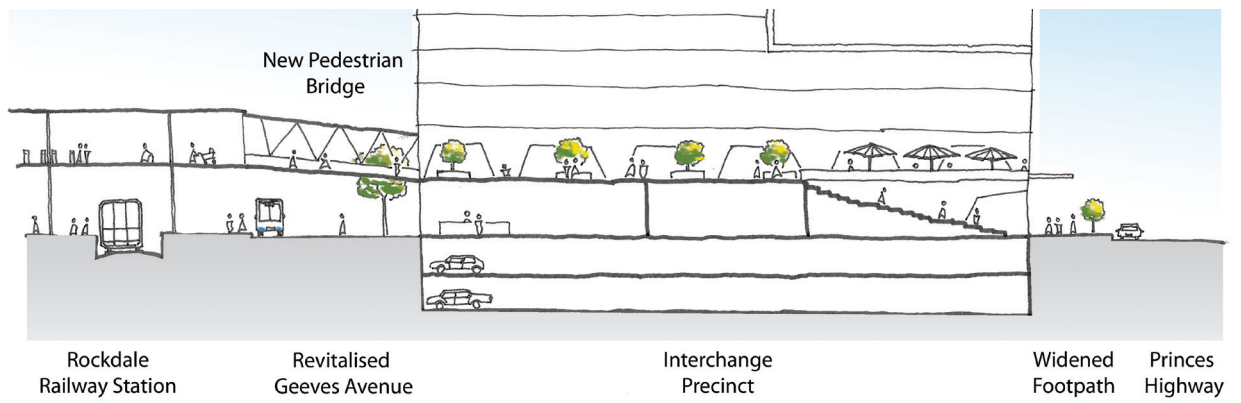
Refer also to section 4.1 of the Public Domain Plan.



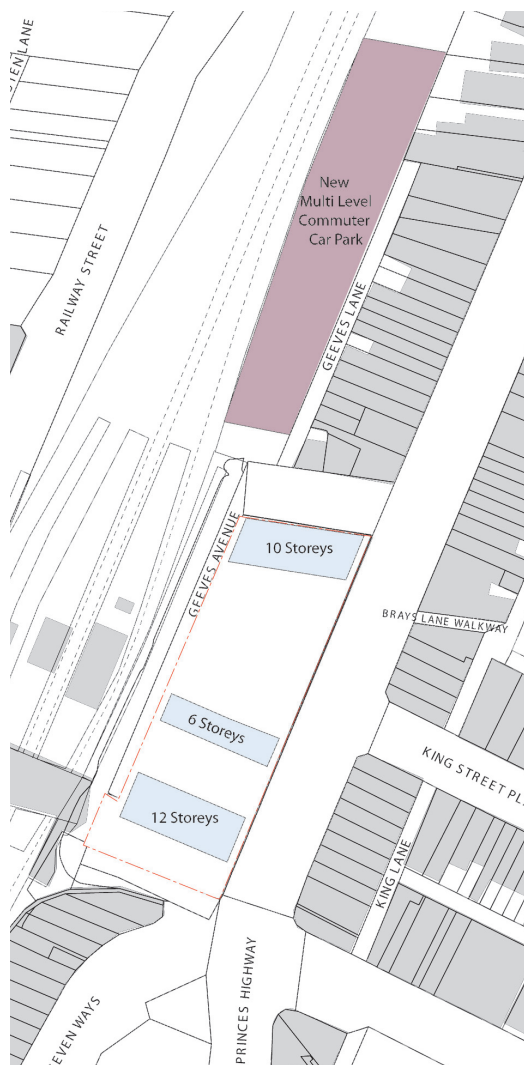
Ground Floor Plan



First Floor Plan



Cross Section



Upper Level Plan



## 5.4 Green Gateways



### Preamble

Rockdale Town Centre is situated on a number of intersecting routes, namely the Princes Highway running north-south, Bay Street and Frederick Street running east-west, and the Seven Ways. These routes provide the centre with easy access for motorists.

The Princes Highway passes through a number of local government areas. Therefore, it contains a number of centres and commercial and industrial precincts. To passing motorists these areas can be hard to distinguish from each other and can also be harsh and unattractive; a product of the built environment historically responding negatively to the busy highway rather than capitalising on its potential.

### Context

Rockdale Town Centre has entry points on the Princes Highway to the north and south of the centre. The centre also has entry points at the east and west of the Centre, at Bay Street and Frederick Street respectively. These are underdeveloped and there is an opportunity to change how these entry points present themselves to passing motorists.

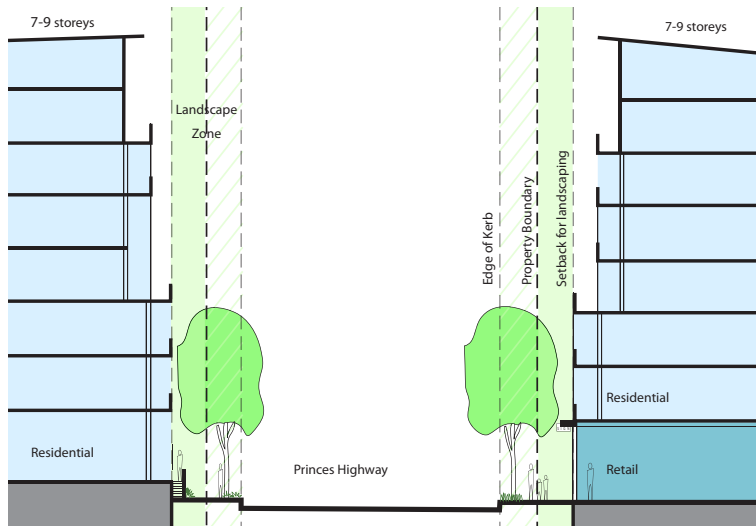
It is critical that the Rockdale Town Centre is distinguished from the rest of the Princes Highway and other nearby centres. It can be presented as an attractive town centre, rather than just a commercial strip along the highway. To achieve this, 'Green Gateways' at the four entry points to the centre will be created. The Green Gateways will comprise of significant street tree planting. In the case of the Princes Highway, landscaped front setbacks to new developments would be promoted through planning controls. Both the public domain works (street trees) and planning controls would create boulevards which lead into and out of the Centre. This would signify to motorists that the Town Centre is a point of difference. It would also alert motorists to the increased pedestrian activity and potentially reduce vehicle speeds and improve pedestrian safety. These would also prompt motorists to take in and view the surrounds and act as an advertisement for the Town Centre.

The Structure Plan Elements below articulate how this will be achieved. Refer overleaf for an indicative Street Section.

## STRUCTURE PLAN ELEMENTS

- 5.4.1 Public domain upgrades with a focus on street tree planting along the Princes Highway, Bay Street, and Frederick Street at the entry points to the Town Centre (see Structure Plan).
- 5.4.2 Landscaped front setbacks to new redevelopment along the Princes Highway South Precinct, including deep soil landscaping to allow for large mature trees complemented by landscape design which provides pedestrian access and a visual connection between new buildings and the street.
- 5.4.3 Public domain upgrades to be coordinated with improvements to the rest of the Town Centre as envisaged in the Public Domain Plan.

Refer also to figure 8 of section 3.3, and section 3.4.1 of the Public Domain Plan.



Princes Highway South Street Section

### Indicative Street Section

The concept section illustrates a way that the Green Gateway could be realised for the Princes Highway South precinct in achieving the intentions of the Structure Plan.

*NB: This plan should not be interpreted as built form controls. The building envelopes shown are indicative only, and will be used as a guide to determine (if appropriate) revised built form controls.*

### Artist's impression

Green Gateway on Princes Highway South





## 5.5 Residential Revitalisation



### Preamble

For a town centre to be vibrant and lively, particularly during evenings and weekends, it must have a supporting residential population within convenient walking distance. It is the immediate population that can patronise the centre on the way home from work or within a short walking trip from their front door. It is this local activity which will attract visitors from surrounding suburbs, further increasing the prosperity of the Centre.

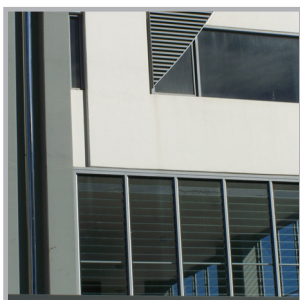
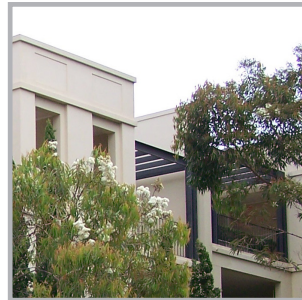
### Context

Rockdale Town Centre has seen a number of recent redevelopments at the edge of the commercial core. This development has increased the centre's residential population but has primarily focused on small 2 bedroom apartments. There are a number of residential areas at the edge of the Centre which are under developed that offer the opportunity to provide not only additional dwellings, but also a greater range of dwellings. Each of these precincts has its own character which needs to be respected and sensitively responded to.

Key precincts at the Centre edges will allow increased residential densities to offer a range of housing choice. Creating an active and attractive public domain in these precincts will be critical to ensuring they become high quality residential areas that contribute positively to the Centre.

The following sub-sections detail these residential precincts.







## 5.5.1 Chapel Street Precinct

### Preamble

The area known as the Chapel Street Precinct currently contains a number of under-utilised public car parks. The area is close to the Centre core and railway station, but is disconnected by poor pedestrian connections across Bay Street. The area adjoins an existing high density residential precinct which generates a large volume of pedestrian traffic through the area.

### Context

The precinct will contain high quality upmarket high density residential apartments within a accessible public domain network which responds to existing pedestrian desire lines and provides new open spaces to interface with the heritage listed chapel. Redevelopment of the precinct would provide new apartments close to the Centre with high amenity and potential Botany Bay views. New development would have retail uses on the ground floor fronting Bay Street and the new plaza. Some public car parking will be retained at street level to serve the retail use in the vicinity, whilst the remainder of the current public parking will be relocated to other locations in the Centre.

The Structure Plan Elements below articulate how this will be achieved.

### Artist's impression

Potential redevelopment scenario of the Chapel Street Precinct viewed looking east along Bay Street



## STRUCTURE PLAN ELEMENTS

- 5.5.1.1 High quality residential flat buildings
- 5.5.1.2 Ground floor retail fronting Bay Street and the new plaza
- 5.5.1.3 New public plaza on Bay Street which connects to a public pedestrian linkage to Chapel Street
- 5.5.1.4 Street level public parking off Chapel Lane provided off street or as 90 degree kerb side parking
- 5.5.1.5 Extension of Chapel Lane to create a direct link to Lister Avenue
- 5.5.1.6 Ground floor residential units with direct access from the street, lane, and pedestrian linkage network to create an active and permeable public domain through the site

Refer also to sections 3.3 and 3.4 of the Public Domain Plan.

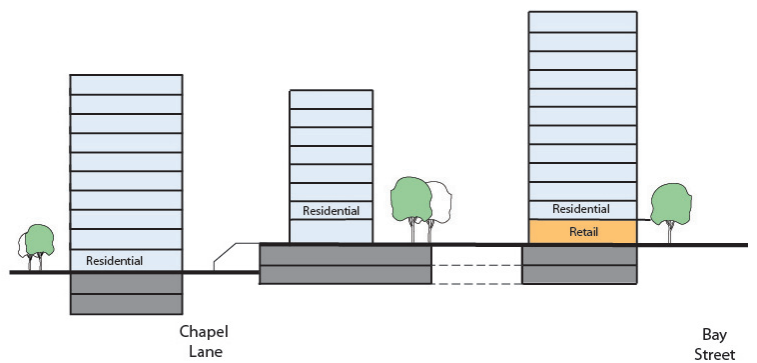




### Indicative Concept Plan and Section

The following concept section and site layouts illustrate one way that the Chapel Street Precinct could be in achieving the intentions of the Structure Plan.

*NB: This section and plans should not be read as built form controls. The building envelopes shown are indicative only and will be used as a guide to determine (if appropriate) revised built form controls.*



Ground Floor Plan



Upper Level Floor Plan



## 5.5.2 Rocky Hills (King Street)

### Preamble

King Street, east of the Centre, currently contains an eclectic mix of low density residential dwellings in a landscaped street setting. Many of these existing dwellings have strong heritage characteristics. The area also contains a number of rocky sandstone outcrops and historic retaining walls which reflect the unique topography of Rockdale and its historical development. These characteristics make the Rocky Hills area a feature of the Centre, contributing to the quality of the built environment.

This area is located very close to the retail heart of the Centre and railway station giving it a strong relationship to the Centre core. However, the area is over the rise which physically defines the eastern boundary of the Town Centre core.

### Context

The area is envisaged as retaining its landscaped low rise character offering an alternative housing choice to that provided by higher density apartments in other precincts.

Any redevelopment in the precinct would need to respond to the heritage characteristics of the area. Suitable redevelopment could include terrace style houses such as found in inner city suburbs. This new housing could be developed on the subdivision of existing lots and could occur over time, integrating with and not disturbing the existing street character. Vehicle access to these properties would be from the existing rear lanes which allow for narrower lot widths without compromising the streetscape.

The Structure Plan Elements below articulate how this will be achieved.

## STRUCTURE PLAN ELEMENTS

- 5.5.2.1 Retention of the precinct's heritage characteristics, including topographical features.
- 5.5.2.2 Continuation of the precinct's role as a low density residential precinct providing alternative housing choice to other precincts in the Centre.
- 5.5.2.3 New dwellings to be sympathetic to the existing streetscape character and low density setting.
- 5.5.2.4 New dwellings to occur within existing lot subdivision through attached dwellings (terrace housing).
- 5.5.2.5 Vehicle access to be provided from the rear lanes.
- 5.5.2.6 The heritage value of the area, including the street planting and topographical features, will be investigated to ensure it is not compromised or diminished by any redevelopment.

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## 5.5.3 Princes Highway South

### Preamble

As the Centre grows it is natural that it expands along the Princes Highway into the stretch south of the Centre which currently contains more traditional highway business uses.

This section of the Princes Highway is disconnected from the retail core of the Centre for pedestrians due to the poor amenity of Princes Highway, the Seven Ways intersection and the fall of the land away from centre. This reduces its viability for retail and commercial uses. However, this area is still close to the Centre core and Railway Station and is flanked by high and medium density residential developments which have a strong landscape setting. This stretch of the Princes Highway could contain residential uses which allow for the expansion of the landscaped setting.

### Context

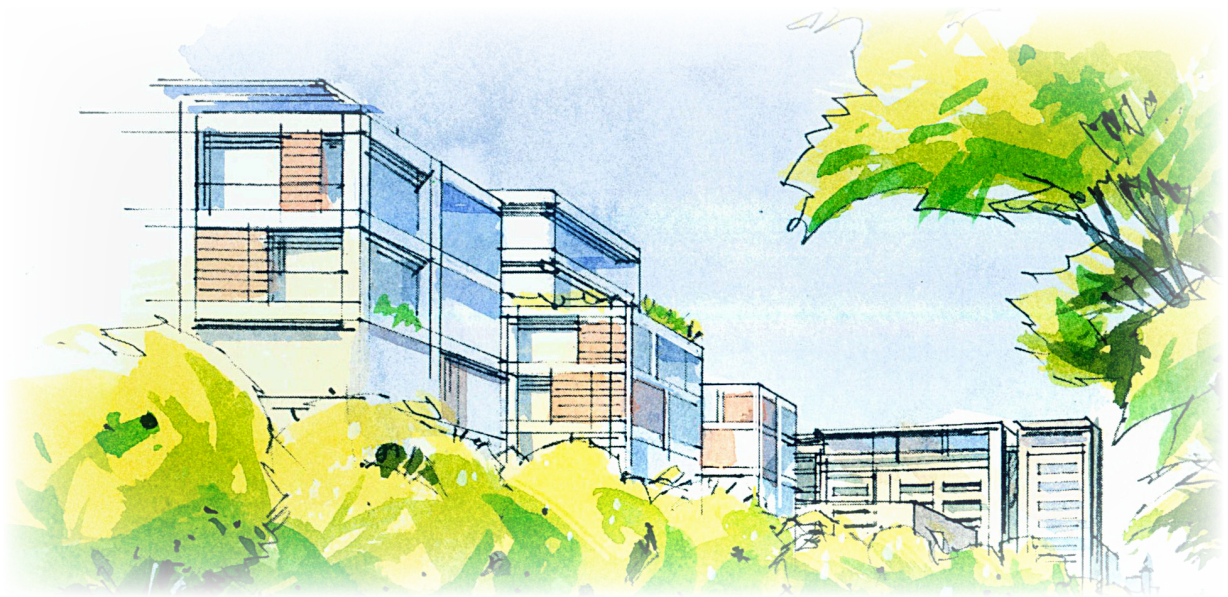
The Princes Highway south of the Centre will contain high quality residential flat buildings with a landscaped setback to the Princes Highway. This setback will help form a Green Gateway into the Centre and mitigate some of the negative amenity impacts from the highway. Any redevelopment will contain significant deep soil landscaping to allow for the continuation of the green canopy of the surrounding areas. New developments could also contain retail uses such as showrooms suitable to the highway locations, which would also be required to be setback from the street frontage.

The Structure Plan Elements below articulate how this will be achieved.

## STRUCTURE PLAN ELEMENTS

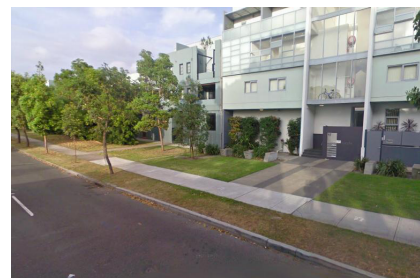
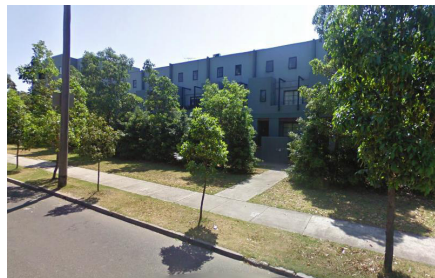
- 5.5.3.1 Landscaped front setback on Princes Highway, which will be predominately deep soil to allow for mature tree planting, complemented by landscape design that provides pedestrian access and a visual connection between new buildings and the street.
- 5.5.3.2 Redevelopment achieved through site consolidation to minimise the number of vehicle access points from the Princes Highway.
- 5.5.3.3 Flexibility for a variety of building uses, predominantly residential accommodation in buildings which define a strong street edge and create a boulevard feel to the highway.
- 5.5.3.4 Development of a height and density which is a transition from the mixed use development to the north and the surrounding high and medium density residential development, to the east and west.
- 5.5.3.5 Any retail and commercial uses in the precinct are to be suitable to the out of centre highway location.
- 5.5.3.6 Respond to the proximity to the Muddy Creek drainage channel by taking appropriate measures consistent with the Flood Risk Management Plan.

Refer also to sections 3.3 and 3.4 of the Public Domain Plan.



Artist's impression

Potential residential redevelopment scenario  
in Princes Highway South Precinct





## 6. Parking Plan

### Introduction

This Parking Plan is an integral part of the Masterplan. The aim of the Parking Plan is to ensure Rockdale Town Centre's continued economic growth by providing visitors with convenient and appropriate parking facilities. Despite its title, the Parking Plan is also designed to facilitate a sustainable transport approach that creates a platform for a strong pedestrian culture and environment.

The following principles underpin the development of the Parking Plan:

- A satisfactory parking supply meets the Centre's current and future demand
- Visitors have convenient and legible car parking access
- Public car parks are strategically located and benefit both the vehicular and pedestrian modes within the Town Centre
- Parking rates reflect contemporary parking demands and enable redevelopment of key sites and small sites in the Town Centre
- Utilisation of sustainable transport is encouraged

Based on these principles and the assessment of the existing car parking profile, the Parking Plan makes recommendations on public car parks as well as the parking requirements for private developments within the Town Centre.

## 6.1 Off-street public parking

The Centre has a number of off-street public parking sites at a variety of locations across the centre. These are the Council owned York Street car park, the multi level public car park above the Target store (Target car park) and the Chapel Street car park as well as the commuter car park at Geeves Avenue which is owned by Railcorp (refer to 'existing off-street public car parking' figure overleaf).

A parking study conducted in 2008 found that the usage capacity of the Centre's existing parking supply was yet to be reached (industry best practice says 85% usage of the total parking supply is a practical capacity). This means that the current car parking supply meets the current and the likely future parking demand based on the development trend in the Town Centre.

The parking study also revealed that the parking demand within the Town Centre varies at different times of the day and week. Rail commuters, local employees and retail customers result in a high level parking utilisation during the middle of the day on weekdays. Due to the characteristics of different car parks, the Town Centre does not offer the most efficient parking access to visitors.

### **Chapel Street car park**

The Council owned Chapel Street at-grade car park which falls across three adjacent sites has approximately 120 short stay and 27 long stay parking spaces. Separated from the Centre core by Bay Street means this car park is more likely to serve adjacent and nearby businesses around the Chapel Street Precinct vicinity. This means there is an oversupply of parking for that area.

### **Target car park**

The Council owned Target car park is located in middle of the Town Centre offering great convenience to its users. This three storey multi level car park contains some 200 long stay parking spaces which are likely to be utilised by commuters and employers rather than visitors to the centre, and 175 short stay spaces. However, despite the significance of this facility, it is imperative that this key strategic site is utilised to its best potential for the benefit of the Town Centre.



### **York Street car park**

The Council owned carpark at York Street contains 66 short stay and 21 long stay at-grade carparking spaces, which are well used.

The Parking Plan proposes the redevelopment of this car park to a multi level parking facility that will accommodate most of the future public parking supply for the Town Centre. It will replace the existing short stay parking spaces within the Chapel Street and Target car parks, which will unlock the redevelopment potential of these two sites.

The York Street car park site, is considered to be the most suitable and feasible for providing a large number of public parking spaces, because:

- It is in close proximity to community/Council facilities and the retail core
- It will allow people to arrive by car and park at the edge of the Town Centre and walk to the retail core through future revitalised laneways
- It will reduce vehicular traffic and increase pedestrian movement in the Town Centre and improve the pedestrian flow
- With future improved directional signage (e.g. dynamic parking signs), this facility will enable Council to monitor and manage parking efficiently and effectively
- Council will ensure the proposed structure provides flexibility in its design to incorporate future community facilities when the Civic precinct requires expansion
- It could offer opportunities in future for private development to transfer commercial parking to Council public parking. This is in line with the best practice in providing efficient public parking and, at the same time, offers incentives for redevelopment

### **Geeves Avenue commuter car park**

The at-grade facility at Geeves Avenue is owned by Railcorp and has 140 long stay carparking spaces.

The Parking Plan proposes another multi level parking facility on this site. It is anticipated that the proposed car park concept could triple the current supply of commuter parking spaces on the site and replace long stay parking spaces at the Target car park. Given that the land is owned by Railcorp, Council would negotiate/develop a partnership with the State government to redevelop the site.

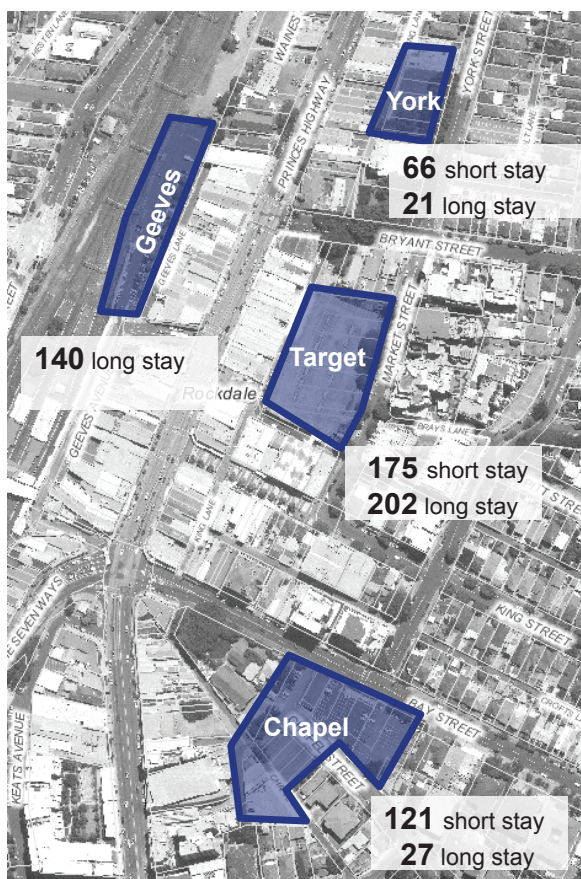
In order to provide efficient, convenient and legible parking for visitors and to facilitate redevelopment of the Town Centre as envisaged by the Masterplan, the Parking Plan proposes a reconfiguration of off-street car parks.

## Off-street public parking

- 6.1.1 Maintain a sufficient supply of short stay parking spaces which are essential for the commercial vitality of the Town Centre
- 6.1.2 Construct a multi level parking facility at York Street to consolidate the public parking within the Town Centre
- 6.1.3 Relocate long stay parking spaces to areas close to the Rockdale rail/bus interchange
- 6.1.4 Provide directional signage to enhance the efficiency and experience of off street public parking

Refer to the figures below which illustrate existing and proposed public parking facilities for the Town Centre

### Existing off street public parking



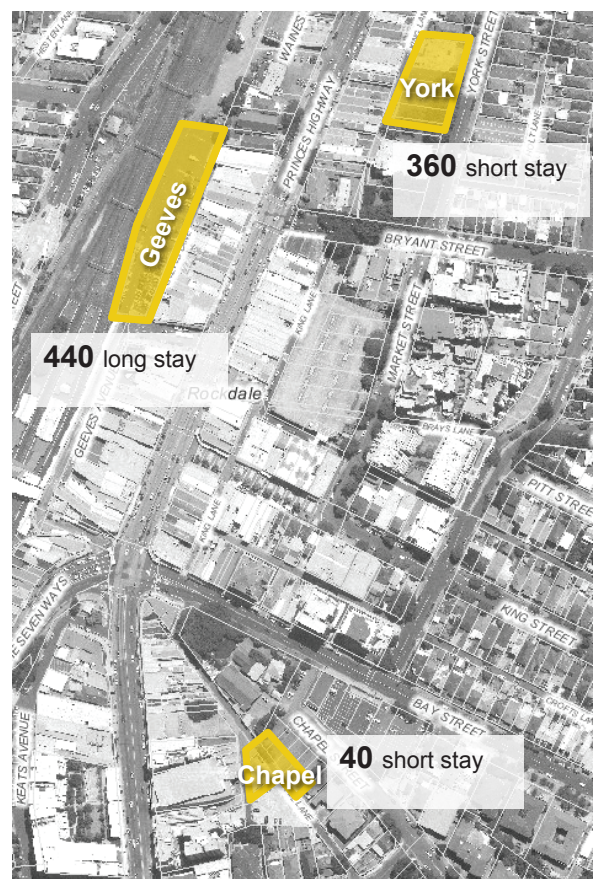
#### Existing:

Total short stay parking spaces - 362  
Total long stay parking spaces - 390

**Short Stay** parking spaces with a time limit

**Long Stay** parking spaces with no time limit

### Proposed off street public parking



#### Proposed:

Total short stay parking spaces - 400  
Total long stay parking spaces - 440



## 6.2 On-street public parking

In most areas of Rockdale Town Centre, the on-street parking functions at an acceptable level. The utilisation of on street parking should be continually monitored in future. In areas where high parking demands are experienced, measures such as parking layout rearrangements, time and cost management issues should be considered.

### Walz Street

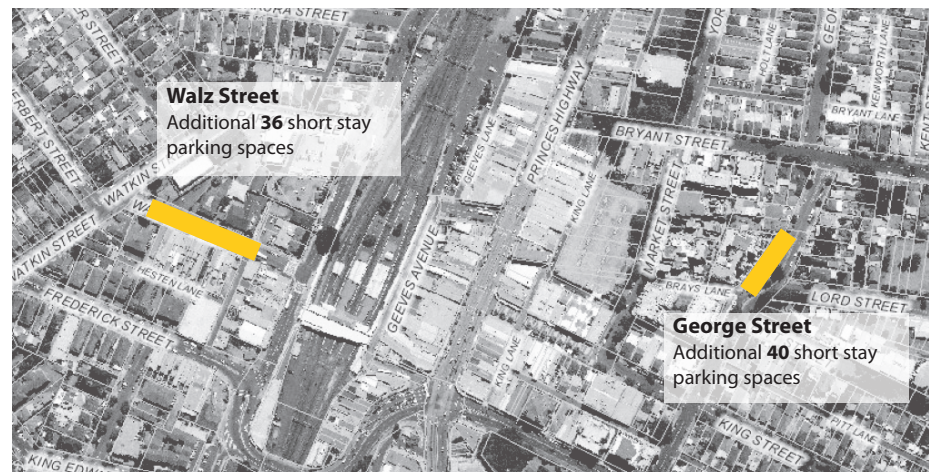
Walz Street contains parallel on-street parking spaces. During the afternoon peak period, the street experiences high parking demand and problems such as double parking.

Additional parking spaces could be introduced to the area by converting the existing parallel parking to angle parking. However, the design and its impact on traffic flow and bus movement needs further investigation.

### George Street

George Street contains a road reservation which was originally required to facilitate realignment of the existing staggered T-intersection at Bryant Street. However, additional angled parking could be achieved within the road reservation resulting in an estimated additional 40 short stay parking spaces.

### Proposed on street angle parking



### On-street public parking

- 6.2.1 Introduce additional on-street parking spaces in Walz Street precinct by converting the existing parallel parking to angle parking
- 6.2.2 Introduce additional on-street angle parking within the road reservation on George Street
- 6.2.3 Continue to monitor the utilisation of on-street parking within the Town Centre and address future parking demands through time and cost management

## 6.3 Parking for private development

### Parking rates

The aim of the Parking Plan adopts a sustainable approach for parking in private development. It recognises changes to parking generation rates over the past 20 years and better reflects actual parking demands associated with developments in the Town Centre.

The ABS Census data revealed that an increasing number of young people aged between 25-34 are living in Rockdale (suburb). Many of them are couples with no children and rent rather than own their property. The affordability and accessibility of public transport in this suburb are the two likely factors which attract this group to the area.

It is proposed that the Rockdale Town Centre investigates adopting parking rates which are lower than the city wide parking rates to better reflect the demographic pattern and public transport use in the Centre.

### Consolidated Parking Concession

In order to better integrate public parking within the context of the broader Town Centre objectives, a Consolidated Parking Concession policy (CPC) is proposed for the Centre. The policy will encourage private developments to contribute to parking which is off-site and operated by Council.

A CPC policy says that Instead of requiring parking spaces (non residential) to be constructed as part of the development, developers will be offered incentives to pay contributions to Council (via a discount 'cash in lieu' scheme) for providing spaces at a public parking facility. The discount contribution acknowledges that public parking is more efficient if located in a public facility compared to within a private development.

It has a number of benefits, including:

- Providing developers with greater investment flexibility
- Providing efficient, convenient and legible parking access to visitors
- Providing a shared parking amenity, where businesses with different peak periods can utilise the spaces at alternate times
- Allowing Council to effectively manage parking in a consolidated facility

### Parking for private development

- 6.3.1 Investigate appropriate parking rates for developments within the Town Centre core in Rockdale Development Control Plan 2011. The following rates could be considered:
- 0.5 space per studio/1 bedroom dwelling
  - 1 space per 2 bedroom dwelling
  - 1.5 spaces per 3 bedroom dwelling
  - 1 visitor space per 10 dwellings
- 6.3.2 Investigate introducing a Consolidated Parking Concession policy to encourage developments to transfer parking spaces to public parking facilities



## 6.4 Sustainable transport initiatives

Use of sustainable transport modes and practices should be encouraged in the Town Centre by investigating the introduction of formal “car share” services and promoting informal car pooling opportunities. Locations for bike parking facilities in the Town Centre and opportunities for bike sharing will also be investigated.

6.4.1 Introduce “car share” services in the Town Centre

6.4.2 Promote other sustainable transport modes e.g. bicycle

## 6.5 Implementation of the Parking Plan

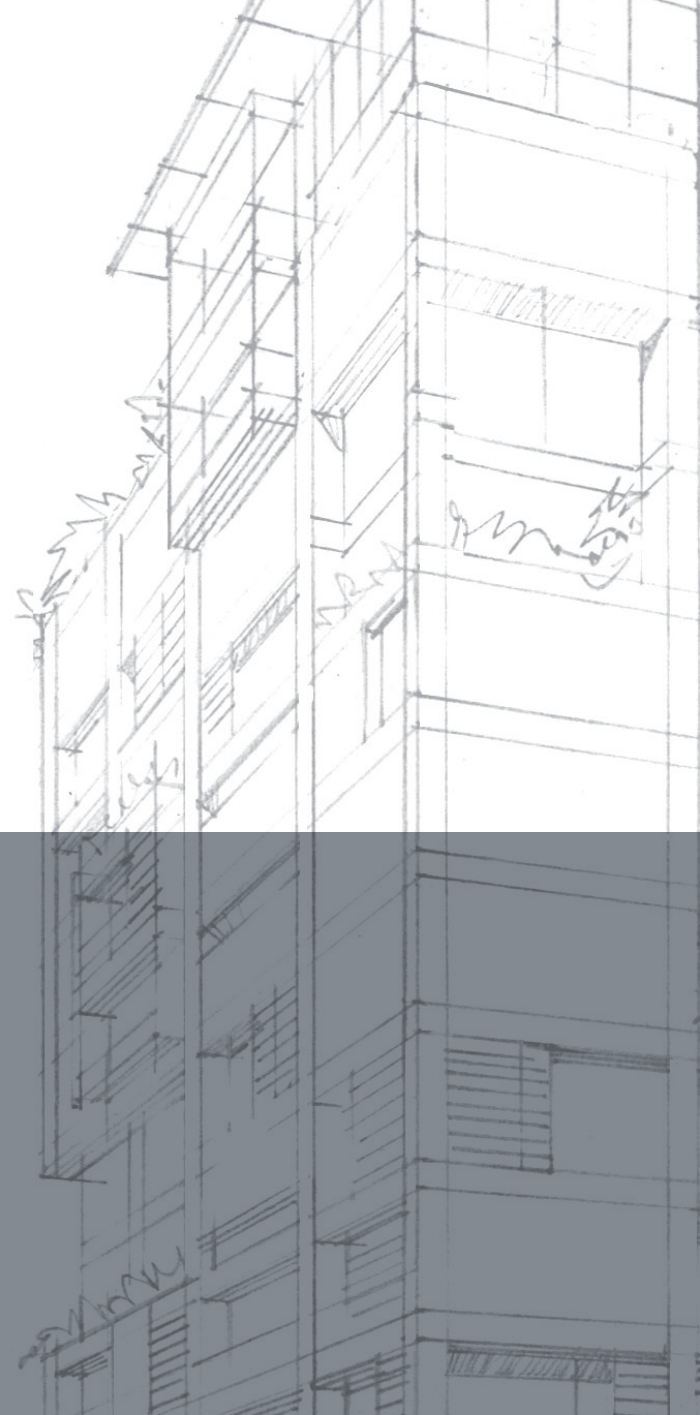
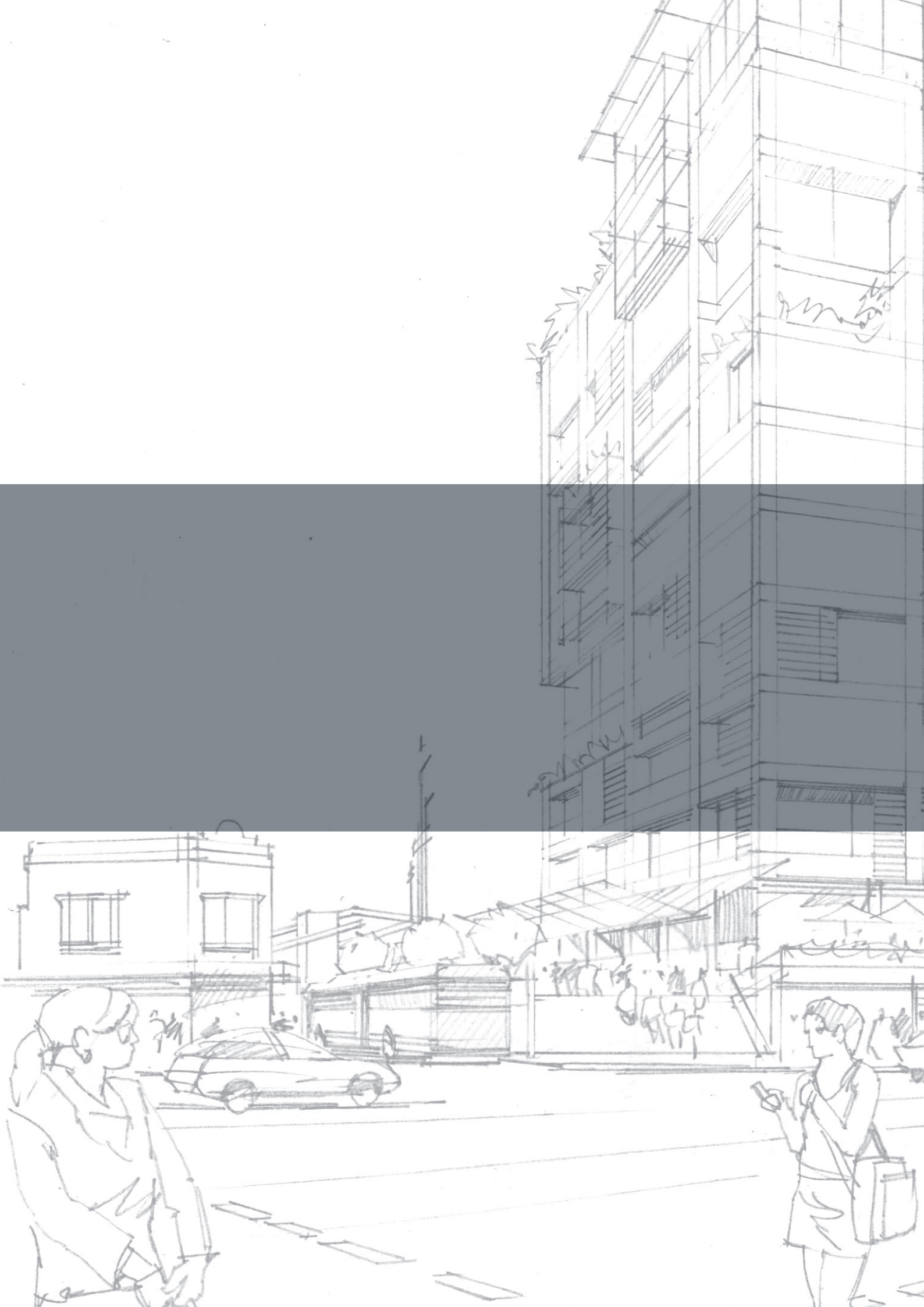
### Summary of actions

Following is a summary of the actions to be undertaken to implement the key elements of the Parking Plan. Refer to Masterplan Implementation, page 64, for details.

- Investigate the feasibility and design of the York Street multi level parking facility
- Implement improved directional signage (e.g. dynamic signage) to enhance the efficiency and experience of off-street public parking
- Liaise with the NSW State Government to provide a multi level car park for long stay parking near the Rockdale bus/rail interchange
- Undertake feasibility assessment of rearranging on-street parking at Walz Street and George Street
- Monitor the utilisation of the on-street parking within the Town Centre and investigate on street paid parking at areas where there is high demand
- Investigate incorporating new parking rates for Rockdale Town Centre in Rockdale Development Control Plan 2011
- Investigate introducing a Consolidated Parking Concession policy to encourage developments to contribute to parking which is off-site and operated by Council

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An architectural sketch of a city street scene. The upper portion shows a multi-story building facade with a grid of windows and some decorative elements. The lower portion shows a street with several pedestrians, including one in the foreground talking on a mobile phone, and a few cars in the background. The sketch is rendered in a loose, hand-drawn style with fine lines and some shading.

# Masterplan Implementation Program



## **Implementation of the Masterplan**

The Masterplan is a long term plan for the future of the Rockdale Town Centre. Whilst it contains elements which can be implemented in the short term, much of the Plan requires further work to be undertaken to be able to implement it.

This section outlines the tools to implement the Masterplan and how each of the Structure Plan Elements and Parking Plan initiatives will be implemented. Many issues can be addressed through the town planning framework but there are also actions that will need to be captured in other Council plans and policies, or which require further studies or consultation either internally with Council, or with State agencies.

This Implementation Plan is presented in a table which lists each Structure Plan Element and Parking Plan initiative and lists what tools and actions are required to implement them. It includes the major dependencies which affect the delivery of the Masterplan for its implementation over time, and assignment of responsibility, be it government, the development industry, or the business community.

The implementation of the Masterplan will put in place the guidelines, framework and program to be able to deliver the Masterplan. This is to ensure future development, works, and events in the Rockdale Town Centre will be working towards realising the Masterplan.

The realisation of the community's vision and design strategies for the Masterplan relies on the involvement of landowners, private developers, business owners as well as Council.

## Summary of implementation tools

### Within the town planning framework

- Rockdale LEP 2011  
Potential LEP amendments to enact land use, height, floor space ratio (FSR) changes as well as documenting any proposed property acquisitions after rigorous analysis.
- Rockdale DCP 2011  
Potential DCP amendment to include a new 'special precinct' for the Rockdale Town Centre. This will summarise the structure and precinct plans, and document each of the key aspects as objectives. It will also contain any specific built form controls such as setbacks that are required to achieve the Masterplan.
- Rockdale Town Centre Public Domain Plan and Technical Manual  
The Rockdale Town Centre Public Domain Plan accompanies this Masterplan and sets out specific strategies for the public domain.  
Technical Manual forms a final component of the final Public Domain Plan. This component sets out more specific objectives and guidelines for the delivery of public domain improvements. This component will be for use by Council's technical staff as well as designers and engineers of private developers.

### Outside of town planning framework

- Masterplan Implementation Plan  
The Masterplan Implementation Plan will be a new document which expands upon the Masterplan Implementation Program section of the Masterplan and also complements the Public Domain Plan and Technical Manual. It will provide additional detail on individual projects necessary to implement the Plans. This will include setting priorities for work - short, medium and long term - and investigating indicative costings as well as exploring potential funding mechanisms.
- S94 Developer Contributions Plan
- Capital works program
- Town centre management programs
- Further studies or plans
  - Market Management Plan
  - Traffic studies
  - Lighting Strategy
  - Signage Strategy
- Further consultation with stakeholders (such as the NSW State Government e.g. Railcorp, State Transit and Roads and Maritime Services)
- Integrated Planning Framework (i.e. Delivery program, Operational Plan, etc)



	Within town planning framework			Summary of planning controls required
	Planning controls required			
	LEP	DCP	PDP	
<b>5. STRUCTURE PLAN</b>				
<b>5.1. Town heart and civic precinct</b>				
Redevelopment of the Target store and public carpark site and adjoining lots for a high quality mixed use development which addresses Market Street, King Lane, and the new town square and:	✓	✓	✓	DCP objectives and built form envelope and design controls
5.1.1. Creates a new town square fronting Bryant Street, King Lane and Market Street that is suitable for cultural and civic events as well as the day to day open space needs of the Centre.	✓	✓	✓	LEP open space zoning and land dedication
5.1.2. Comprises mixed use redevelopment including a new market, and potential for cultural, creative or community space		✓		DCP objectives and design guidelines
5.1.3. Includes traffic calming on Bryant Street to create a relationship between the forecourt and the town square with the opportunity for temporary road closure for major events.		✓	✓	-
5.1.4. Provide a food providore market on the ground floor. This would be permeable to pedestrians and it would activate all frontages including King Lane.	✓	✓		DCP detailed specifications for Market space  LEP active frontages map and potential dedication of market space
5.1.5. Is setback from King Lane to allow for public domain upgrades to improve the pedestrian environment.	✓	✓	✓	DCP setbacks  LEP land dedication of setback
5.1.6. Construct a new parking structure on York Street to accommodate public carparking consistent with the parking plan.	✓	✓		LEP permissibility
5.1.7. Allow for the provision of a new library in the existing civic precinct which does not prevent the delivery of the town square or new York Street parking structure.		✓		-
<b>5.2. Pedestrian spine and retail hubs</b>				
5.2.1. Upgrade and improve King Lane to increase pedestrian priority and safety, day and night, and create a more attractive and pleasant environment, ensuring that it integrates with the proposed redevelopment of the Target store site.		✓	✓	DCP objectives and design guidelines
5.2.2. Encourage existing retailers and new developments to front the lane network, particularly along the pedestrian spine.	✓	✓	✓	LEP active frontages map  DCP objectives and design guidelines

	Outside of town planning framework	
	Further actions (enacting plan, policy, strategy)	Dependency for delivery
	-	Redevelopment of precinct Council
	Masterplan Implementation Plan - including alternate option for delivery of town square independent of 'Target site' redevelopment S94 Developer Contributions Plan	Acquisition of land Council
	Traffic studies for impact of temporary road closures	Traffic study and traffic committee approval
	Develop management plan for operation of market	Redevelopment of precinct Council
	S94 Developer Contributions Plan Capital Works Program	Redevelopment of precinct Council
	S94 Developer Contributions Plan Capital Works Program	Redevelopment of precinct Council
	Library and Civic Precinct Masterplan project to be consistent with Rockdale Town Centre Masterplan	Council
	Masterplan Implementation Plan S94 Developer Contributions Plan	Redevelopment of town heart and interchange precinct Council
	Town centre management strategy Council liaison with owners and applicants at DA stage	Participation of retailers and business owners



	Within town planning framework			Summary of planning controls required
	Planning controls required			
	LEP	DCP	PDP	
5.2.3. Any existing pedestrian paths and arcades are to be maintained in redevelopments		✓		DCP controls for through site links
5.2.4. Improve public domain in the Walz Street and Frederick Street Precinct to enhance the shopping experience of this retail hub and integrate with the pedestrian spine.		✓	✓	DCP objectives and design guidelines
5.2.5. To create a consistent and coherent public domain network which is easy to navigate, all public domain upgrades and improvements will follow the Public Domain Plan which accompanies the Masterplan.			✓	
5.2.6. Encourage the improvement of shopfronts to create a more attractive and active centre particularly in the retail hubs and along the pedestrian spine.		✓		DCP objectives and design guidelines
5.2.7. Develop the night time and weekend economy of the centre, focused on the retail hubs, facilitated by improvements to pedestrian safety and amenity.				
<b>5.3. Interchange precinct redevelopment</b>				
5.3.1. High quality mixed use development consisting of a podium containing retail uses on the ground and first floor, which fronts the Princes Highway and the new improved pedestrian linkages, and residential towers above, designed to achieve high levels of amenity and provide modern apartment living in the heart of the centre.	✓	✓		DCP objectives, design guidelines, building envelop and setback controls
5.3.2. The development will become a landmark at Seven Ways intersection which presents a positive image of the centre to passing motorists and rail users.		✓		DCP objectives, design guidelines, building envelop and setback controls
5.3.3. Provide an improved and enlarged through site pedestrian link which connects the bus interchange with the Princes Highway at the pedestrian traffic lights.		✓	✓	DCP design controls for pedestrian linkage
5.3.4. Facilitate the upgrade and expansion of the bus interchange, and provide a setback to Geeves Avenue to achieve the required space.	✓	✓	✓	LEP land dedication DCP setback controls
5.3.5. Direct level access for pedestrians provided from the railway station concourse into the redevelopment, which connects to the Seven Ways intersection and the improved through site pedestrian link. All this will be activated by retail uses.		✓		DCP objectives, design guidelines, building envelop and setback controls

Outside of town planning framework		
Further actions (enacting plan, policy, strategy)		Dependency for delivery
Council liaison with owners and applicants at DA stage		Applicant and Council
Traffic studies required for any changes in traffic movement or parking operation Masterplan Implementation Plan		Negotiations with State Transit regarding bus movements
Develop signage strategy for the town centre		Council
Town centre management strategy Council liaison with owners and applicants at DA stage		Participation of retailers and business owners Council
Town centre management strategy		Participation of retailers and business owners Council
Consultation with key stakeholders		Amalgamation of sites and private development Liaison with State Government and site owners
Consultation with key stakeholders		Amalgamation of sites and private development
Masterplan Implementation Plan - include interim strategy for improvement to arcade independent of redevelopment of the precinct		Amalgamation of sites and private development
Liaise with State Transit and Railcorp - upgrade to bus interchange		State Transit and Railcorp in consultation with Council
Liaise with State Transit and Railcorp - feasibility of connection to railway station concourse over Geeves Avenue		State Transit and Railcorp in consultation with Council Amalgamation of sites and private development

	Within town planning framework			Summary of planning controls required
	Planning controls required			
	LEP	DCP	PDP	
<b>5.4. Green Gateways</b>				
5.4.1. Public domain upgrades with a focus on street tree planting along the Princes Highway, Bay Street, and Frederick Street at the entry points to the town centre (see Structure Plan).		✓	✓	DCP objectives requiring compliance with the PDP
5.4.2. Landscaped front setbacks to new redevelopment along the Princes Highway South Precincts, including deep soil landscaping to allow for large mature trees complemented by landscape design which provides pedestrian access and a visual connection between new buildings and the street.		✓	✓	DCP objectives and setback and landscape controls
5.4.3. Public domain upgrades to be coordinated with improvements to the rest of the town centre as envisaged in the Public Domain Plan.			✓	N/A
<b>5.5. Residential intensification</b>				
5.5.1. Chapel Street Precinct	✓	✓	✓	-
5.5.1.1. High quality residential flat buildings		✓		DCP objectives and design guidelines and building envelop controls
5.5.1.2. Ground floor retail fronting Bay Street and the new plaza	✓	✓		LEP active street frontages map DCP objectives and design guidelines
5.5.1.3. New public plaza on Bay Street which connects to a public pedestrian linkage to Chapel Street	✓	✓	✓	LEP open space zone and land dedication DCP objectives and design guidelines
5.5.1.4. Street level public parking off Chapel Lane provided off street or as 90 degree kerb side parking		✓		DCP objectives and parking requirements
5.5.1.5. Extension of Chapel Lane to create a direct link to Lister Avenue	✓	✓		LEP land dedication DCP objectives and design guidelines
5.5.1.6. Ground floor residential units with direct access from the street, lane, and pedestrian linkage network to create an active and permeable public domain through the site	✓	✓		LEP active street frontages DCP objectives and design guidelines



	Outside of town planning framework	
	Further actions (enacting plan, policy, strategy)	Dependency for delivery
	Masterplan Implementation Plan	Council
	-	Private development
	Masterplan Implementation Plan, Capital Works Program, Delivery Program, Operational Plan	Council
	-	Acquisition and private redevelopment
	-	Council (via policy) and owners and developers (via DA process)
	-	Council
	Masterplan Implementation Plan, Capital Works Program, Delivery Program, Operational Plan	Council
	S94 Developer Contributions Plan Capital Works Program	Provision of public carparking in York Street to off set reduction
	S94 Developer Contributions Plan Capital Works Program	Council
	-	Council

	Within town planning framework			Summary of planning controls required
	Planning controls required			
	LEP	DCP	PDP	
5.5.2. Rocky Hills	✓	✓		N/A
5.5.2.1. Retention of the precinct's heritage characteristics, including topographical features.		✓		DCP design and building envelop controls
5.5.2.2. Continuation of the precinct's role as a low density residential precinct providing alternative housing choice to other precincts in the Centre.		✓		LEP zoning DCP design and building envelop controls
5.5.2.3. New dwellings to be sympathetic to the existing streetscape character and low density setting.		✓		LEP zoning DCP design and building envelop controls
5.5.2.4. New dwellings to occur within existing lot subdivision through attached dwellings (terrace housing).		✓		DCP objectives and design guidelines
5.5.2.5. Vehicle access to be provided from the rear lane.		✓		DCP vehicle access and streetscape controls
5.5.2.6. The heritage value of the area, including the street planting and topographical features, will be investigated to ensure it is not compromised or diminished by any redevelopment.		✓		DCP objectives and design guidelines
5.5.3. Princes Highway South	✓	✓		-
5.5.3.1. Landscaped front setback on Princes Highway, which will be predominately deep soil to allow for mature tree planting, complemented by landscape design that provides pedestrian access and a visual connection between new buildings and the street.		✓		DCP setback and landscape controls
5.5.3.2. Redevelopment achieved through site consolidation to minimise the number of vehicle access points from the Princes Highway.	✓	✓		
5.5.3.3. Flexibility for a variety of building uses, predominantly residential accommodation in buildings which define a strong street edge and create a boulevard feel to the highway.		✓		DCP objectives and built form controls

	Outside of town planning framework	
	Further actions (enacting plan, policy, strategy)	Dependency for delivery
	-	Private development
	-	Land owners (private development)
	-	Land owners (private development)
	-	Land owners (private development)
	Investigation of the precinct's heritage value	Council
	-	Private development
	-	-
	-	-



	Within town planning framework			Summary of planning controls required
	Planning controls required			
	LEP	DCP	PDP	
5.5.3.4. Development of a height and density which is a transition from the mixed use development to the north and the surrounding high and medium density residential.	✓	✓		LEP development standards
5.5.3.5. Any retail and commercial uses in the precinct are to be suitable to the out of centre highway location.	✓	✓		LEP permissibility DCP design guidelines
5.5.3.6. Respond to the proximity to the Muddy Creek drainage channel by taking appropriate measures consistent with the Flood Risk Management Plan		✓		DCP design guidelines
<b>6. PARKING PLAN</b>				
<b>6.1 Off-street Parking</b>				
6.1.1 Maintain a sufficient supply of short stay parking spaces which are essential for the commercial vitality of the Town Centre				N/A
6.1.2 Construct a multi level parking facility at York Street to consolidate the public parking within the Town Centre				N/A
6.1.3 Relocate long stay parking spaces to areas close to the Rockdale rail/bus interchange				N/A
6.1.4 Provide directional signage to enhance the efficiency and experience of off street public parking				N/A
<b>6.2 On-street Parking</b>				
6.2.1 Introduce additional on-street parking spaces in Walz Street precinct by converting the existing parallel parking to angle parking			✓	Part of public domain strategy for Walz Street Precinct
6.2.2 Introduce additional on street angle parking within the road reservation on George Street			✓	N/A
6.2.3 Continue to monitor the utilisation of on-street parking within the Town Centre and address future parking demands through time and cost management				N/A
<b>6.3 Parking for Private Development</b>				

	Outside of town planning framework	
	Further actions (enacting plan, policy, strategy)	Dependency for delivery
	-	-
	-	-
	Further investigation of flood risk	Council
	Coordinate feasibility studies for new car parking to ensure parking yields are maintained and appropriate transitional measures will be put in place.	Council
	Investigate the feasibility and design of the York Street multi level parking facility S94 Developer Contributions Plan	
	Liaise with State Transit and Railcorp	State Transit and Railcorp
	Prepare directional signage strategy for public parking in the Centre in the context of new parking arrangement	Redevelopment of York Street car park
	Undertake feasibility assessment of rearranging and undertake community consultation and liaise with State Transit S94 Developer Contribution Plan	State Transit
	Undertake feasibility assessment of rearranging and undertake community consultation and liaise with State Transit S94 Developer Contribution Plan	State Transit
	Continually monitor the utilisation of the on street parking within the Town Centre and investigate on street paid parking at areas where there is high demand	Council

		Within town planning framework			
		Planning controls required			Summary of planning controls required
		LEP	DCP	PDP	
6.3.1	Investigate appropriate parking rates for developments within the Town Centre core in Rockdale Development Control Plan 2011		✓		Parking rates for the Town Centre
6.3.2	Investigate introducing a Consolidated Parking Concession policy to encourage developments to transfer parking spaces to public parking facilities		✓		Consolidated Parking concession policy for the Town Centre
<b>6.4 Sustainable Transport Initiatives</b>					
6.4.1	Introduce “car share” services in the Town Centre				N/A
6.4.2	Promote other sustainable transport modes i.e. bicycle				N/A



	Outside of town planning framework	
	Further actions (enacting plan, policy, strategy)	Dependency for delivery
	-	Council
	S94 Developer Contributions Plan	Council
	Investigate the introduction of formal “car share” services in the Town Centre and promote informal car pooling opportunities	Council
	Investigate locations for bike parking facilities in the Town Centre and opportunities for bike sharing	Council

## Important

This document contains important information about Rockdale City Council. If you do not understand, please visit Council's Customer Service Centre at 2 Bryant Street Rockdale, Monday – Friday from 8.30am – 4.30pm, Saturday from 9am – 1pm. Council Staff will be happy to arrange interpreter services for you.

You may also contact Telephone Interpreter Services on 131 450 and ask them to ring Rockdale City Council on 9562 1666 on your behalf.

### Arabic

هام:

تحتوي هذه الوثيقة على معلومات هامة عن بلدية روكدايل. إذا لم تكن قادراً على فهمها، يرجى زيارة مركز خدمة زبائن البلدية على العنوان التالي: 2 Bryant Street في روكدايل من الإثنين إلى الجمعة بين الساعة ٨.٣٠ صباحاً و ٤.٣٠ مساءً. والسبت بين الساعة ٩.٠٠ صباحاً و ١.٠٠ بعد الظهر حيث سيقوم موظفو البلدية بتأمين مترجم لك بكل سرور. كما يمكنك الاتصال بخدمة الترجمة الهاتفية على الرقم 131 450 والطلب منهم الاتصال ببلدية روكدايل على الرقم 9562 1666 نيابةً عنك.

### Italian

**Importante:**

Questo documento contiene importanti informazioni sul Comune di Rockdale City. Se avete difficoltà a comprenderne il contenuto, recatevi presso il Customer Service Centre del Comune a 2 Bryant Street, Rockdale dal lunedì al venerdì dalle ore 8.30 alle 16.30 e al sabato dalle 9.00 alle 13.00. Il personale del Comune sarà ben lieto di procurarvi un servizio interpreti.

Potete anche chiamare il Servizio telefonico interpreti (TIS) al numero 131 450 chiedendo che telefoni per vostro conto al Comune di Rockdale City al numero 9562 1666.

### Chinese

重要消息

本文件載有關於 Rockdale 市政府的重要資訊，如果您有不明之處，請於星期一至星期五，上午 8 時 30 分至下午 4 時 30 分，及星期六上午 9 時至下午 1 時，前來位於 2 Bryant Street，Rockdale，市政府的顧客服務中心。市政府的職員會很樂意為您安排傳譯員的服務。

您也可以聯絡電話傳譯服務處，電話 131 450，並請他們代您致電 9562 1666 給 Rockdale 市政府。

### Macedonian

**Важно:**

Овој документ содржи важни информации за Rockdale City Council (Градската општина на Rockdale). Ако не го разбирате, ве молиме, посетете го општинскиот Customer Service Centre (Центар за услуги на клиенти), кој се наоѓа на 2 Bryant Street, Rockdale, од понеделник до петок, од 8.30 наутро до 4.30 попладне и во сабота од 9.00 наутро до 1.00 попладне. Вработените во општината со задоволство ќе ви организираат да користите преведувач.

Исто така, можете да телефонирате во Telephone Interpreter Services (Служба за преведување по телефон) на 131 450, и да ги замолиме во ваше име да се јават во Градската општина на Rockdale на 9562 1666.

### Greek

**Σημαντικό:**

Αυτό το έγγραφο περιέχει σημαντικές πληροφορίες για τη Δημαρχία Rockdale City Council. Αν δεν τις καταλαβαίνετε, παρακαλείσθε να επισκεφτείτε το Κέντρο Εξυπηρέτησης Πελατών [Customer Service Centre] του Δήμου στο 2 Bryant Street, Rockdale, Δευτέρα - Παρασκευή από 8.30πμ - 4.30μμ και Σάββατο από 9.00πμ - 1.00μμ. Το Προσωπικό του Δήμου θα χαρεί να κανονίσει υπηρεσίες διερμηνέων για σας.

Μπορείτε επίσης να επικοινωνήσετε με τις Τηλεφωνικές Υπηρεσίες Διερμηνέων [Telephone Interpreter Services] στο 131 450 και να τους ζητήσετε να τηλεφωνήσουν στο Rockdale City Council στο 9562 1666 για λογαριασμό σας.

### Spanish

**Importante:**

Este documento contiene información importante sobre el Rockdale City Council (Municipio de Rockdale). Si no la entiende, le rogamos concurrir al Centro de Servicio al Cliente del Municipio, ubicado en 2 Bryant Street, Rockdale, atención de lunes a viernes, de 8:30 am a 4:30 pm y el sábado de 9.00 am a 1.00 pm. El personal del municipio se complacerá en obtener los servicios de un intérprete para usted.

Puede asimismo llamar al Servicio Telefónico de Intérpretes al 131 450 y pedirles que llamen de su parte al Rockdale City Council, teléfono 9562 1666.

**Caring for the Environment** – In the interest of protecting and preserving our environment, Rockdale City Council uses Nordset paper for all of its pre-printed paper requirements. Nordset has been awarded the Nordic Swan label for environmentally friendly pulp and paper manufacturing. It is manufactured with fibre obtained from sustainable plantation forest, it is oxygen bleached, Totally Chlorine Free (TCF), dioxin and acid free. Nordset can be recycled and is biodegradable.



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