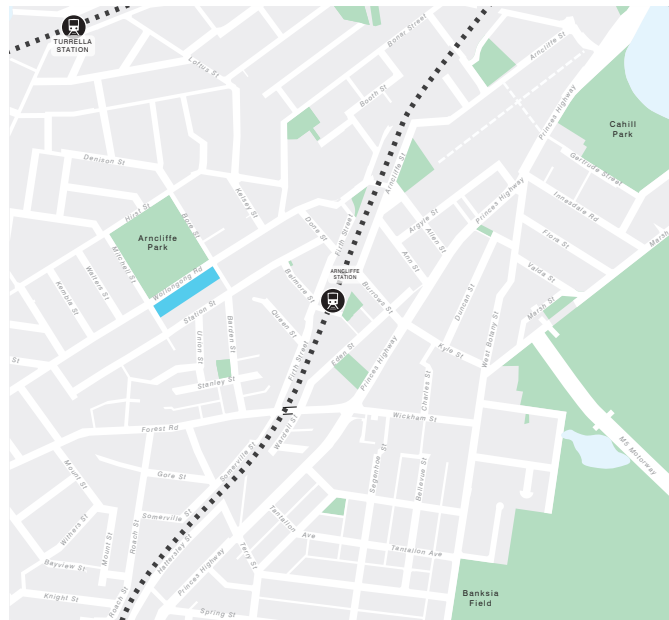


## 1 Wollongong Road shops



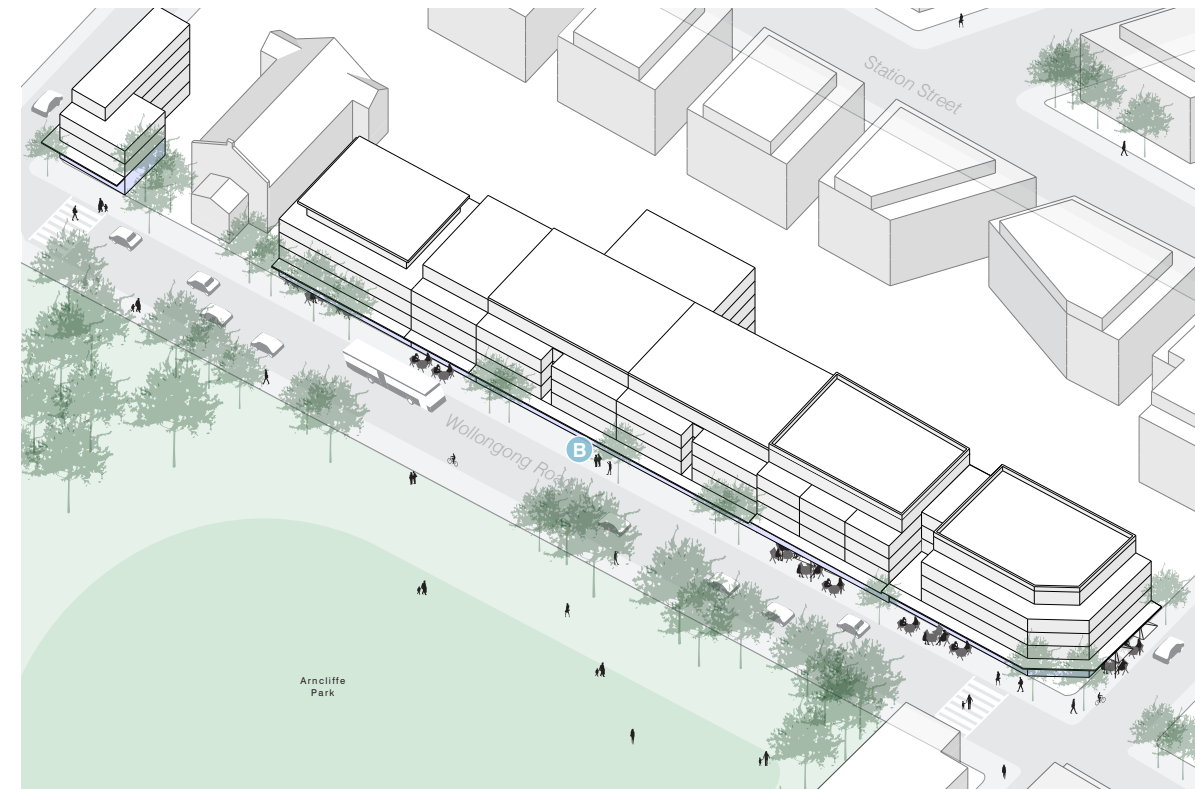
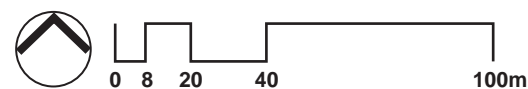
Location Plan: Wollongong Road shops

### Site specific development principles:

- The built form and uses in this area are to address and support Arncliffe Park and Wollongong Road as part of a local centre.
- Neighbourhood shops and cafes are to be provided at the ground floor of the new residential buildings on Wollongong Road, where they will activate Arncliffe Park and reinforce the role of the park and road as a local centre.
- Interface to the church should be considered through appropriate articulation on neighbouring sites.
- Streetscape improvements, increased canopy coverage and traffic calming strategies improve pedestrian connections between the proposed local shops and park and improve amenity.
- Zero setback is to be provided along Wollongong Road to reinforce a strong activate street.
- Development will be in the form of a 4-storey street wall height, with a top storey set back 3m from this.
- Residential uses will provide a clear edge to the park, improve park use, activity and passive surveillance.

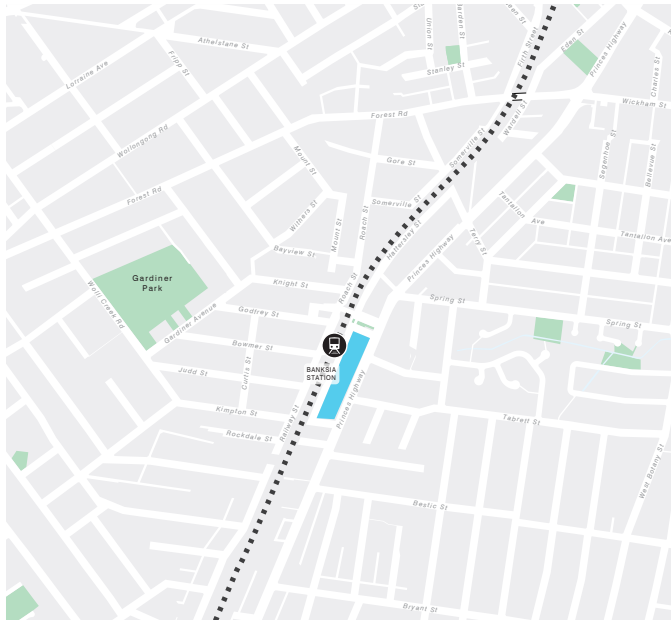


Built form principles



Illustrative built form

## 2 Banksia shops



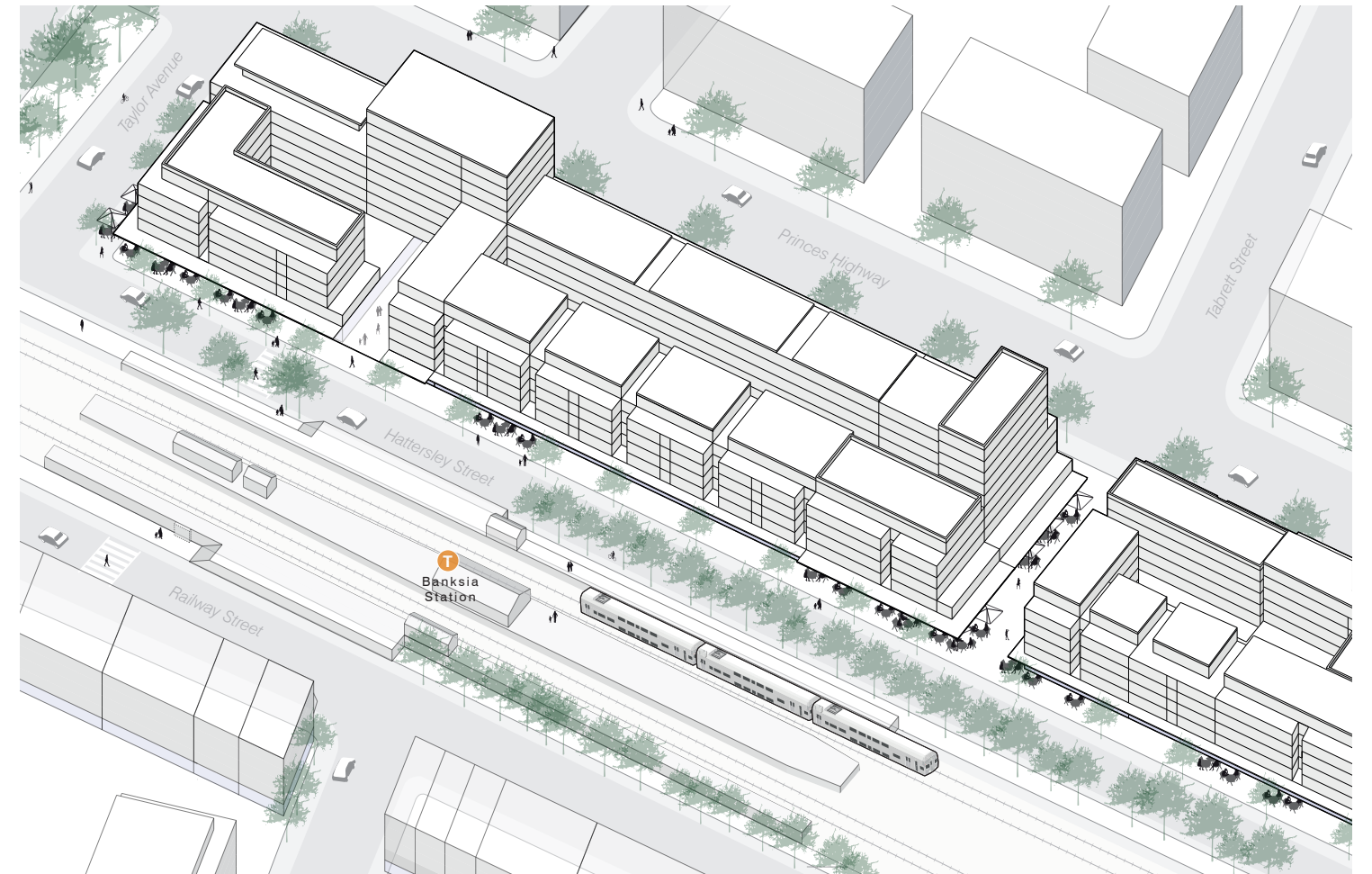
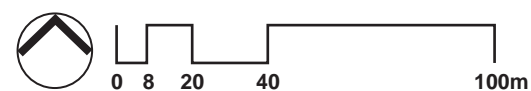
Location Plan: Banksia Shops

### Site specific development principles:

- Hattersley Street is identified as a new focal point of the neighbourhood east of the railway, and is to include a mix of local shops, cafes and eateries at the ground floor, serving the local community.
- Larger format commercial uses are provided along the Princes Highway at lower levels.
- Pedestrian access and permeability is improved through two new mid-block links, connecting Hattersley Street with the Princes Highway, encouraging pedestrian activation of both the east and west sides of the railway.
- The landmark figs and tree planting along the railway corridor and to the north of Hattersley Street are retained and reinforced through new tree planting along Hattersley Street and 'boulevard' tree planting along the Princes Highway.
- A 6m setback is provided along Princes Highway to provide widened public realm and streetscape planting.
- Buildings will generally be 6 storeys with the top storey set back 3m from this, with small towers of up to 10-storeys on selected sites.



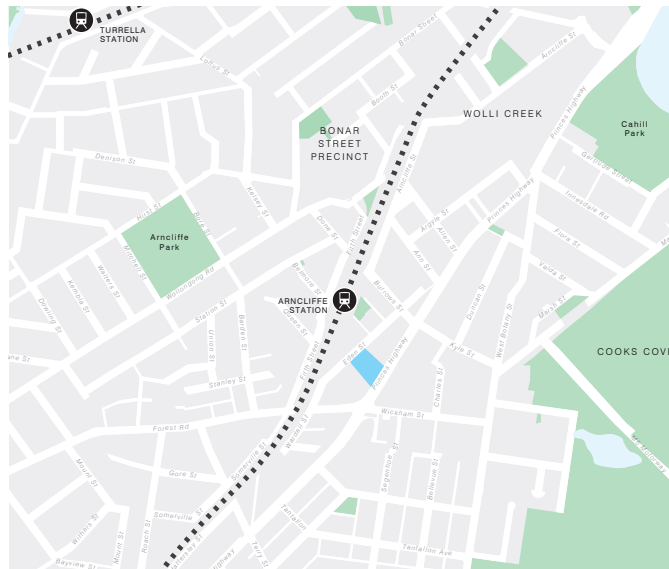
Built form principles



Illustrative built form



### 3 Land and Housing Corporation site



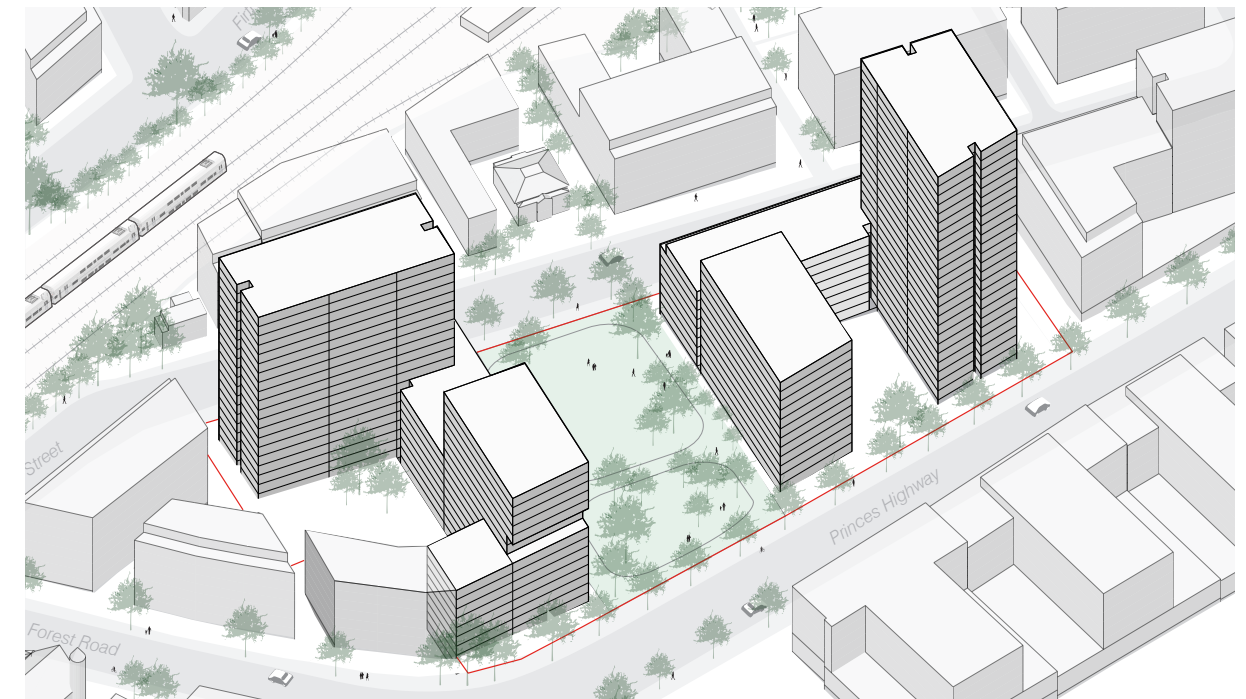
Location Plan: Land and Housing Corporation site

#### Site specific development principles:

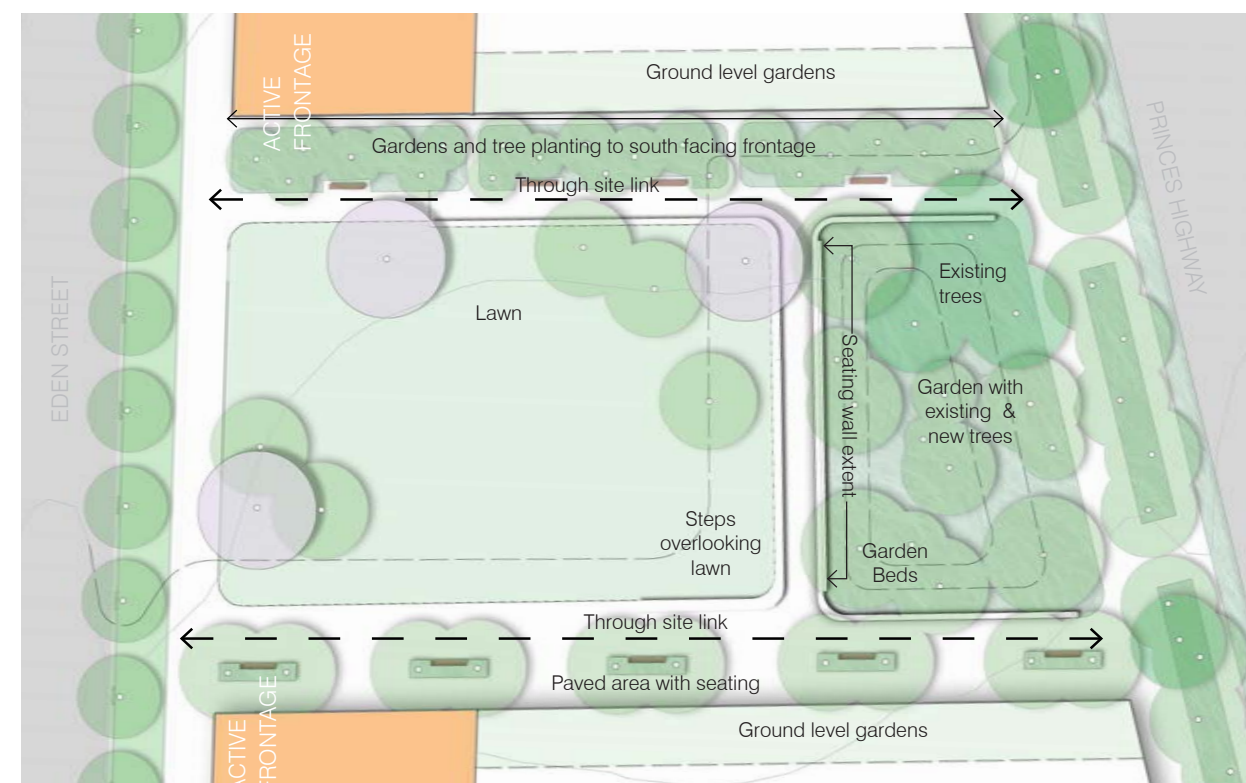
- A new local park (up to 4,000sqm) should be provided on this site. This will cater to new residents of Arncliffe with a centrally located lawn, gardens and significant tree planting.
- A new through site link will be provided along the northeastern edge of this site.
- Taller building forms are permitted on this site subject to airspace limitations however development should be designed to minimise overshadowing of the open space.
- Development will be in the form of a street wall podium of 6-8 storeys with well separated towers above.
- A 6m setback and dedication will be provided for the Princes Highway. Significant 'boulevard' tree planting will improve amenity for businesses and separate residential uses from the busy road.
- Residential uses will be designed to minimise the noise and amenity impacts of the Princes Highway.
- Commercial use of the site is encouraged including larger footprint commercial uses to provide for the future needs of the local community.



Built form principles



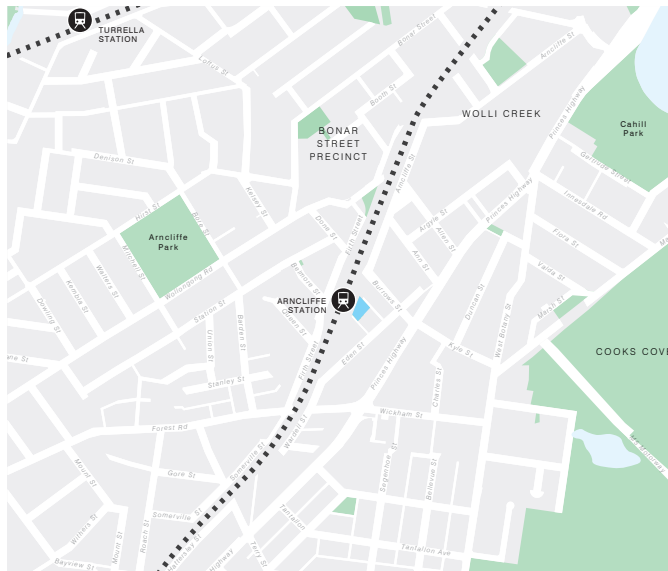
Illustrative built form



Indicative concept plan for the proposed park on Eden Street.



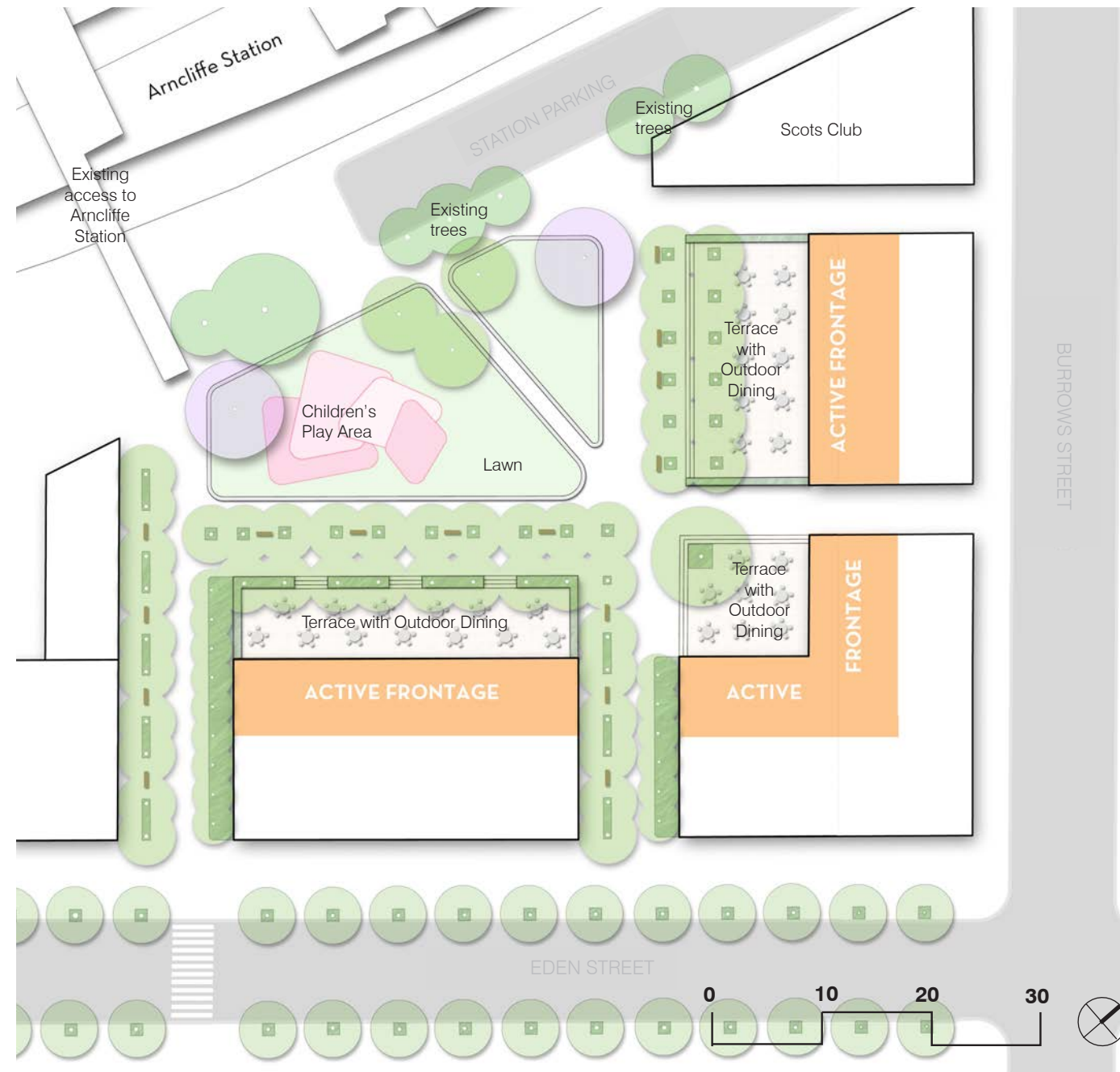
## 4 Potential upgraded park: Wooroona Reserve



Location Plan: Wooroona Reserve

The existing park could be expanded and upgraded in conjunction with changes to surrounding built form. This park could act as a town square for the neighbourhood, accommodating areas for gathering, seating, children's play and relaxation. Key features include:

- Active ground floor frontages are to be encouraged for buildings addressing the park
- Paved area linking the railway access stair to Burrows and Eden Streets. This incorporates a grove of deciduous trees, new seating, and lighting
- Raised terrace spaces looking out in to the park providing opportunity for outdoor dining
- An upgraded children's play ground with facilities for toddlers as well as school aged children
- Retained feature trees with additional landmark trees
- North facing lawn space
- New gardens and planting beds areas including for storm water treatment gardens
- Improved lighting



Indicative concept plan for Wooroona Reserve.

The existing park could be upgraded to include open lawn areas, terraces with outdoor dining, seating and gathering zones

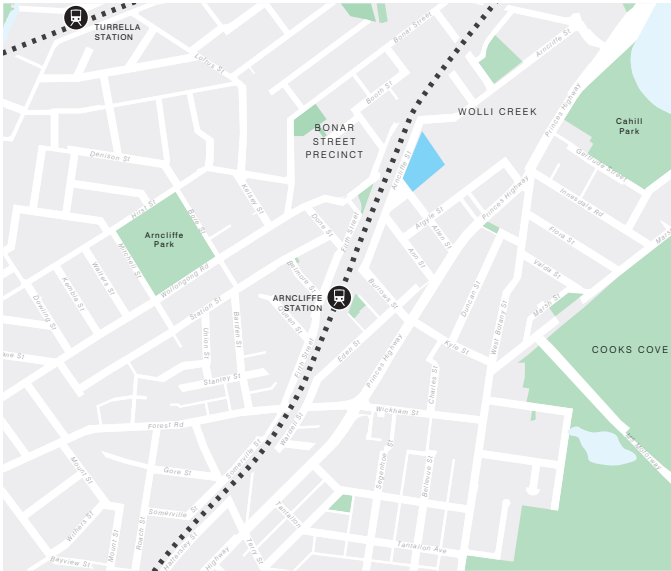


Landscaping precedents for the upgrade of Wooroona Reserve.

- 1 The existing park could be upgraded to include a grove of deciduous trees with seating connecting Burrows Street to the Arncliffe Station entry (photo: Paris, France)
- 2,3 Opportunities for outdoor dining and cafes (photos: Netherlands, USA)
- 4 Informal seating, lawn spaces (photo: London, UK)
- 5 Improved children's play areas (photo: London, UK)



5 New Park: Allen Street



Location Plan: New Park, Allen Street

Provision of a new park located at the boundary of Arncliffe and Wollongong Creek should be considered as part of the redevelopment of the large site in this location. This will provide additional recreational space for residents. This proposed park adjoins the existing SWSOOS, a listed heritage item. This will be a distinctive feature of the park.

The park has been designed to;

- Expand active play opportunities.
- Address water quality and storm water management.
- Improve access by providing a new pedestrian connection on top of the SWSOOS and connecting to a wider neighbourhood connection.
- Provide passive recreational facilities for the park.
- Incorporate stormwater detention features as required.

Residential entries should be provided along the park edge.



Indicative concept plan for the new park in South Wollongong.

The park location, close to a nearby high school could provide active play facilities such as basket ball courts and play for older children and young adults. A landscape garden could provide a interface to any proposed future ground level residencies.



Figure 13: The Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS)



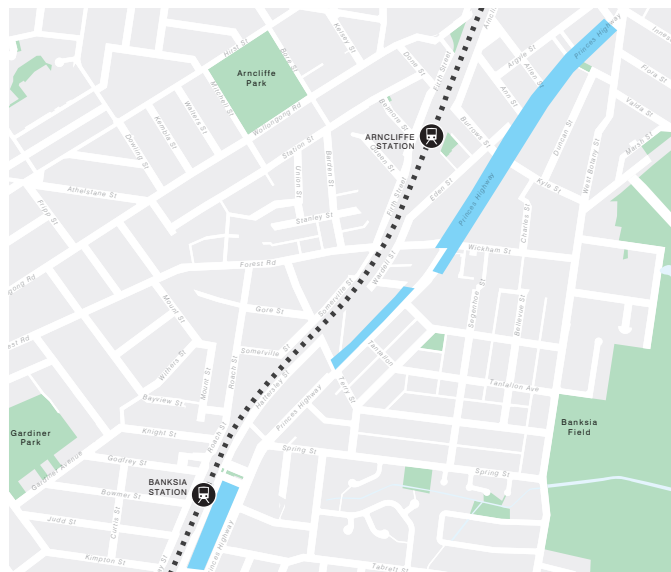
Precedents for possible facilities to be included in proposed park on Allen Street.

The new park can provide a range of facilities including:

- 1 Cycle paths
- 2 Play facilities
- 3 Active sports uses such as basket ball



## 6 Princes Highway - 6m landscape setback



Location Plan Princes Highway 6m landscaped setback

A landscape corridor is recommended along the Princes Highway Corridor from Arncliffe to Banksia. At Arncliffe a continuous 6m deep soil landscape setback is proposed. This allows for the following:

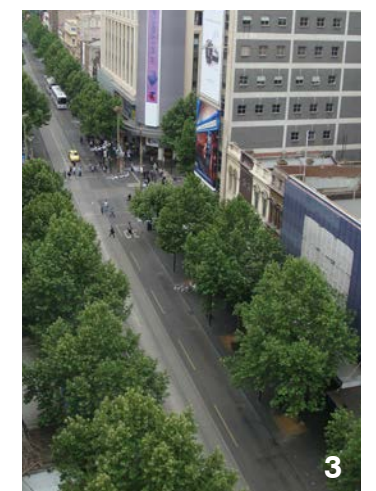
- The retention of existing trees whilst providing space for new large trees to be planted away from power lines. These landmark trees provide a gateway to the precinct and improve the amenity of the street environment for pedestrians, motorists and residents.
- Within the street reserve, the existing footpaths can be retained and verge planting added.
- An additional footpath adjacent to retail and ground floor uses with gardens providing an additional buffer to the busy arterial road.

Fast growing street trees with high canopies would be selected to allow for views to ground level commercial tenancies.

This design can be constructed incrementally as each site redevelops. This design does not require existing overhead power lines to be relocated to develop the initial stages of this landscape corridor.



Indicative section and plan of intermittent planting along the Princes Highway in the Arncliffe Precinct

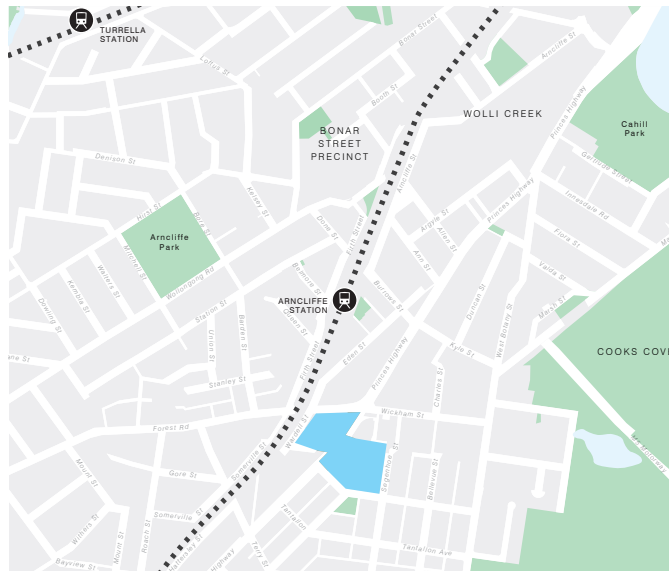


Precedents for successful landscape corridors.

- 1 The desired character is a highly successful retail street with large street trees and wide verge (photo: Tokyo, Japan)
- 2 Fast growing gum trees provide a gateway to the neighbourhood (photo: Victoria Park, Zetland, Sydney)
- 3 Boulevard tree planting can significantly improve amenity for businesses (photo: Collins St Melbourne)



## 7 Princes Highway escarpment

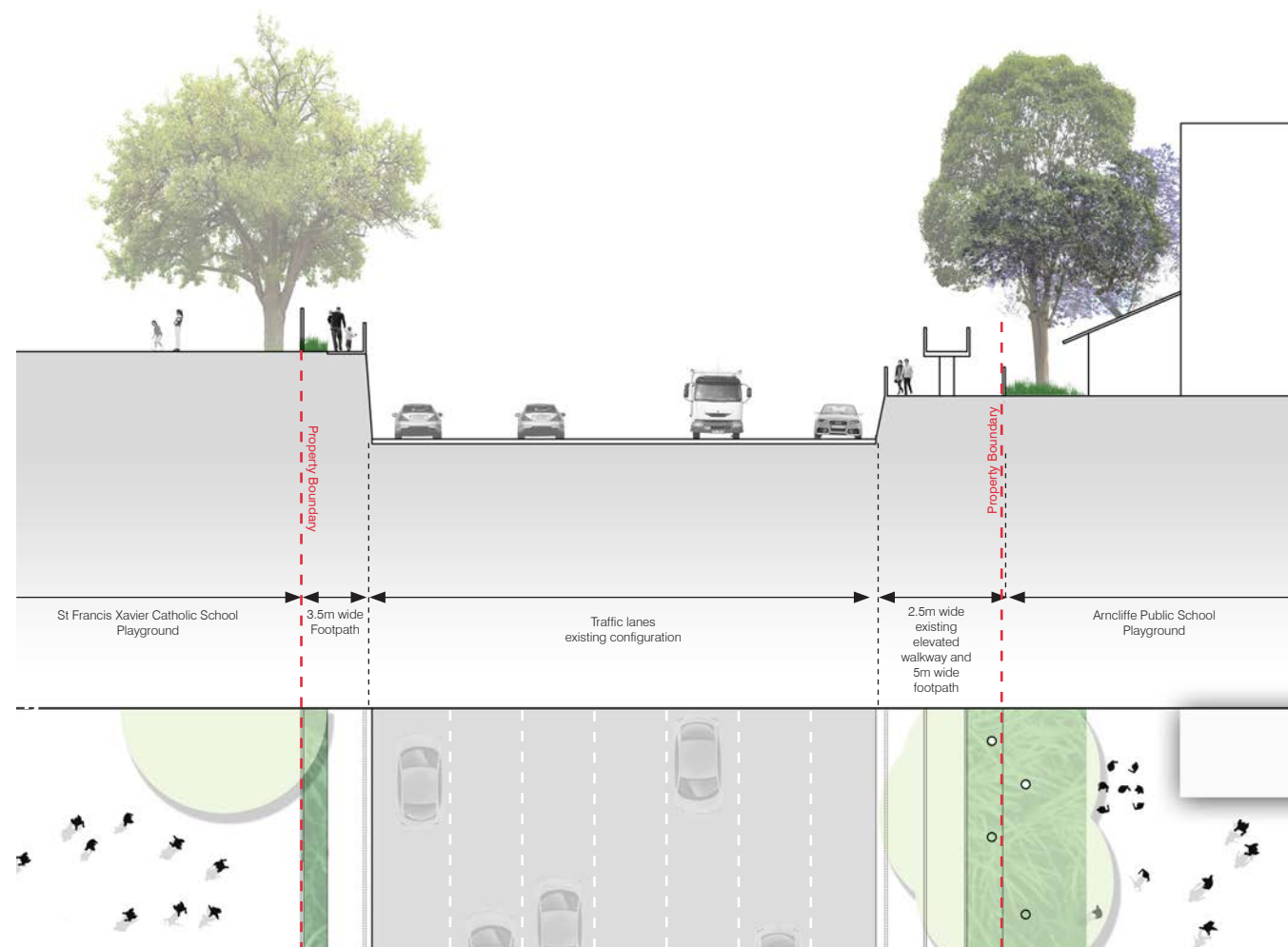


Location Plan Princes Highway escarpment

On the southern boundary of the Princes Highway in Arncliffe is a sandstone escarpment with an existing bridge connecting the neighbourhood east and west of the Princes Highway. This is also the location of two schools, Arncliffe Public School & St Francis Xavier Catholic Primary School

It is recommended to improve street connections surrounding the schools precinct. This may include changes to the pedestrian bridge as well as additional public art opportunities through improved lighting and signage. The improvements may also include access ramps, footpaths and balustrades. Other recommendations include:

- Improve streetscape zones, entrances and lighting around school zones with improved paved, lighting, signage and furniture
- Provide new fences to improve street and school address
- Incorporate shareways and improved pedestrian crossings where possible
- Provide generous bench seating in zones for parents and carers at school entrances, pick up and drop off zones



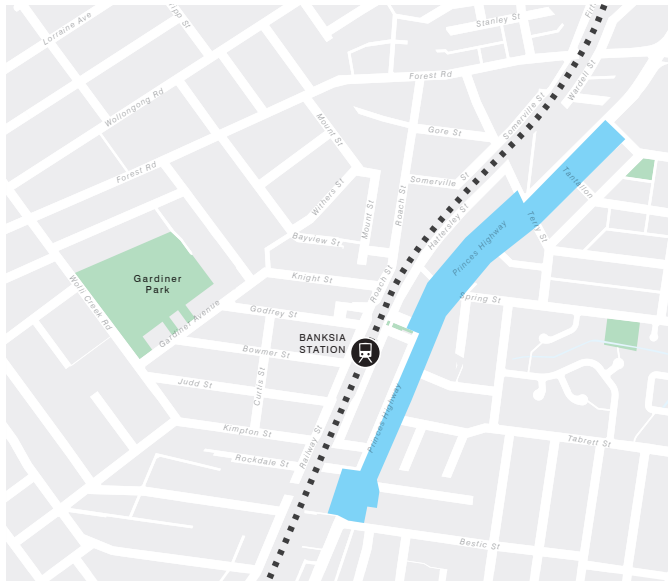
Indicative section and plan of streetscape upgrades along the Princes Highway Corridor Escarpment



Precedents for possible elements to be included in the streetscape upgrade of the Princes Highway Corridor Escarpment.

- 1 Improved paving at school entrances (photo: New road project Brighton, UK by Gehl Architects)
- 2 Upgraded fencing (photo: Glebe Public School)
- 3 New pedestrian crossings
- 4 The pedestrian bridge could be upgraded and designed to incorporating colour and lighting (photo: Pedestrian Bridge in Holland by West 8 Landscape architects)

## 8 Princes Highway intermittent planting

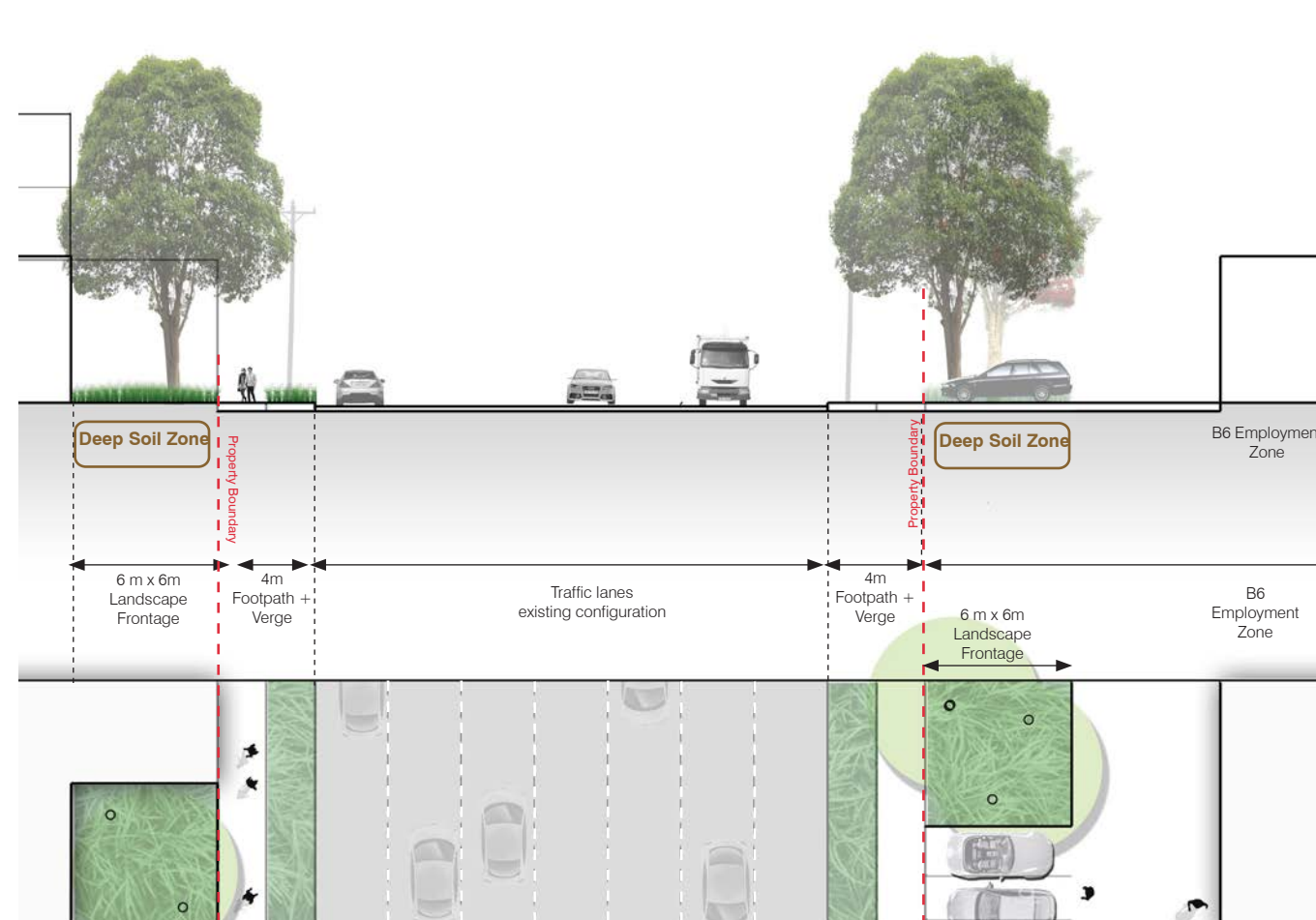


Location Plan Princes Highway intermittent planting

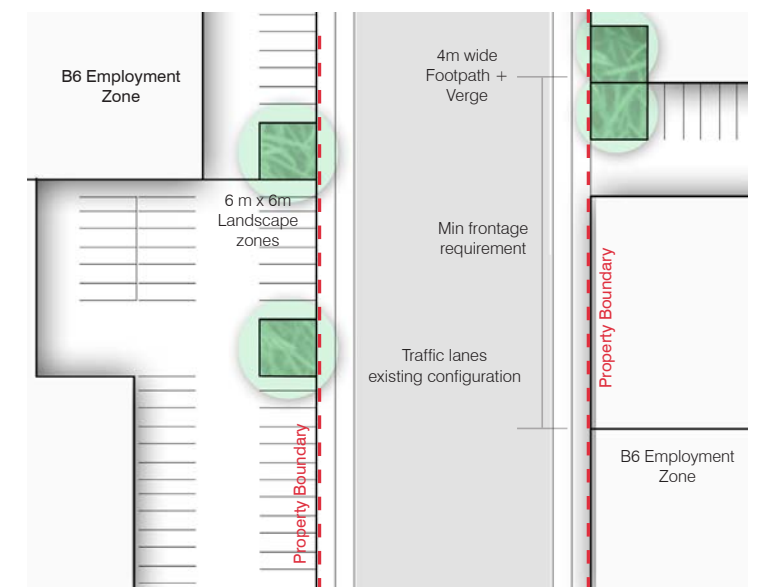
A modified landscape corridor is recommended in the B6 employment zone from South Arncliffe to Banksia. In this location where there are B6 zones, retail frontages with on grade parking adjacent to the highway, and where lots meet a minimum frontage control, consolidated tree planting zones could be provided in a modified form. This allows on grade parking to be retained and for consolidated tree planting zones to be provided along the Princes Highway corridor in private land, unimpeded by overhead power lines.

Key components are:

- Minimum 6 x 6 metre deep soil zones along the Princes Highway frontage (typical requirement 1 per 50m of street frontage).
- Provision of large trees (15m high or larger) to be provided in these zones
- Provision of under storey planting in garden zones
- Provision of WSUD treatment gardens in deep soil zones



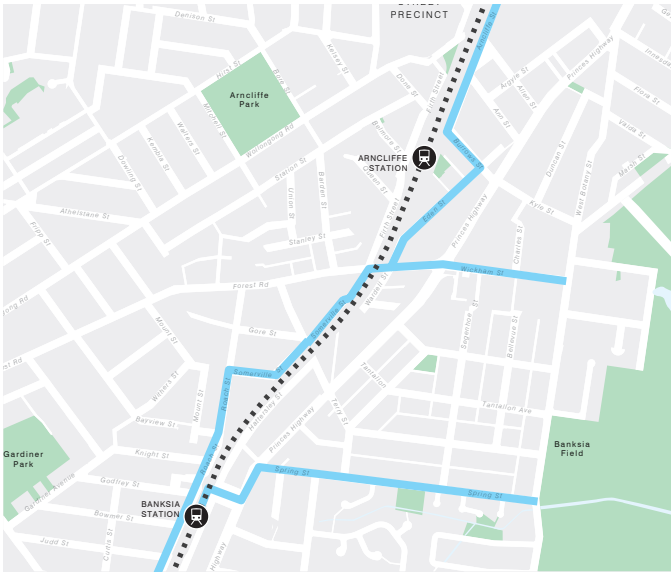
Indicative Section and Plan of intermittent planting on the Princes Highway in the Banksia Precinct



Different options for tree planting along Princes Highway in the Banksia Precinct



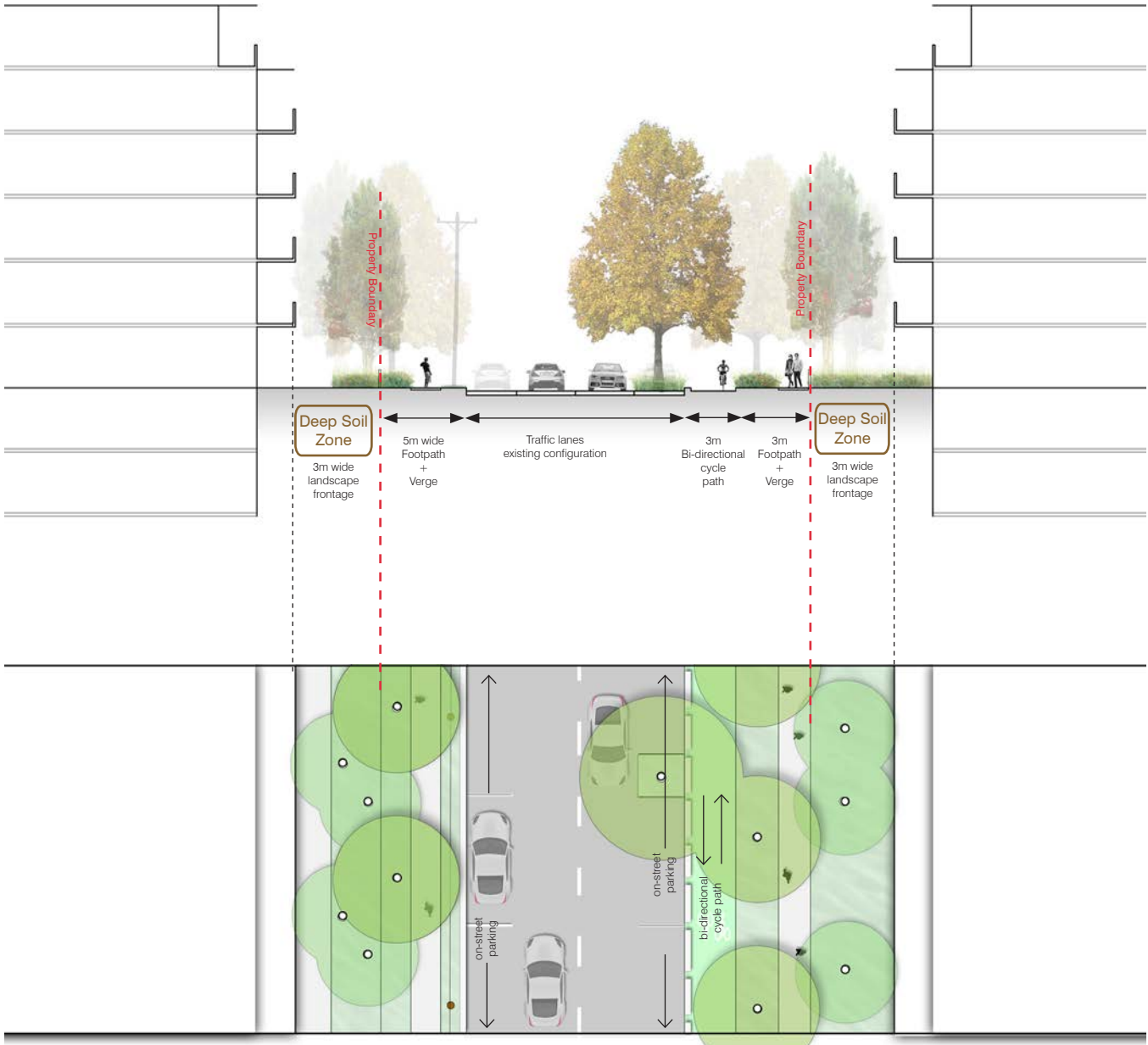
9 Separated cycleway



Location Plan: Separated cycleway

Many streets in the area are generously proportioned with wide carriageways (20 metre & 19 metre wide street reserves) that could be modified to improve cycleway access. Within the precinct, there is an opportunity to provide improve connections to regional cycle ways and open spaces on the Cooks River by providing separated cycle ways within existing streets.

The plan proposes that a separated cycle way connection be provided on key streets. Separated cycle ways with a low kerb demarcating cycle way paths from vehicle zones provide a safe cycle way connection for all residents particularly children.



Indicative residential street section and plan with separated cycleway

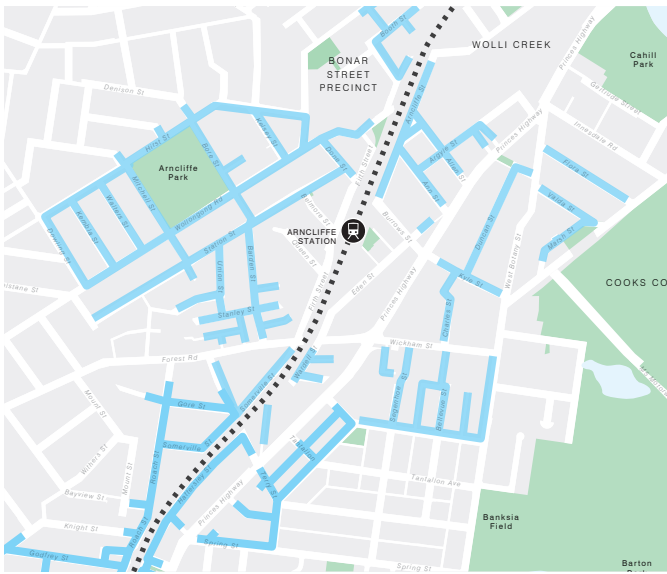


Precedents for the proposed separated cycleway in Central Arncliffe.

- 1 Separated cycleways provide safe access for all cyclists.
- 2 The Bourke street cycleway in Surry Hills connects existing public schools to parks and public spaces
- 3 Cycle ways can integrate graphics that clearly identify the route
- 4 Cycle ways can be well designed public spaces (photo: France)



## 10 Residential streets

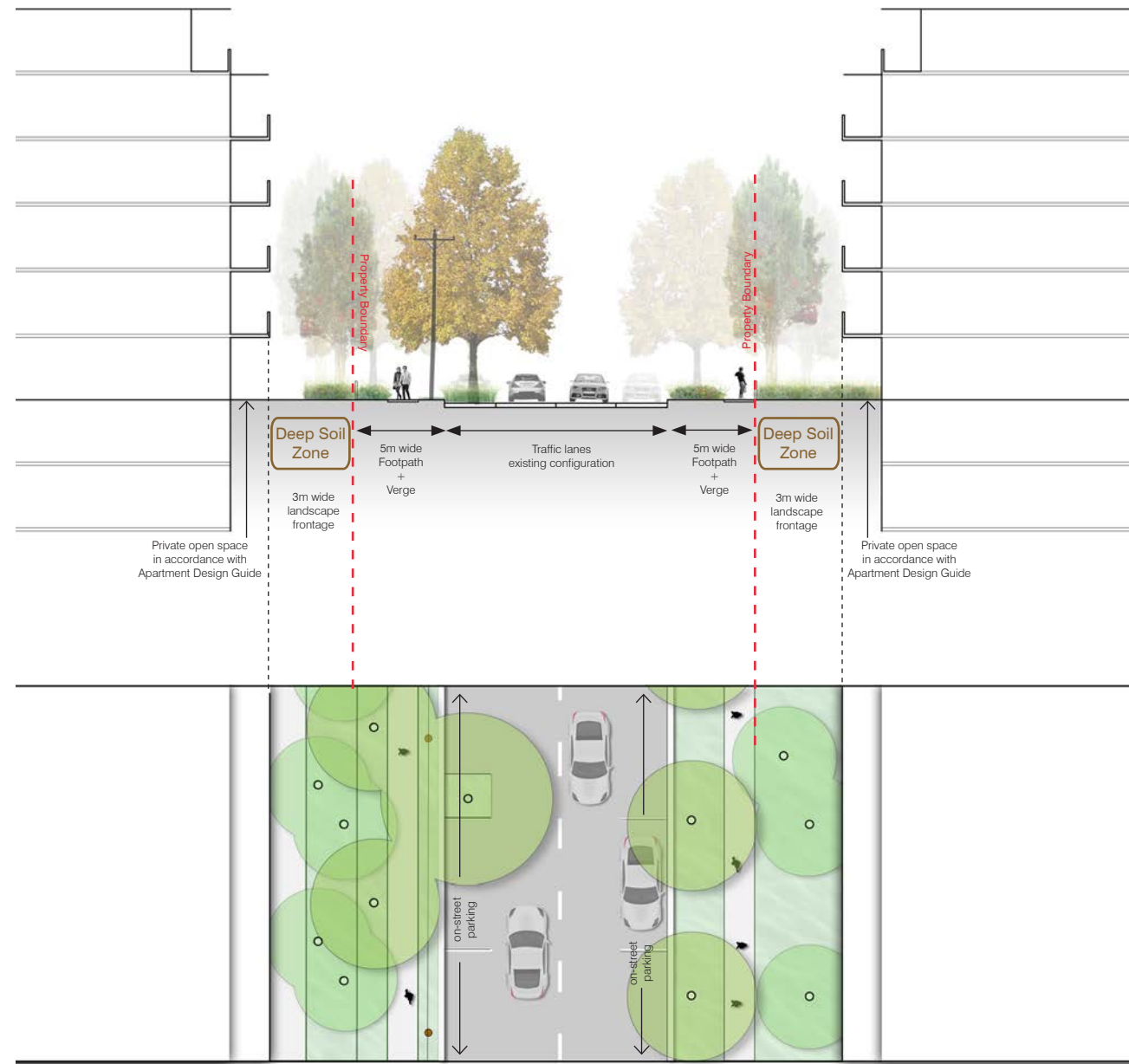


Location Plan: Residential streets

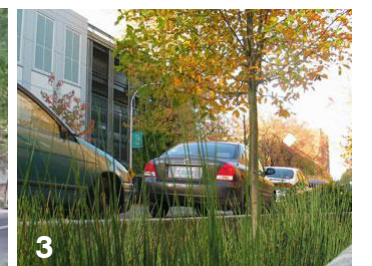
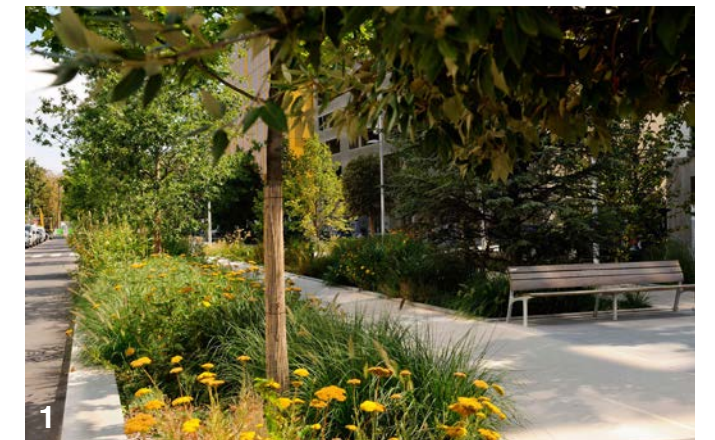
Improvements to existing residential streets are proposed to increase canopy cover and improve neighbourhood amenity.

Recommendations include:

- Expand footpath and verge zones and reduce carriageways where possible
- Ground floor private open space should be in accordance with the Apartment Design Guide
- Relocate footpaths to provide expanded verge and tree planting zones clear of overhead power lines
- Provide additional street tree planting to street verges
- Provide additional tree planting between on street parking bays
- Provide gardens with low shrubs and groundcovers rather than lawn verges
- Consolidate deep soil to setback frontages adjacent to existing streets to allow for additional tree planting in private land. This setback should not include private open space.
- Explore the provision of rain gardens



Indicative residential street section and plan

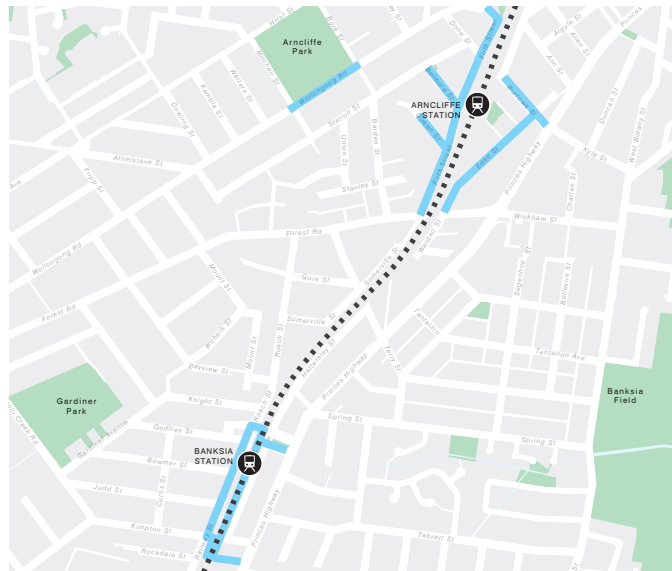


Precedents for the proposed upgrade of residential streetscapes in the Arncliffe Precinct.

- 1,3 Street 'gardens' using understorey planting in verges (photos: Former Renault site in Boulogne France; Darlinghurst Sydney)
- 2,4 Street setbacks which incorporate generous areas of planting have the capacity to greatly enhance street environments (photos: Victoria Park, Zetland)



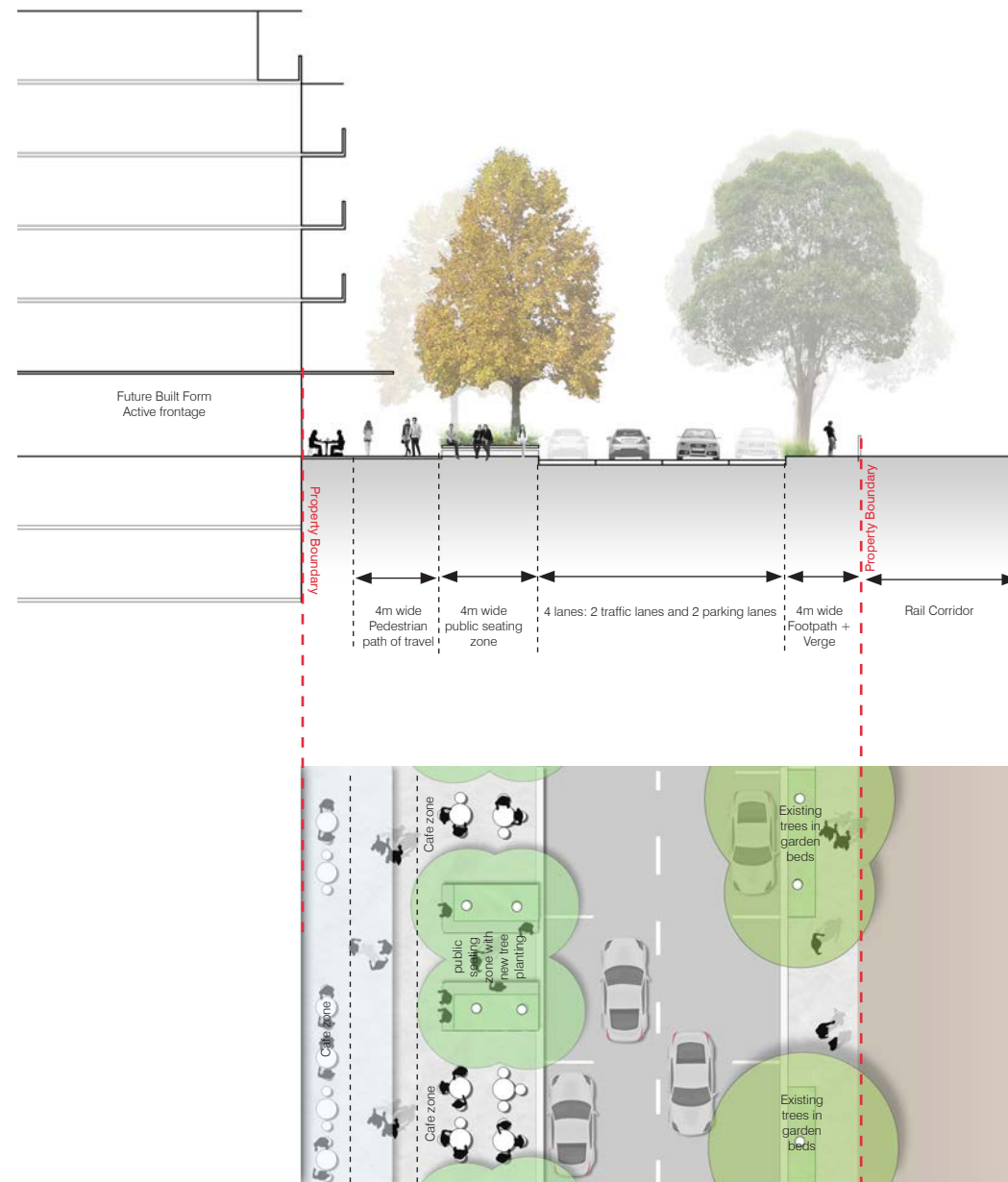
## 11 Retail streets



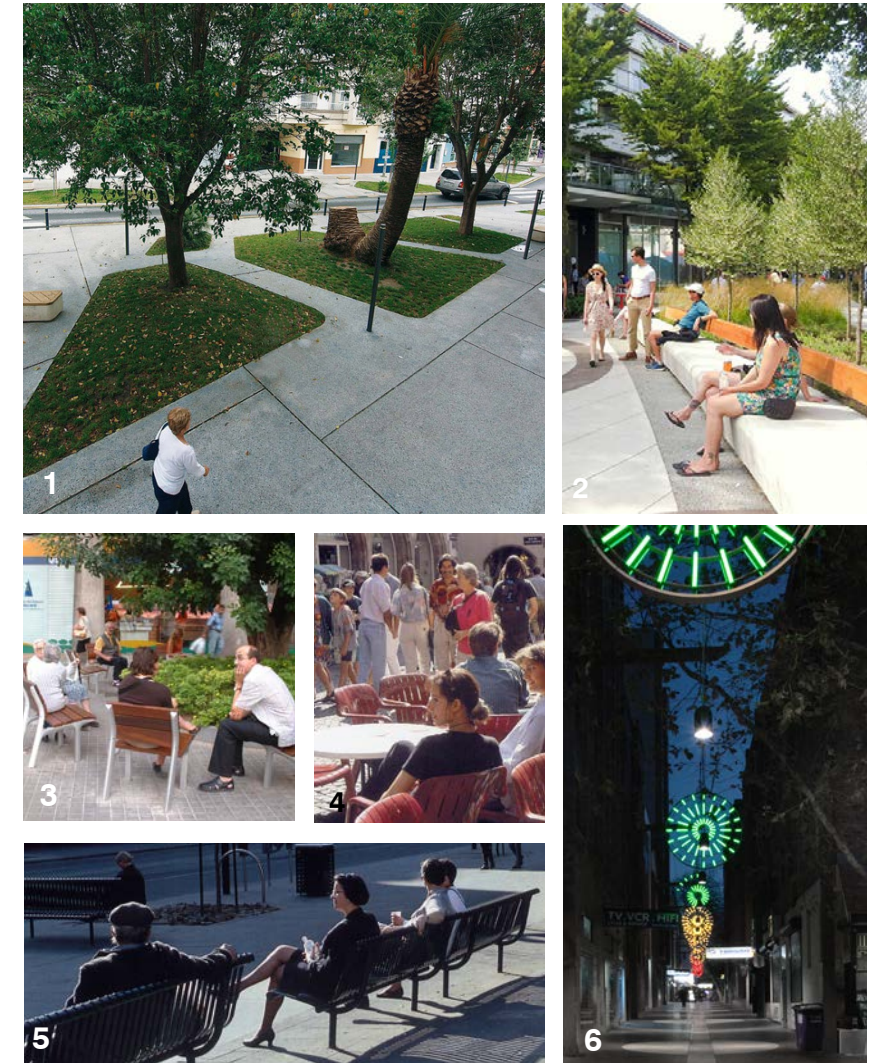
Location Plan: Retail streets

Several existing street reserves are generously proportioned and contain large street trees which provide amenity and shade. Highly used future streets in the Arnccliffe town centre such as Firth Street and Eden Street as well Railway Street and Hattersley Street in the Banksia town centre could be improved significantly and this plan proposes an number of measures including;

- Retaining existing large scale trees located in street reserves or setbacks or along the rail corridor
- Reducing excess carriageway areas and lane widths and providing expanded footpath zones for informal gathering, seating and outdoor dining
- Providing additional tree planting to provide shade and seasonal colour
- Providing new rain gardens that can filter street runoff
- Providing new streetscape elements including furniture and improved pedestrian lighting.
- Incorporating distinctive lighting treatments that respond to local character and enhance the night time experience on primary retail streets



Indicative Concept sketch for Firth Street



Precedents for the upgrade of retail streets in Central Arnccliffe.

- 1 Well designed streetscapes with street tree planting and high quality paving can improve neighbourhood amenity (photo: Spain)
- 2,3,5 Streets with a range of comfortable seats including individual seats and benches can be incorporated for residents to enjoy (photos: USA, Spain, Melbourne)
- 4 Additional space for outdoor dining could be provided (photo: Copenhagen, Denmark)
- 6 Decorative lighting can be incorporated (photo: Lankelly Place, Kings Cross)

## 3.7 Neighbourhoods

### 1 - Arncliffe town centre



Neighbourhood Location - Arncliffe town centre

#### Desired future character

- A vibrant mixed use town centre, extending along both the east and west sides of the rail line, with activity during the day and night.
- Firth Street is reinforced as a major retail street and strengthened as a location for entertainment and outdoor dining. Eden Street and Burrows Street become retail streets that complement Firth Street and extend the town centre uses and activity to the east of the rail line. Streetscape improvements will further enhance the character and amenity of these streets.
- Retain active uses and street edge alignment to the corners of Firth Street and Eden Street to mark entry into the town centre.
- Wooroona Reserve is transformed into the town square adjacent the rail station with outdoor dining terraces along the north and south-east edge.
- Existing and new pedestrian links improve access to the rail station and create a more walkable centre.
- Eden Street Park is a new local park catering to new residents with a centrally located lawn, gardens and significant tree planting.
- Taller buildings near the station visually reinforce the area as a centre and assist in highlighting the location of key connections and open spaces.

#### Land use

- Ensure retail and business uses are provided at the ground level of existing and planned retail streets – particularly Firth Street, Queen Street and Belmore Street on the western side of the station, and on Eden Street and Burrows Street and sites adjoining Wooroona Reserve to the east.
- Large sites, such as the Housing NSW site on Eden

Street and the RMS land adjoining the M5 tunnel are good locations for future supermarket development.

- Development adjoining Princes Highway and parts of Eden Street should provide showroom and other commercial uses at lower levels.
- High-quality residential development should be permitted above non-residential uses, and as a stand-alone use on sites away from the centre.

#### Built form

- Allow for tall towers on large sites and where open space is to be required under the new controls. Towers should be slender, with maximum floorplates of 700sqm (gross floor area). Heights in this neighbourhood should be the tallest in Arncliffe, but lower than Wollongong which is a higher order centre.
- Elsewhere, perimeter style buildings of between 6-8 storeys should be permitted where the lots have a greater frontage of 24m (a minimum 2 x residential lots in most cases). Future DCP controls should allow for 0m side setbacks for party walls with no windows, to allow for the efficient redevelopment of sites.
- Building height controls should allow for generous 6m floor to ceiling heights for ground level showroom uses. These spaces might comprise a small mezzanine.
- On Firth Street, the existing shops have a good, main street character. This fine grain should be retained and reused where possible. New development should have a similar street wall height (2 storeys), with taller building elements set back 4m, and also have a similar fine grain with multiple entries to the street.
- Retain street edge alignment and active frontages at the corners of Firth Street and Eden Street at Forest Road.

- A 5m landscape setback to Wickham Street and Forest Road comprising a 3m landscape zone with 2m deep private courtyards behind to assist in ameliorating the impacts of busy roads. The landscape zone should include large and medium size tree planting.
- Generally, a front setback of 3m is required, unless a specific setback is recommended.

#### Public domain

- 6m setback and dedication for sites on Princes Highway. Significant 'boulevard' tree planting will improve amenity for business and separate residential uses from the busy road. Proposed landscape plans are provided at Section 3.5 of this report.
- A new plan for Wooroona Reserve and redevelopment of sites adjoining the park for active uses and outdoor terraces will increase usage and enjoyment.
- A new park to be delivered through the redevelopment of the Housing NSW site on Eden Street.
- New through site links between Princes Highway and Eden Street.
- A new link to extend pedestrian access from Stanley Street to Firth Street.



## 2 - The Princes Highway Arncliffe



Neighbourhood Location - The Princes Highway

### Desired future character

- New boulevard tree planting along the Highway that reinforces the location of the Arncliffe town centre.
- Destination commercial spaces and showrooms that are highly visible from passing vehicles.
- Upper level residential apartments are elevated above the busy road and have a tree canopy outlook.
- Darul Imaan Mosque remains a local landmark and signals an important street entry into the town centre.
- Improved pedestrian and cycle environment, and amenity for businesses and residents.
- High-quality mixed use development.

### Land use

- Large format commercial uses at lower levels.
- Residential levels located above lower commercial levels with visual and acoustic separation from busy road frontage.

### Built form

- Building height controls should allow for generous 7m floor to floor heights for ground level showroom uses. These spaces might comprise a small mezzanine.
- Communal open spaces are preferred on podiums or roof tops with high levels of amenity and less conflicts with large format commercial uses and associated service requirements.
- Where possible, vehicle entry to sites facing the Highway should be from a secondary street. Amalgamation is encouraged to minimise vehicle cross-overs.

- Winter gardens, shutters and glazing will further improve residential amenity above the busy road.
- Generally, a front setback of 3m is required, unless a specific setback is recommended. Refer to Figure adjacent.

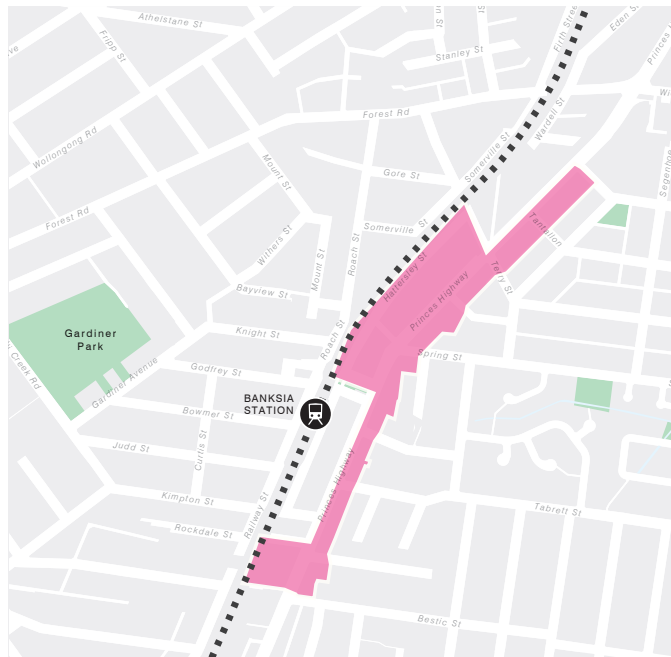
### Public domain

- 6m setback and dedication on sites adjoining Princes Highway. Proposed landscape improvements include significant boulevard tree planting and the creation of a dual footpath that allows for the staged delivery of the setback and continued pedestrian access during transition.



Figure 27: Illustrative character images demonstrating ground floor uses - Princes Highway Arncliffe

## 2 - The Princes Highway Banksia



Neighbourhood Location - The Princes Highway

### Desired future character

- New commercial uses will be provided along the Princes Highway.
- Gradual redevelopment will provide a qualitative upgrade to both the built form and landscape of the existing neighbourhood.

### Land use

- The Banksia section of the Princes Highway will continue to encourage employment uses.
- Controls will allow the flexibility of a range of commercial uses which may not be in this location currently, such as offices.

### Built form

- Building heights are expected to remain typically around 2 storeys in the medium term however taller heights are permitted to encourage the development of other commercial building types (e.g. offices) where this is viable.
- To encourage a wider range of commercial uses, front and side setbacks should not be required however all developments should provide a reasonable scale relationship to any adjacent residential uses with a maximum of 1 storey built to boundary, and development above this providing a 6 metre setback from the rear boundary.
- Where possible, vehicle entry to sites facing the Highway should be from a secondary street. Amalgamation is encouraged to minimise vehicle crossovers..

### Public domain

- Sites will contribute to intermittent deep soil zones (minimum 6m x 6m) along the Highway frontage allowing for the planting of large trees and contribute to a boulevard character.



(1) O'Riordan Street, Alexandria, (2) Parramatta Road, Five Dock, (3) Pacific Highway, Chatswood. (4) Macquarie Park

Examples of future development - Princes Highway Banksia



3 - Allen Street neighbourhood



Neighbourhood Location - Allen Street neighbourhood

Desired future character

- An emerging residential neighbourhood adjacent the town centre located around a new local park at Allen Street with a small café or shop serving local residents.
- Adaptive re-use of the SWSOOS as an east-west pedestrian corridor connecting the neighbourhood to the regional parkland to the east and to the Bonar Street neighbourhood and school via the proposed rail underpass to the west.
- Perimeter block apartment buildings with discrete towers are sited to reinforce the street grid, mark the new park and transition between the town centre and Wolli Creek.
- Generally mid-rise development. Taller development adjacent the Allen Street Park to mark the park within the broader context.

Land use

- Primarily residential development.
- Large format commercial development at the lower levels of development adjoining Princes Highway.
- Cafe or retail uses should be encouraged at the lower levels of residential buildings where they adjoin an open space, to assist in activating the space.
- Rezone the isolated industrial site on the corner of Allen Street and Arnccliffe Street to allow for mixed use development and the development of a new open space.

Built form

- 8 storey development (including a double height commercial ground floor) is proposed on sites adjoining the Princes Highway, to provide a transition to Wolli Creek to the north.

- Taller buildings (up to 22 storeys) are proposed on the remaining industrial lot to allow for an equitable floor space on the site and the delivery of a new open space.
- Allow for taller building heights on the M5 portal site, should this site be developed in the future.
- Smaller lots can be developed for new 8 storey buildings, where site amalgamation occurs for two or more adjoining lots, or where there is a street frontage greater than 24m. Street wall height of 6 storeys, with a 4m setback to upper levels.
- Generally, a front setback of 3m is required, unless a specific setback is recommended.
- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 3m side setback may be acceptable.

Public domain

- Proposed park on the corner of Allen and Arnccliffe Streets will provide valuable open space with a northerly aspect, a new through-block connection and will help to detain storm water in a flood event.
- 6m setback and dedication on sites adjoining Princes Highway.



#### 4 - Cahill Park neighbourhood



Neighbourhood Location - Cahill Park neighbourhood

#### Desired future character

- An extension of the existing Cahill Park residential neighbourhood to the south.
- Leafy residential streets sheltered from the north-south busy arterial roads that traverse the neighbourhood,
- Generous landscape setbacks along Wickham Street, West Botany Road and Marsh Street enhance street character and provide improved amenity for adjacent residential uses.
- Buildings that step up the hill at the northern part of Duncan Street.
- Improved east-west pedestrian routes along Duncan Street and Valda Avenue connecting to nearby open spaces and along Kylie Street connecting to the town centre and rail station.
- Through site links through long urban blocks improve walkability within the neighbourhood and to surrounding open spaces and schools.
- A landmark building marks the corner at the junction of Princes Highway and West Botany Street.
- Rear gardens with tree planting reinforce existing mid-block tree planting and provide landscape transition between new developments and existing Princes Highway uses and rear gardens of existing houses.

#### Land use

- Primarily residential development.
- Large format commercial development at the lower levels of development adjoining Princes Highway.

#### Built form

- 8 storey development (including a double height commercial ground floor) is proposed on sites adjoining the Princes Highway.
- Smaller lots can be developed for new 7 storey buildings, where there is a street frontage greater than 24m. Street wall height of 6 storeys, with a 3m setback to the upper level.
- A 5m landscape setback is required to Marsh Street, West Botany Street and Wickham Street comprising a 3m landscape zone with private courtyards behind to assist in ameliorating the impacts of busy roads on residential development. The landscape zone should include large and medium size tree planting.
- Provide street edge aligned built form with active frontage to mark the corner at junction of the Princes Highway and West Botany Street.
- Generally, a front setback of 3m is required unless a specific setback is recommended.
- Deep soil zones along rear boundary to facilitate mid-block tree planting and visual privacy between properties.
- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 0m side setback may be acceptable.

#### Public domain

- 6m front setback and dedication on sites adjoining Princes Highway.
- New through site connections (6m wide) between Innesdale Road and Valda Avenue will break up the proposed continuous building form and encourage pedestrian links away from busy roads. Links should be provided on the side boundary of an amalgamated development site. Through site links should generally align with Robert Lane and Levy Street to the north.

5 - Arncliffe School neighbourhood



Neighbourhood Location - Arncliffe School neighbourhood

Desired future character

- The residential neighbourhood surrounds the two schools: Arncliffe Public School and St Francis Xavier Catholic Primary School
- The enhanced pedestrian bridge spans the sandstone cutting at the Princess Highway connecting the two parts of the neighbourhood and the schools.
- A proposed cycleway connects the town centre, neighbourhood and schools to Banksia Field and Barton Park in the east.
- Marinea Park to the immediate south provide local amenity and play space.
- A new through site link extends from Wardells Street to Hattersley Street in the south and provides easy access to Banksia rail station and centre.
- Generous landscape setbacks along Wickham Street and Forest Road enhance street character and provide improved amenity for adjacent residential uses.
- St Francis Xavier's Catholic Church remains a local landmark along Forest Road.
- The strong building form with active frontage marks the corner at the intersection of Princes Highway and Forest Road and signals entry to the town centre.

Land use

- Retain schools and improve connections to the schools.
- Primarily residential development.
- Large format commercial development at the lower levels of development adjoining Princes Highway, with residential uses above.

Built form

- Up to 12 storey development is proposed on sites west of the Princes Highway, for sites with a minimum street frontage of 24m.
- Smaller lots east of the Arncliffe Public School and south of Wickham Street can be developed for new 3 storey buildings, where there is a street frontage greater than 24m.
- A 5m landscape setback is required to Wickham Street and Forest Road comprising a 3m landscape zone with private courtyards behind to assist in ameliorating the impacts of busy roads on residential development. The landscape zone should include large and medium size tree planting.
- Provide street edge alignment and active use to south-western corner at Princes Highway and Forest Road to reinforce this important corner marking the town centre entry from the Highway.
- Generally, a front setback of 3m is required unless a specific setback is recommended.
- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 3m side setback may be acceptable.

Public domain

- 6m setback and dedication on sites adjoining Princes Highway. Proposed landscape improvements include significant boulevard tree planting and the creation of a dual footpath that allows for the staged delivery of the setback and continued pedestrian access during transition. At the sandstone cutting south of Forest Road intersection, a setback for tree planting and a footpath at the top of the cutting is desired.
- A new through site connection (6m wide) is proposed, which will connect Wardell Street to Hattersley Street and provide the missing link in the pedestrian and cycle route on the eastern side of the rail line.
- A potential new cycle path linking Arncliffe town centre, to the schools and to Barton Park and Banksia Field to the east has been identified. Delivery of this link is subject to funding. Upgrading the pedestrian bridge to better cater to both cyclist and pedestrians is also recommended.



## 6 - Arncliffe heights neighbourhood



Neighbourhood Location - Arncliffe heights neighbourhood

### Desired future character

- High amenity residential neighbourhood along the ridge with good daylight access and district outlooks.
- A new through site link between Queen Street and Station Street improves pedestrian permeability and access to Arncliffe Park.
- Generous landscape setbacks along Forest Road enhance street character and provide improved amenity for adjacent residential uses.
- St David's Anglican Church remains a local landmark along Forest Road.

### Land use

- Primarily residential development.

### Built form

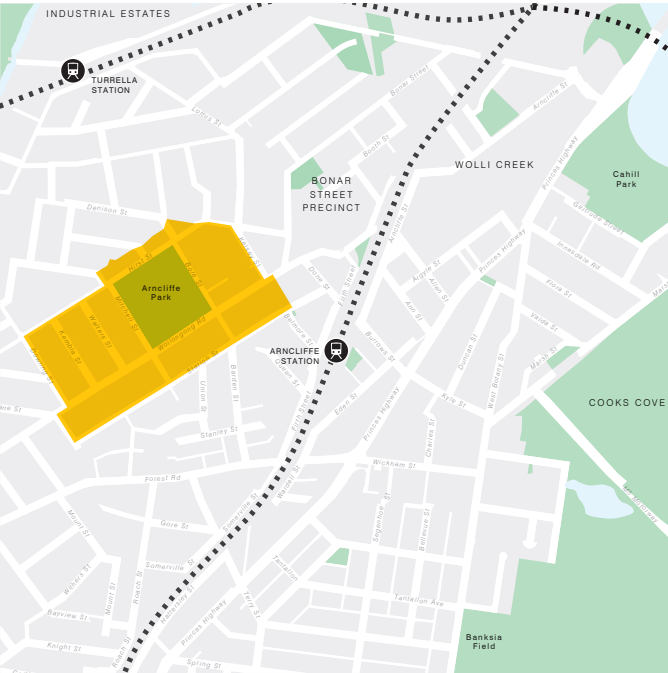
- Development of up to 6 storeys can be achieved where site amalgamation occurs for two or more adjoining lots, or where there is a street frontage greater than 24m. A 5 storey street wall should be required.
- A 5m landscape setback is required to Wickham Street and Forest Road comprising a 3m landscape zone with 2m private courtyards behind to assist in ameliorating the impacts of busy roads on residential development. The landscape zone should include large and medium size tree planting.
- Buildings should step with topography to minimise height of retaining walls and blank building façade above the footpath level.
- New development should address view sharing.
- Generally, a front setback of 3m is required unless a specific setback is recommended.

- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 3m side setback may be acceptable.

### Public domain

- New through site connection (6m wide) is required to connect Queen Street through to Station Street and improving connections between the Arncliffe town centre.
- Landscaped setbacks to Forest Road and further residential streetscape upgrades would improve the amenity of the local area.

7 - Arncliffe Park neighbourhood



Neighbourhood Location - Arncliffe Park neighbourhood

Desired future character

- Arncliffe Park is the heart of the neighbourhood and caters to the broader Precinct.
- Only part of this neighbourhood is proposed for renewal at this time along Wollongong Road, with the remainder identified as a future opportunity area.
- Wollongong Road is reinforced as the local neighbourhood centre catering to the daily needs of residents.
- Streetscape improvements and traffic calming could provide better integration and pedestrian connections between the local centre and the park.
- Mid-rise apartment buildings sited around the park benefit from park outlook and improve activity and surveillance of the park.
- St Marks Coptic Orthodox Church remains a local landmark.

Land use

- Neighbourhoods shops and cafes should be encouraged at the lower levels of new residential buildings on Wollongong Street, where they will activate the park and reinforce this street's role as a local centre.
- Future consideration of the wider precinct should reinforce its role as primarily residential development.

Built form

- Future investigation of this area should consider amalgamation of lots and appropriate street wall heights as well as the potential to transition to the low-scale neighbourhoods to the west.
- Generally, a front setback of 3m is required unless a specific setback is recommended.



Vision for renewal on Wollongong Road, opposite Arncliffe Park

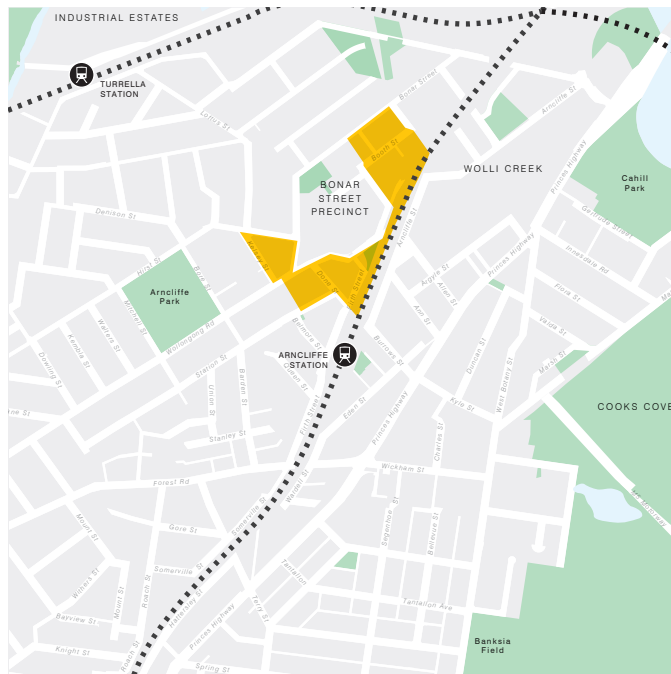
- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 3m side setback may be acceptable generally with shops facing Wollongong Road providing no side setback.

Public domain

- Upgrade through site connection (6m wide) is required to extend Belmore Street to Wollongong Street, where the cafes and shops at this intersection provide a focal point for the neighbourhood.
- Further residential streetscape upgrades would improve the amenity of the local area.



## 8 - Bonar Street neighbourhood



Neighbourhood Location - Bonar Street neighbourhood

### Desired future character

- An extension of the new Bonar Street residential neighbourhood to the west.
- The central square and community park on Bonar Street contributes to the amenity of this broader neighbourhood.
- The proposed rail underpass by Transport NSW will provide access to the proposed Allen Street Park to the east.
- Streetscapes are upgraded to match streets within the existing Bonar Street.
- The Al Zahra College brings activity to the neighbourhood and is a local landmark.

### Land use

- Primarily residential development.

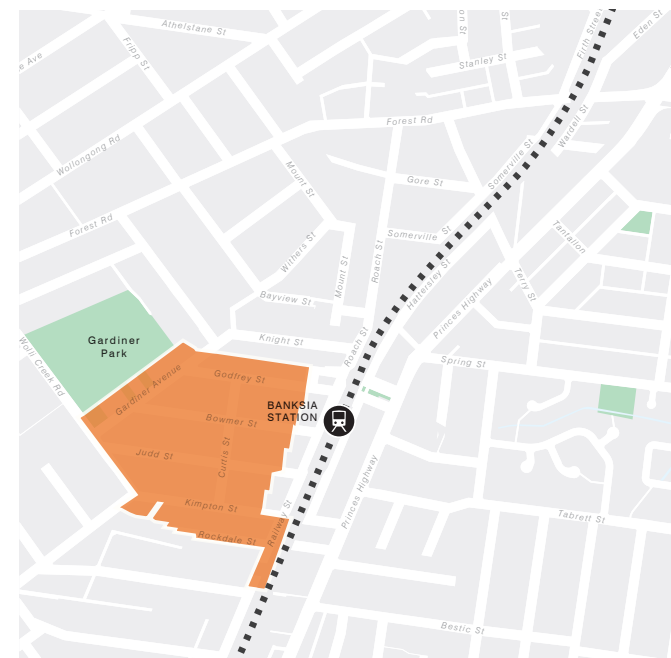
### Built form

- Development of up to 6 storeys can be achieved where site amalgamation occurs for two or more adjoining lots, or where there is a street frontage greater than 24m. A 5 storey street wall should be required.
- Generally, a front setback of 3m is required unless a specific setback is recommended.
- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 3m side setback may be acceptable.

### Public domain

- Residential streetscape upgrades would improve the amenity of the local area and help it to integrate into the existing Bonar Street Precinct.

## 10 - Gardiner Park neighbourhood



Neighbourhood Location - Gardiner Park neighbourhood

### Desired future character

- This precinct is a future opportunity area. Future investigation of this area should consider:
  - Where more homes could be provided in this neighbourhood, which enjoys close proximity to both Banksia Station and Gardiner Park.
  - Encouraging a consistent character of development, reflecting the consistency of lots within this area.
  - Upgraded streetscape with tree planting to strengthen the landscape character of the link to Gardiner Park and improve residential amenity.

### Land use

- Future investigation should consider the potential of this area to accommodate more homes through the development of apartment buildings on amalgamated lots.

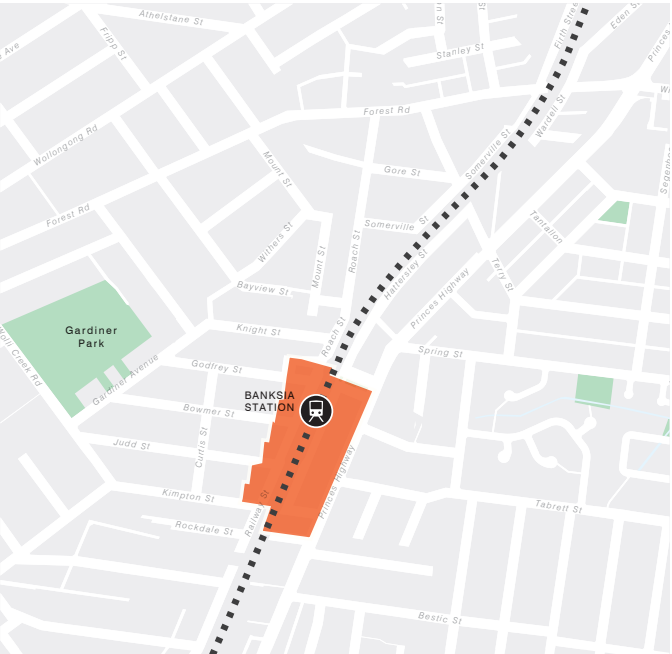
### Built form

- Future investigation should consider the need for greater site amalgamation in this area which consists of narrow lots and an appropriate street wall height and setbacks given the existing lot pattern.
- A 2-storey datum may help with transition between the existing low scale and future heights.

### Public domain

- Residential streetscape upgrades would improve the amenity of the local area.

9 - Banksia centre



Neighbourhood Location - Banksia centre

Desired future character

- A vibrant mixed use local centre, extending along both the east and west sides of the railway.
- Railway Street is reinforced as an important street of local shops, cafes and eateries.
- Hattersley Street is transformed into a new focal point for the eastern neighbourhood and will include a mix of local shops, cafes and eateries as well as commercial uses facing the Princes Highway.
- Pedestrian access and connectivity between the west of the railway and east of the Princes Highway is improved through new and improved through-site links, road and rail crossings.
- Enhanced residential streetscapes, improved visual and physical connections between Banksia centre and Gardiner Park.

Land use

- A mix of uses are proposed with retail or faces at lower levels where possible.
- Ensure retail and business uses are provided at the ground level of existing and planned retail streets of Railway Street and Hattersley Street.
- Non-residential uses are required along the Princes Highway at lower levels, with larger format commercial uses such as showrooms to be encouraged.

Built form

- Along Railway Street, buildings will generally be 6-storeys with ground floors for retail uses. This will be consistent with the heights proposed for the Gardiner Park neighbourhood adjacent. Buildings should be set back above the second storey with the

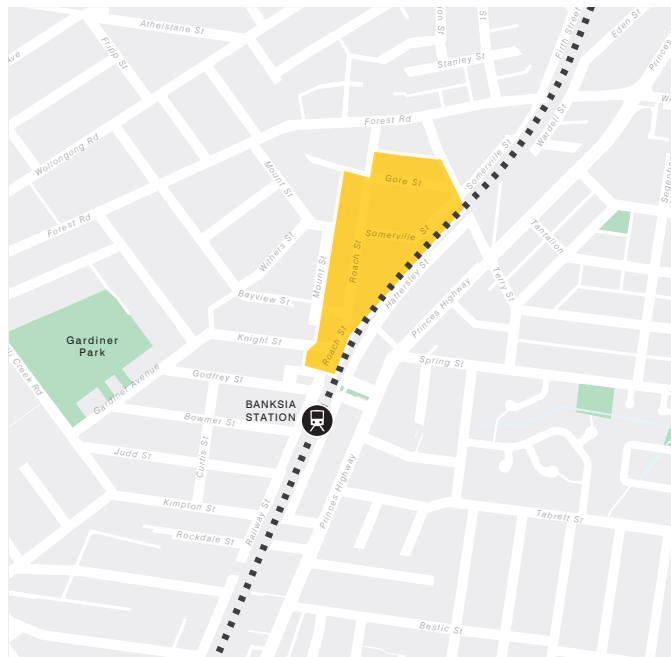


Vision for Railway Street, west of Banksia Station

- existing characterful shopfronts encouraged to be retained.
- Along Hattersley Street to the east of the railway, buildings will generally be 6-storeys with small towers up to 9-storeys permitted (building heights are limited by Sydney Airport).
- Along the Princes Highway, building height controls should allow for generous 7m floor to floor heights for ground level showroom uses and residential uses above.
- Generally, a front setback of 3m is required, unless a specific setback is required.
- No side setbacks are required.
- Public domain
  - New through-site between Hattersley Street and the Princes Highway will improve connectivity within the neighbourhood.
- A 6m setback and dedication for sites on the Princes Highway will allow for significant ‘boulevard’ tree planting which will improve amenity for business and separate residential uses from the busy road.
- Streetscape upgrades of both Railway Street and Hattersley Street have the potential to transform this area and improve its amenity for residents.



## 11 - Roach Street neighbourhood



Neighbourhood Location - Roach Street neighbourhood

### Desired future character

- This precinct is a future opportunity area. Future investigation of this area should consider:
  - Where more homes will be provided in this neighbourhood, which is well connected to both Arncliffe and Banksia.
  - That new development along Roach Street will provide a clear focus for this neighbourhood.

### Land use

- Future investigation should consider the potential of this area to accommodate more homes through the development of apartment buildings on amalgamated lots.

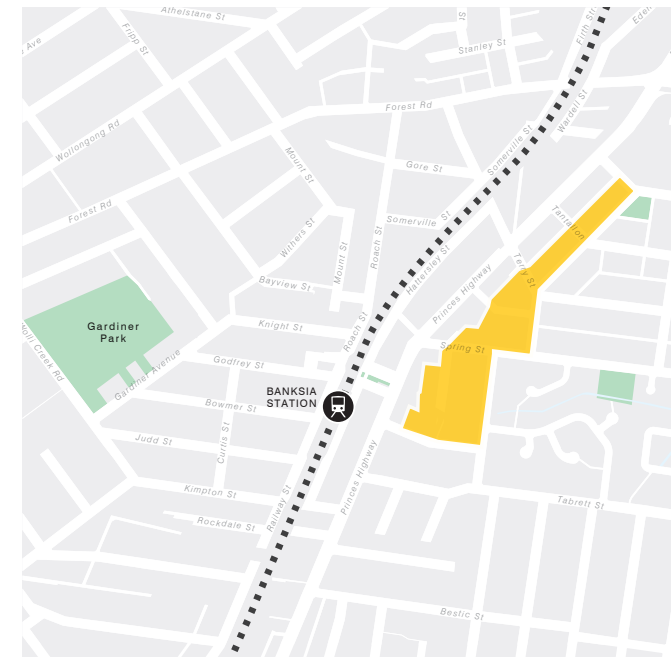
### Built form

- Future investigation of this area should consider the need for an appropriate street wall, requirements for amalgamation, the need for buildings to step with topography to minimise the height of retaining walls and blank building facades, and appropriate setbacks.

### Public domain

- Residential streetscape upgrades, as well as improvements to the cycleway link along Roach Street would improve the amenity of the local area.

## 12 - Marinea Street neighbourhood



Neighbourhood Location - Marinea Street neighbourhood

### Desired future character

- This area will provide some new homes and allow for a transition in building heights between the Princes Highway and areas to the east which are likely to remain lower in scale due to Aircraft noise issues.
- Improvements along the Princes Highway will improve the pedestrian experience and enhance links between this Precinct, Banksia and Arncliffe.

### Land use

- More homes will be encouraged through the development of apartment buildings.

### Built form

- Development of up to 3 storeys can be achieved where there is a street frontage greater than 24m, which generally will require amalgamation of 2-3 lots.
- Generally a front setback of 3m is required unless a specific setback is recommended.
- Deep soil zones along rear boundary to facilitate mid-block tree planting and visual privacy between properties.
- The Rockdale DCP 2011 requires a 4.5m side setback. Within this neighbourhood, a 3m side setback may be acceptable.

### Public domain

- A new cycleway route linking Banksia with Barton Park to the east will improve the accessibility of the area.
- Residential streetscape upgrades would improve the amenity of the local area.

