



Photograph 1 - Site 1 - 467 Forest Road
Forest Inn Motel and bottle shop



Photograph 2 - Site 2 - 1 Kingsland Road South
Existing single storey dwelling



Photograph 3 - Site 2 - 3 Kingsland Road South
Existing single storey dwelling



Photograph 4 - Site 2 - 5 Kingsland Road South
Vacant lot



Photograph 5 - 2 Kingsland Road South
Existing two storey motel



Photograph 6 - 6 Kingsland Road South
Existing single storey dwelling



*Photograph 7 - Forest Road
View looking east on Forest Road*



*Photograph 8 - 2 Stoney Creek Road
View looking south on Stoney Creek Road*



*Photograph 9 - Abercorn Street
View looking west on Abercorn Street*

1.5 Site Context

The subject sites are located near two busy State classified roads and Bexley Town Centre. Rockdale City Council has developed a vision for the transformation of the Bexley Town Centre to build on its existing character and enhance its economic strength and place making qualities. The existing context of the subject sites is summarised as follows:

- The subject sites are bounded by two State classified roads, Stoney Creek Road and Forest Road. Forest Road doubles as a retail strip for the local area and comprises of small local shops such as bakeries, restaurant, pharmacists, news agencies and the local post office.
- A local IGA is located south of the subject sites along Forest Road and a Coles Express located north of the subject sites.
- Community facilities such as Bexley Community Centre and Bexley Manor Hall are located within close proximity to the subject sites.
- Educational facilities in the area include Bexley Public School and St Mary & St Mina's Coptic Orthodox College.

- Senior housing facilities in the area include Scalbrini Village and Menaville Nursing Home by Hall & Prior.
- Rockdale Town Centre and Rockdale Train Station are located approximately 1km in the south east direction from the subject sites.
- Bexley North Train Station is located approximately 1.7km north of the subject sites.

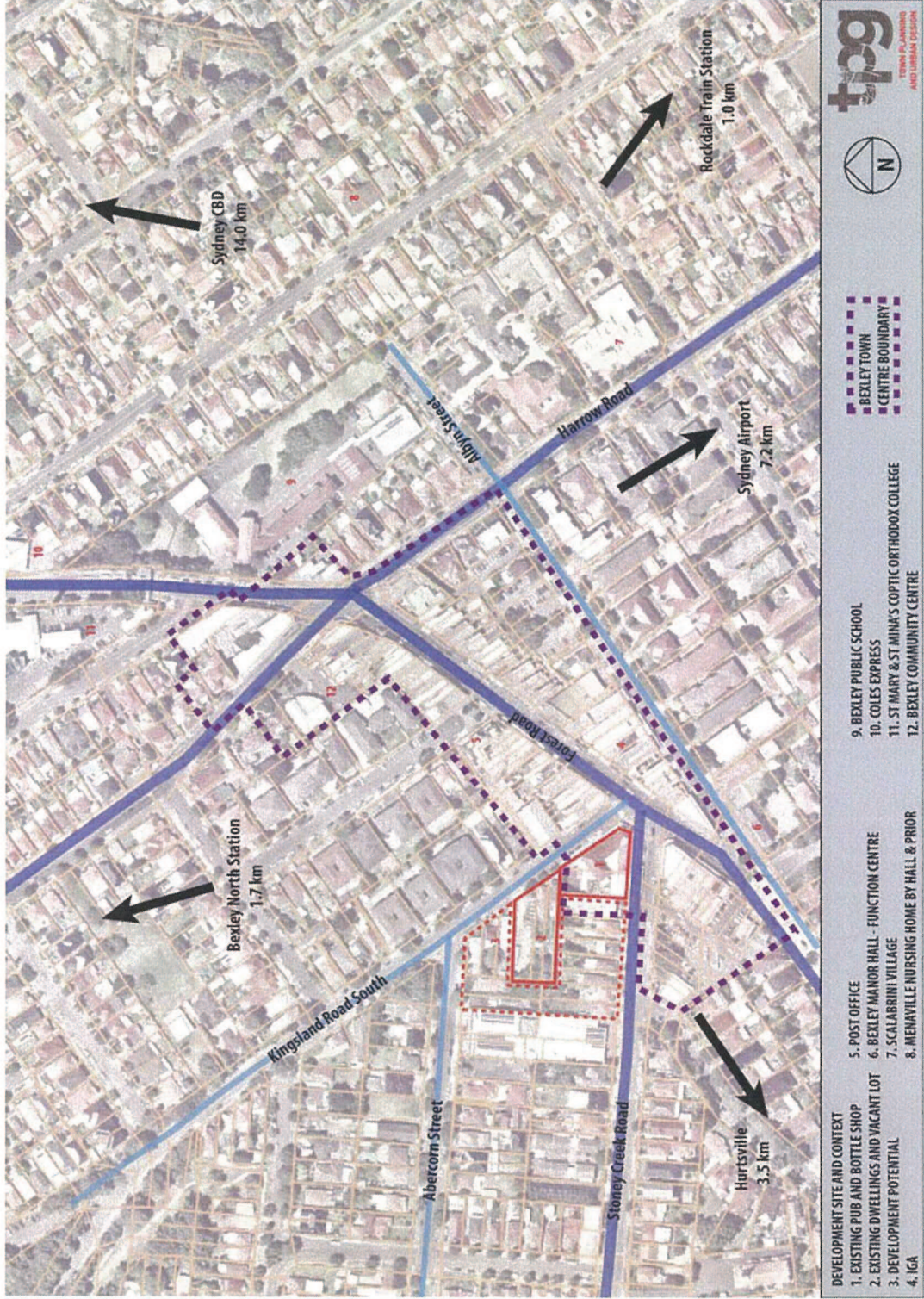


Figure 1: Subject sites in red outline within the local context.

1.6 Existing Built Form

The existing built form of the development precinct and its surrounding areas have not been maximised to its full potential. The adjacent mixed use zone along Forest Road is mainly comprised of single storey or double storey shop top housing. The residential zones adjacent to the subject sites are mainly low density single or double storey dwellings in the R2 Low Density zones, and walk up strata apartments in the R4 High Density zones. The residential buildings surrounding the subject sites are a mix of Federation dwellings and older style apartments. Even though the areas adjacent to the subject site are zoned for higher density and a variety of uses, the area is confined to low density development with basic services that cater to the local neighborhood. **Photographs 7-9** show the current existing developments on adjacent land zone.



Photograph 7: Single storey dwellings along Stoney Creek Rd



Photograph 8: Single storey dwellings along Kingsland Rd South



Photograph 9: Strata apartments along Kingsland Rd South.

1.7 Public Transport

Public transport is accessible along the major State classified Forest Road. Rockdale train station is located 1km in a south westerly direction of the subject sites, and Bexley North station is located 1.7km in a northerly direction. The train stations are located further than the transport oriented development standard of 800m radius. 800m is universally considered as a comfortable walking route and development should be concentrated within an 800m radius around a main transport node.

Forest Road is a busy road that will benefit from the distribution of vehicular movement to alleviate peak hour traffic activity. Buses operate along a number of roads surrounding the proposed precinct, including; Stoney Creek Road, Forest Road and Bexley Road with the 493, 492 and 452 buses available on those roads within 200m (approx.) of the proposed sites. The subject sites are conveniently accessible through private vehicles. Car parking and accessibility to public transport is addressed as part of this urban design strategy.

1.8 Access to Amenities and Employment

The strip along Forest Road serves as the primary area for commercial and retail activities. The area comprises of local neighbourhood shops that service nearby residents, with the potential for further development to reflect the current zone of B4 Mixed Use. Commercial activity concentrated along the Forest Road is adequate in providing amenities and employment at a local level. It has the potential for greater activation to develop Bexley Town Centre into a hub and attract business from investors outside the local area.

1.9 Housing Stock

The housing stock around the development precinct is mainly single storey dwellings, double storey dwellings and walk up strata apartments. Short term accommodation is available at the Forest Inn Hotel and additional facilities provided at 2 Kingsland Road South. The housing in the area is mainly comprised of private residences. It is in the interest of Council to allow of the increase in the variety and supply of housing stock to meet the projected population growth of the LGA.

1.10 Distribution of Height

Currently the subject sites are comprised of single storey and double storey buildings that do not exceed 8.5m. The surrounding land parcels are mainly comprised of 3 storey walk up apartments and 2 storey shop top housing that do not exceed 10m. The height of the

current built form has not been maximised to its full potential. Land parcels within the B4 Mixed Use zone has the potential to be built up to 16m, and land parcels within the R4 High Density Residential have the potential to achieve a maximum height of 14.5m.

1.11 Flight Path

Development incentives are provided by Rockdale City Council which encourages site amalgamation in key locations, specifically those that lie under the flight path towards Sydney Airport. These incentive heights and FSR have been tested and confirmed with the Sydney Airport Corporation Limited (SACL) and The Department of Infrastructure and Regional Development (DIRD). Amalgamated sites under the flight path within Bexley that are under 1,200m² have the potential to be granted a 16m maximum building height, while amalgamated sites over 1,200m² have the potential to achieve a 19m maximum height. This is further explained within section 3.3 of the report.

Bexley is also classified by Sydney Airport Corporation Limited (SACL) as a zone that has strict height limits as it is located under the flight path. Rockdale City Council has proposed for Bexley Town Centre to ideally have an FSR of 2:1 and a height of 16m (4 storeys) if land parcels are up zoned to the maximum B4 Mixed Use zone. Council has also proposed a development incentive to encourage site amalgamations whereby bonus FSR and building heights are granted. Final proposed building heights cannot obstruct the airspace and to be approved by SACL and DIRD. The following incentives would apply to Bexley Town Centre under the *Capacity Analysis and Built Form Study September 2010*.

Table 4: Bexley Town Centre development incentive

Site Area	Maximum height	Maximum FSR
Under 1,200m ²	4 storeys (16m)	2:1
Over 1,200m ²	5 storeys (19m)	2.5:1

Source: *Capacity Analysis and Built Form Study September 2010* (section 3.5 Bexley Planning Precinct – Page 21)

1.12 Traffic and Circulation Analysis

Parking and Traffic Consultants (PTC) has been engaged to prepare traffic and parking analysis for the proposed PP of the development precinct. The report examines the existing traffic and parking conditions and compares it to the potential capacity of traffic and car parking generated as result of additional population. Several development options are tested and a range between the minimum and maximum traffic and car parking capacity is generated based on a combination of development types across site 2 and site 3. The traffic analysis also considers traffic flow and intersection modeling to rate the performance of the intersections affected. The potential combination of development types across the two sites are derived from indicative concept plans. The potential yields, for the purposes of the traffic analysis, are summarised in the table below.

Table 3: Potential development yields

Option	Building 1 – Site 3		Building 2 – Site 2		Building 3 – Site 3		Total
	Use	Potential motel rooms/ units	Use	Potential motel rooms/ units	Use	Potential motel rooms/ units	
1	Hotel	78	Hotel	42	Hotel	49	169
2	Hotel	78	Hotel	42	Residential	31	151
3	Hotel	78	Residential	27	Residential	31	136
4	Residential	36	Residential	27	Residential	31	94

The traffic and parking analysis concludes that the Planning Proposal will have minimal impact on the local road network and parking conditions of the local area. Based on the parking requirements established in RDCP 2011, RMS guide to Traffic Generating Developments and the Institute of Transport Engineers Parking Generation, it is anticipated that the Planning Proposal may require 144 -169 spaces. The development options present an all hotel development across the two sites as a maximum capacity scenario, and an all residential development as a minimum capacity scenario. During the AM and PM peak hours, the local area has the capacity to accommodate the additional traffic activity. The Traffic and Parking Assessment by PTC is included in the Planning Proposal as **Appendix F**.

2. State Planning

The inevitable growth of Sydney's population to an estimated 8 million by 2030 requires a strategic planning framework that addresses the importance of employment, housing and accessibility. It is important for state and local government to focus growth of their communities around transport nodes and town centres to allow for better connectivity and the availability of goods and services.

The development of existing town centres to service the local area promotes the growth of its local economy. This in turn reduces the need for residents to travel towards the city centre to access a range of goods and services. Local government bodies are constantly reconsolidating and reinterpreting the State government's vision and policies to suit the local context. Strategic planning at local level is formulated around the need to meet employment, transport and housing targets within a local area.

The following summary of state and local strategic planning policies provide an overview of the need for intensification in and around local centres. As Sydney aims to strengthen its role as a global city with a competitive economy, it is critical to focus development in areas that service transport gateways and freight networks.

2.1 A Plan for Growing Sydney December 2014

A Plan for Growing Sydney identifies Sydney Airport and Port Botany as crucial transport and freight nodes that are important economic drivers for Sydney's South Subregion or South District. The main priority for the South Subregion is to facilitate good employment and transport links to support the Sydney Airport and Port Botany. It is anticipated that the potential F6 motorway will provide a major transport link running throughout the South Subregion, resulting in growth opportunities along the western shores of Botany Bay.

The Department of Planning and Environment's *Population Household & Dwelling Projections South Subregion* predicts that in the next 20 years, the subregion will encounter a population increase of 154,700 people. An increase of 62,800 households is forecasted with people aged in their 20s and 30s contributing to the growth. The subregion's population aged between 20 and 30 are crucial in supporting the local economy through employment and the expenditure of money. This demographic also contributes to growth as couples with children households or single parent households. A growing ageing population also contributes to an urgent need to provide more housing stock to accommodate the predicted 66,650 homes needed in the next 20 years.