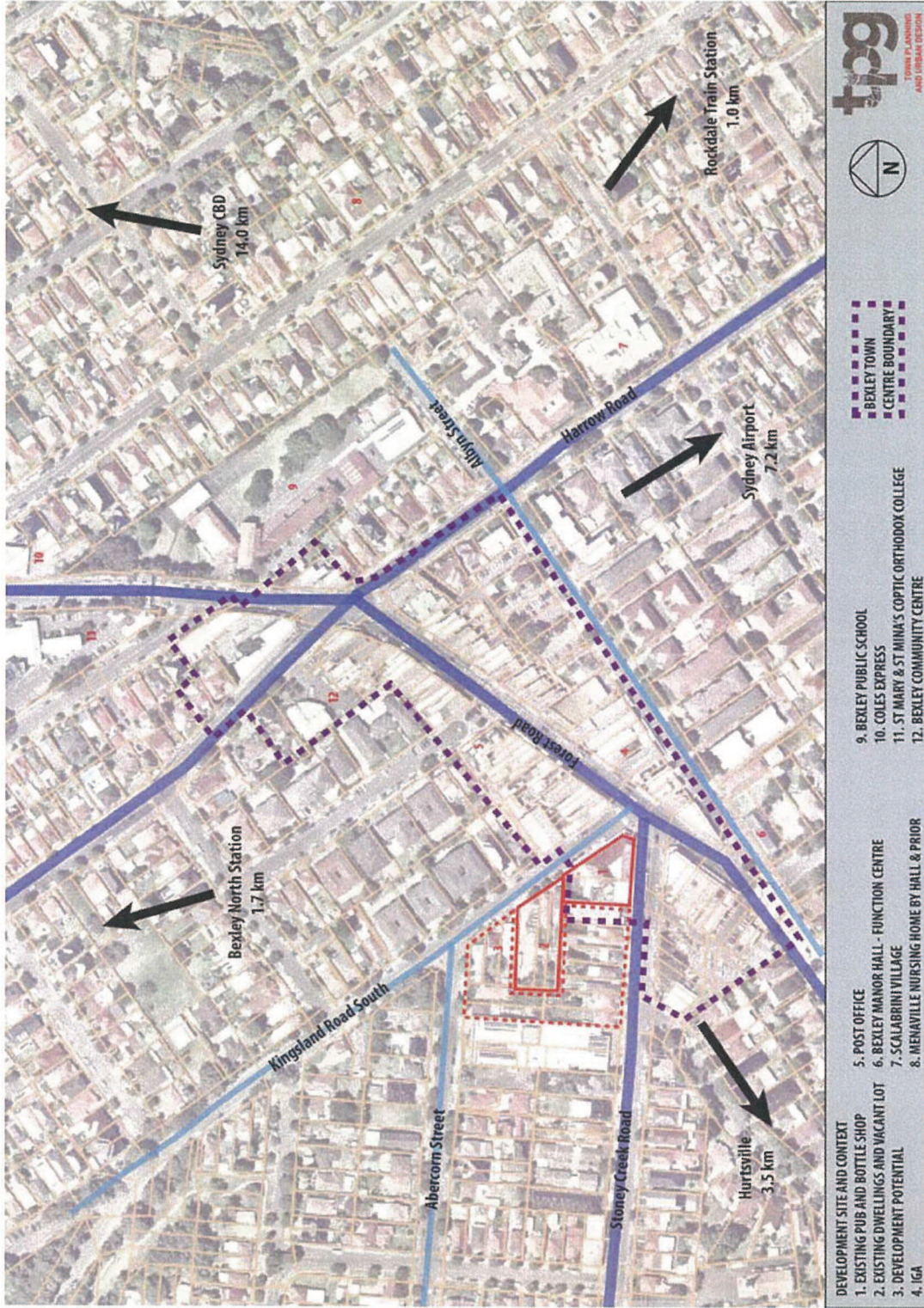


1.2 Site Context

The subject sites are located near two high volume State classified roads and Bexley Town Centre. Rockdale City Council has visions of the area becoming a local centre that is developed around its existing character. The existing context of the subject sites is summarised below:

- 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, newsagencies 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 and St Mina's Coptic Orthodox College;
- Senior housing facilities in the area include Scalibrini Village and Menaville Nursing Home by Hall and Prior;
- Rockdale Town Centre and Rockdale Train Station are located approximately 1km in the south east direction from the subject sites; and
- Bexley North Train Station is located approximately 1.7km north of the subject sites.



1.3 Existing Development

The subject sites are identified in **Figure 1** above as three sites that collectively make up the proposed development precinct. Site 1 is Forest Inn Motel located at 467 Forest Road. The site is currently occupied by a hotel with gaming and dining facilities, and an ancillary bottle shop. Site 2 is currently occupied by 2 single storey dwellings and a vacant lot located on 1, 3 and 5 Kingsland Road South. The single storey dwellings are generally characterised by large setbacks to the street and masonry buildings with pitched roofs. Site 3 is a proposed amalgamation of single storey housing along Stoney Creek Road, Kingsland Road South and Abercorn Street to form a lot for the potential development of shop top housing. The subject site can be considered as an infill development whereby the land parcels are fragmented and underutilised. The area will benefit from a consolidation of the subject sites to create an area that is more cohesive in land use, FSR and building height.

Site 1 and 2 are owned by the client. Site 3 is proposed as an amalgamated site and aids to demonstrate the strategic opportunities when considering all three proposed consolidated sites as a development precinct. **Photographs 1 -9** below show the existing development on the sites owned by the client as well as the existing site conditions.



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

1.3.1 The Local Area

The subject land and its surrounds are characterised by a variety of different building typologies. Heights of existing development are generally 1-2 storeys. Given the town centre location of the subjects site, the local area generally consists of buildings used for commercial purposes, transitioning to low and medium density residential development further afield.

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.

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 story dwellings in the R2 Low Density zones, and walk up strata apartments in the R3 Medium 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 neighbourhood.

1.3.2 Accessibility and Transport

The subject land is located at the juncture of Forest Road, Stoney Creek Road and Kingsland Road South, providing access on both a local and regional level via links to the M5 Motorway. Of these roads surrounding the site, Stoney Creek Road and Forest Road are together defined as State classified roads. These two roads carry the majority of public transport, vehicle and pedestrian traffic for the area alongside the close-by Bexley Road.

Buses operate along a number of roads surrounding the proposed precinct, including the directly adjacent Stoney Creek Road and Forest Road, and the nearby Bexley Road. The 493, 492 and 452 buses are available along those roads within approximately 200m of the proposed sites. Rockdale train station is located 1km in the south-east direction of the subject sites, and Bexley North station is located 1.7km in a northerly direction and provides access to the Sydney CBD and major employment destinations along Sydney's global economic corridor.

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 purposed of the traffic analysis, are summarised in **Table 3** below.

The traffic and parking analysis concludes that the PP 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 PP may require a range of 144 -169 spaces. The potential development scenario 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 this PP as **Appendix F**.

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 Westconnex project has raised some concerns for Council in terms of its impact on the existing road network in Bexley. PTC presented an overview of the project in the Section 3.3 of **Appendix F**- Traffic and Parking Assessment and notes the following:

- traffic modeling presented in the EIS indicates that most surface roads in the vicinity of the project will see a reduction in the weekday average traffic volume;
- the expected slight increase of traffic volume on other roads including Stoney Creek Road will likely be offset by improved travel times in the nearby road network; and
- maximum yield of this PP generates an increase in traffic activity that is insignificant in the context of the Westconnex project.

The Westconnex project is in design and development stages for construction and there are many variables that will affect the outcome of the project. Addressing traffic issues based on the integration of the conceptual stages of Westconnex and the PP is highly speculative. The actual traffic volume of the Bexley area will not be evident until the project is constructed, and the traffic volume of the local area is measured.



2. Objectives and Intended Outcomes

2.1 Preamble

This report constitutes a PP to seek an amendment to the *Rockdale Local Environmental Plan 2011* (RLEP 2011) land use zoning, height of building and floor space ratio (FSR) maps which apply to the subject land, which consists of a number of sites on Kingsland road South, Bexley ("the subject land") – Refer **Figure 1** – Subject land parcels.

As such, the PP seeks to amend the RLEP 2011 land use, height and Floor Space Ratio mapping in accordance with mapping shown in **Section 5** and **Appendix A, B and C**. The objectives of this PP report are to:

- describe the subject land, the locality in which it is situated, the current built form controls and to explain the current planning control limitations;
- request an amendment to the RLEP 2011 Land Zoning Map to include site 2 within the B4 Mixed Use zoned land, and rezone site 3 under B4 Mixed Use. Accordingly, an amendment to the Rockdale LEP Land Zoning Map has been provided at **Appendix A**;
- request an amendment to the RLEP 2011 Height of Buildings development standard which applies to the subject land, and accordingly, an amendment to the Rockdale LEP Height of Buildings Map as demonstrated at **Appendix B**, so as to permit a building height of 19 metres for the subject sites;
- request an amendment to the RLEP 2011 maximum FSR development standard which applies to the subject land, and accordingly, an amendment to the RLEP 2011 FSR Map as demonstrated at **Appendix C**, so as to permit a maximum permissible FSR of 2.5:1 on the subject parcels of land;
- address the "Gateway" assessment criteria under Part 3 of the EP&A Act; and
- provide justification for the amendments to the RLEP 2011 and demonstrate the net community benefits which will follow on from this PP.

Table 2 provides a summary of the proposed mapping amendments for each site:

Table 2: Proposed LEP Mapping Amendments

Site Number	Site Address	Existing Controls		Proposed Controls		
		Land Use	Building Height	FSR	Land Use	Building Height FSR
Site 1	467 Forest Road, Bexley	B4 – Mixed use	16m	2:1	B4 – Mixed use	19m 16 (+3.0m incentive) 2.5:1 2:1 (+0.5 incentive)
Site 2	1 Kingsland Road, Bexley 3 Kingsland Road, Bexley 5 Kingsland Road, Bexley	R2 – Low Density Residential	8.5m	0.5:1	B4 – Mixed use	19m 16 (+3.0m incentive) 2.5:1 2:1 (+0.5 incentive)
Site 3	1 and 3 Abercorn Street 7, 9 and 11 Kingsland Road South 6, 8, 8A, 10, 12, 14, 16 and 18 Stoney Creek Road, Bexley	R2 – Low Density Residential	8.5m	0.5:1	B4 – Mixed use	19m 16 (+3.0m incentive) 2.5:1 2:1 (+0.5 incentive)

The PP has been prepared with the purpose of amending the RLEP 2011 so as to allow a future development on the subject parcels of land which can achieve the massing and feasibility potential demonstrated by the accompanying urban design strategy that is supported by the subject land's location and context.

At present, these controls do not allow the subject land to achieve its development potential based on its location close to Bexley and Rockdale Town Centre, and Rockdale Railway Station and surrounding mixed use developments. An amendment to the RLEP 2011 land use zoning, building height and FSR controls as proposed will be the most efficient and effective means of achieving an infill residential development on the site in accordance with its location and context.

These amendments will also allow renewed mixed development on the subject land to enable a logical and rational residential expansion of the Bexley Town Centre in a manner that is complementary to the surrounding residential and mixed-use land.

3. Explanation of Provisions

3.1 Rockdale Local Environmental Plan 2011

The main environmental planning instrument applicable to the subject land is the RLEP 2011. The subject parcels of land are currently defined under a variety of land use zones, building heights and FSR under the RLEP 2011, and summarised in **Table 3** below:

Table 3: Existing land use zones, building heights and FSR

Site Number	Site Address	Existing Buildings	Land Use Zones	Building Height	FSR
Site 1	467 Forest Road, Bexley	Forest Inn Hotel	B4 – Mixed use	16m	2:1
Site 2	1 Kingsland Road, Bexley 3 Kingsland Road, Bexley 5 Kingsland Road, Bexley	Single storey dwelling Single storey dwelling Vacant lot	R2 – Low Density Residential	8.5m	0.5:1
Site 3	1 and 3 Abercorn Street 7, 9 and 11 Kingsland Road South 6, 8, 8A, 10, 12, 14, 16 and 18 Stoney Creek Road, Bexley	Dwelling houses Dwelling houses Dwelling Houses	R2 – Low Density Residential	8.5m	0.5:1