

Planning Proposal

Rockdale Local Environmental Plan 2011 Rockdale Transport Interchange Precinct



24 February 2020

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Table of revisions	
Version 1	Draft 9 June 2017
Version 2	1 November 2017
Version 3	27 August 2018
Version 4	9 October 2018
Version 5	21 December 2018
Version 6	6 July 2020
Version 7	24 February 2021

Introduction

This planning proposal explains the intended effect of and justification for the proposed amendment to *Rockdale Local Environmental Plan 2011 (Rockdale LEP 2011)*. It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the relevant Department of Planning and Environment guides, including 'A Guide to Preparing Local Environment Plans' and 'A Guide to Preparing Planning Proposals'.

Subject site

This planning proposal seeks to amend the planning controls for the Transport Interchange Precinct within the Rockdale Town Centre (refer to Figure 1).



Figure 1: Subject site

Background

This planning proposal is a result of the Rockdale Town Centre Masterplan, adopted by the former Rockdale City Council on 5 December 2012. The masterplan identifies key precincts that have redevelopment potential, are in need of revitalisation, and would have the greatest impact on improving the vibrancy of the town centre.

The masterplan identifies the Transport Interchange Precinct as a particularly important precinct. As stated in the masterplan, '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 number of actions resulting from the masterplan have already been implemented through an amendment to the planning controls through the Rockdale Town Centre Planning Proposal. The key precincts identified in the masterplan incorporated site specific controls in Section 7.5.3 of the Rockdale DCP 2011 with the exception of the

Transport Interchange Precinct. Due to the importance this precinct plays in realising the overall vision of the town centre, it was deferred so that further discussions with landowners and relevant State agencies could be conducted to ensure a positive outcome.

A key reason for deferring this precinct from the Rockdale Town Centre Planning Proposal was to prepare a Transport Management Accessibility Plan (TMAP) to address the concerns of Transport for NSW (TfNSW) in regard to the functioning of Rockdale train station and bus interchange.

Given the uncertainty around the timing of the preparation of the TMAP, one of the major landowners in the Transport Interchange Precinct decided to fund the preparation of the necessary transport study to address the concerns of TfNSW. TfNSW confirmed that a 'Transport Study' prepared in support of a planning proposal for the Transport Interchange Precinct would satisfy the requirements of a TMAP. TfNSW subsequently agreed the scope of works for the Transport Study, which accompanies this planning proposal.

This planning proposal provides a mechanism for facilitating redevelopment of the precinct into a high quality mixed use area with active street frontages, ground level retail and residential towers, which will contribute to the revitalisation of the town centre in accordance with the masterplan.

Rockdale Town Centre Masterplan (Masterplan)

The Rockdale Town Centre Masterplan (which was adopted by Council on 5 December 2015) identifies the site as the Transport Interchange Precinct, which has 'the potential to form a landmark for the Rockdale Town Centre'. One of the provisions in the Masterplan was to provide a pedestrian bridge over Geeves Avenue which connected Rockdale train station to the site. However, correspondence from Council (dated 12 June 2018) recommended that the pedestrian bridge be deleted from the scheme. Council considered the pedestrian bridge to have a greater private benefit than a community net benefit when considering the controls in Chapter 7.5 Rockdale Town Centre in the Rockdale Development Control Plan (DCP) 2011.

The Masterplan identifies the southern and western elevations of the site as 'active laneways' and page 7/43 of the DCP identifies the standards associated with that street role, and includes activation by retail and business premises. Council considers that a pedestrian bridge over the site would detract from the activation of the laneway, by removing pedestrians at ground level. Furthermore, Council considered there would be little public benefit in duplicating a pedestrian link given there is an existing through site link adjacent to the Commonwealth Bank.

Accordingly, the subject Planning Proposal does not incorporate a pedestrian bridge over Geeves Avenue and is consistent with the through site links identified in the Masterplan. Refer to Part 3 A1 for further discussion.

The proposal includes a number of community benefits including:

- Providing a transit orientated development which integrates retail and housing with public transport;
- Improved permeability through and around the site with footpath widening and one through site link which connects the railway/bus interchange with Princes Highway;
- Activation of the ground floor with additional retail opportunities which will create areas for greater social interaction;
- Increase employment opportunities during construction and when the retail component is in operation; and
- Increase residential accommodation in the locality with the opportunity to provide affordable housing.

Evolution of the massing for the precinct

A significant number of massing options have been considered between 2014-2018 by Eeles Trelease which are illustrated on page 22 of the Urban Design Report. Council recently provided a 'preferred response' to the future Interchange Precinct which was part of their review of the Rockdale Town Centre Masterplan. Council's preferred response, Masterplan and Development Control Plan have all been taken into consideration when developing the massing for the precinct.

Previous schemes have incorporated three towers however this has recently been amended to two towers (with one to the north and the other to the south). The two towers will act as book ends for the precinct and improve amenity to the centre to the precinct and through site link (which is open to the sky). A pedestrian overbridge was previously proposed, however Council requested for this to be removed from the scheme. The street wall heights have been amended to be consistent with the DCP controls with 6 storeys to Princes Highway and 3 storeys to Geeves Avenue.

Part 1 - Objectives or Intended Outcomes

The objectives of the planning proposal are to:

- Provide flexibility and incentive for redevelopment of the precinct by increasing the maximum base building height control and removing the maximum FSR control for the land;
- Increase the base height control in the Rockdale LEP 2011 by 5m (from 22m to 27m) which will increase the maximum achievable height for the site to 39m (27m base height + 12m additional height subject to the Design Review Panel reviewing the proposal and the site being greater than 1,500m²);
- Remove the FSR control for the site in the Rockdale LEP 2011 to align with the approach taken in the Rockdale Town Centre. The built form is to be controlled by the height control and building envelope controls in the site specific DCP.
- Enable redevelopment of the precinct which includes:
 - A six storey podium along Princes Highway and a three storey podium along Geeves Avenue;
 - Create landmark buildings to the northern and southern ends for the precinct which will present a positive image of Rockdale Centre to

passing motorists and rail users and facilitate high quality architectural design; and

- Improve the existing through site link by opening it up to the air and increasing its width.
- Increase housing supply and choice within walking distance of Rockdale Station, which will provide residents with easy access to major employment hubs including Sydney CBD and Hurstville, and will contribute to the State government's vision of a '30-minute city';
- Renewal of the Transport Interchange Precinct and improvement to public domain along Princes Highway, Geeves Avenue and Tramway Avenue; and
- Deliver a transit-orientated development in association with the Rockdale train station and bus interchange.

Part 2 - Explanation of Provisions

The proposed outcomes will be achieved by amending *Rockdale LEP 2011* as follows:

A Map

It is proposed to amend the *Rockdale LEP 2011* Height of Buildings Map (Sheet HOB_004) and Floor Space Ratio Map (Sheet FSR_004) as per Table 1 below.

Table 1 – Proposed Map Amendments

Map Tile No.	Amendment	Explanation
HOB_004	<ul style="list-style-type: none"> • Increase the maximum base HOB control from 22m to 27m for the entire site. • Retain 'Area A' designation for the entire site which allows for an additional 12m of additional height, under Clause 4.3(2A)(a), subject to the Design Review Panel reviewing the scheme under Clause 6.14(5)(a)(i). 	<p>Enables two landmark buildings that capitalises on the sites location at the 'Seven Ways' intersection and Rockdale Transport Interchange, including a through site link connecting the train station with Princes Highway.</p> <p>The proposal seeks to increase the base HOB control from 22m to 27m. Clause 4.3(2A)(a) will be retained, which allows an additional 12m for buildings in 'Area A' on sites greater than 1,500m² subject to the Design Review Panel reviewing the scheme as per Clause 6.14(5)(a)(i). The maximum achievable height for the site will be 39m (27m base height, plus an additional 12m as per Clause 4.3(2A)(a)). The proposal will increase the overall achievable building height by 5m, from 34m to 39m.</p> <p>Note: The concept scheme submitted with this proposal assumes utilisation of this additional height and proposes a height of 38.9m (or RL54.87).</p>
FSR_004	<ul style="list-style-type: none"> • Remove the maximum 2:1 base FSR control for the entire site. • Remove the 'Area A' designation for the entire site which allows an additional FSR of 1:1, as per Clause 4.4(2C)(a). 	<p>Enables development with a density compatible with surrounding development and suitable to the site's landmark and highly accessible location.</p> <p>Aligns with the approach taken for other key precincts in Rockdale Town Centre under the already implemented Rockdale Town Centre planning proposal (PP_2013_ROCKD_001_00).</p> <p>Built form will instead be controlled by the HOB standard and the building envelope controls in the Rockdale DCP 2011, as well as the Department of Planning and Environment's <i>Apartment Design Guide</i>.</p>

B Other Provisions

It is proposed to amend Clause 4.4 Floor space ratio of the *Rockdale LEP 2011* by repealing subclause 2C(a), which allows additional 1:1 FSR for development on lots within 'Area A' with an area of at least 1,500m². This subclause would no longer be necessary with the amendments to the FSR Map explained above.

Part 3 – Justification

A Need for the planning proposal

A1 Is the planning proposal a result of any strategic study or report?

The planning proposal implements the Rockdale Town Centre Masterplan, adopted by Council on 5 December 2012. The Masterplan identifies the site as the Transport Interchange Precinct, which has ‘the potential to form a landmark for the Rockdale Town Centre’. The desired future character for the precinct under the masterplan is summarised as follows:

- Mixed Use development with ground floor retail and residential above;
- Landmark built form visible to passing motorists and rail users;
- Direct level pedestrian access from the railway station concourse into the development;
- Upgraded and expanded through link between the bus interchange and Princes Highway; and
- Expanded bus interchange.

The planning proposal implements new development controls for a key ‘missing’ piece of the Rockdale Town Centre Masterplan, supported by a Transport Study addressing the concerns of TfNSW.

It is reiterated that correspondence from Council recommended that the pedestrian bridge from the railway station concourse identified in the Masterplan be removed from the scheme. The proposal includes a number of other community benefits and discussions are to be held with Council to identify if further public benefits are required.

A2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Rockdale Town Centre Masterplan proposes height and density increases for land in the Transport Interchange Precinct. Given that height and density are controlled by *Rockdale LEP 2011*, a planning proposal is the best means for achieving this outcome.

B Relationship to strategic planning framework

B1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan: A Metropolis of Three Cities

The *Greater Sydney Regional Plan: A Metropolis of Three Cities* was released in March 2018 and sets out a vision, objectives, strategies and

actions for a metropolis of three cities across Greater Sydney. The Plan replaced the previous *A Plan for Growing Sydney*. The Plan outlines 10 overarching directions which aim to provide interconnected infrastructure, productivity, liveability and sustainability benefits to all residents. The planning proposal's consistency with the 10 directions is discussed below:

Table 2 – Consistency with Greater Sydney Region Plan: A Metropolis of Three Cities

Directions	Objectives	Consistency
Infrastructure and collaboration		
1. A city supported by infrastructure	Objective 1: Infrastructure supports the three cities Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact Objective 3: Infrastructure adapts to meet future needs Objective 4: Infrastructure use is optimised	<p>Objectives 1-3 are not relevant to the planning proposal given they relate to the provision of new infrastructure.</p> <p>In relation to Objective 4, the planning proposal will optimise public transport use given it is located directly to the east of Rockdale train station and bus interchange. The development will maximise the use of existing public transport assets and will reduce the need for additional infrastructure.</p> <p>Furthermore, the proposal will co-locate a mix of land uses (including residential, commercial and retail) which ensure the efficient use of the site and reduce the need for travelling.</p>
2. A collaborative city	Objective 5: Benefits of growth realised by collaboration of governments, community and business	<p>The planning proposal will be prepared with the collaboration of State and local government agencies and will be notified to the community. The planning proposal implements Council's Rockdale Town Centre Masterplan which is a Council initiative.</p>

Liveability		
3. A city for people	<p>Objective 6: Services and infrastructure meet communities' changing needs</p> <p>Objective 7: Communities are healthy, resilient and socially connected</p> <p>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p> <p>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>Objective 6 relates to the provision of social infrastructure to reflect the needs of the community. There is an opportunity to provide affordable housing in the scheme which will be considered as part of a future Development Application and will provide housing for a wider range of community members.</p> <p>In relation to Objective 7, the proposal will provide retail along the street frontages and to the through site links which will activate these areas and provide opportunities for social interaction. The proposal will create a walkable place with the provision of retail and commercial uses conveniently located close to residential accommodation. Bicycle parking will be provided in the scheme which will be detailed in the future Development Application. The promotion of walking and cycling will improve the health of future residents and reduce traffic congestion.</p> <p>In relation to Objective 8, Rockdale is a culturally rich town centre and the future scheme will ensure that cultural diversity is celebrated through the provision of various retail and commercial opportunities.</p> <p>In relation to Objective 9, there may be opportunities to provide public art and to promote a night time economy with various restaurants. These items will be explored during the future Development Application stage.</p>
	<p>Objective 10: Greater housing supply</p> <p>Objective 11: Housing is more diverse and affordable</p>	<p>Objective 10 relates to increasing the housing supply and the Eastern City District housing targets are 46,550 between 2016-2021 and 157,500 between 2016-2036. The planning proposal will provide additional housing diversity and will contribute to the housing targets.</p> <p>In relation to Objective 11, the proposal will provide a range of housing for singles, young couples and families. There is also an opportunity to provide affordable housing which will further explored during the Development Application stage.</p>

5. A city of great places	<p>Objective 12: Great places that bring people together</p> <p>Objective 13: Environmental heritage is conserved and enhanced</p>	<p>In relation to Objective 12, the proposal will provide retail opportunities which will bring community together. The proposed restaurants and cafes will provide a meeting point for community members, linked by an improved pedestrian environment.</p> <p>In relation to Objective 13, there are no heritage items on the site nor is the site within a heritage conservation area. The proposal has no adverse impacts on any surrounding heritage item (Brick buildings, signal box and overhead booking office to Rockdale train station referenced I222 in the Rockdale LEP 2011).</p>
Productivity		
6. A well connected city	<p>Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities</p> <p>Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p> <p>Objective 16: Freight and logistics network is competitive and efficient</p> <p>Objective 17: Regional transport is integrated with land use</p>	<p>In relation to Objective 14, the proposal will be well connected with services and facilities, which will create a walkable community. The proposal will be within 30 minutes of Hurstville and Sydney CBD.</p> <p>Objectives 15-16 are not relevant to the planning proposal.</p> <p>In relation to Objective 17, the site is accessible to Gosford, Newcastle and Wollongong via the train network which will allow for greater job opportunities and business links.</p>
7. Jobs and skills for the city	<p>Objective 18: Harbour CBD is stronger and more competitive</p> <p>Objective 19: Greater Parramatta is stronger and better connected</p> <p>Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</p> <p>Objective 21: Internationally competitive health, education, research and innovation precincts</p> <p>Objective 22: Investment and business activity in centres</p> <p>Objective 23: Industrial and urban services land is planned, protected and managed</p> <p>Objective 24: Economic sectors are targeted for success</p>	<p>Objectives 18, 19, 20 and 23 are not relevant to the planning proposal.</p> <p>In relation to Objective 21, the site is located within 30 minutes of a number of Health and Education Precincts and 'Biotechnology Clusters' and the proposal will provide further housing for workers.</p> <p>In relation to Objectives 22 and 24, the proposal will provide further employment opportunities during construction and when in operation. The planning proposal will support the growth of Rockdale Town Centre and will increase the number of people living closer to jobs, accessible by public transport.</p>

Sustainability		
8. A city in landscape	<p>Objective 25: The coast and waterways are protected and healthier</p> <p>Objective 26: A cool and green parkland city in the South Creek corridor</p> <p>Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>Objective 28: Scenic and cultural landscapes are protected</p> <p>Objective 29: Environmental, social and economic values in rural areas are maintained and enhanced</p> <p>Objective 30: Urban tree canopy cover is increased</p> <p>Objective 31: Public open space is accessible, protected and enhanced</p> <p>Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p>Objectives 25-29, 31 and 32 are not relevant to the planning proposal.</p> <p>In relation to Objective 30, the proposal will incorporate garden courtyards above the podium level which will provide open space for future residents and soften the building envelope. There is an opportunity to increase the planting along the street frontages which will be explored further at the Development Application stage. Furthermore, the proposal will improve the public domain and the pedestrian environment by increasing the setback of the building along the pedestrian footpath.</p>
	<p>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>Objective 34: Energy and water flows are captured, used and re-used</p> <p>Objective 35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>In relation to objective 33, the proposal will create a transit orientated development which integrates employment (with retail uses), housing and public transport which reduces the need to travel by car. The proposal will also incorporate sustainable construction methods and energy efficient design measures within the building which will be explored further as part of the DA process.</p> <p>In relation to Objectives 34 and 35, the proposal will facilitate the redevelopment of the site as a mixed use development and sustainability practices will be secured at the detailed design stage and examined as part of a future Development Application. Furthermore, the proposal will create a transit orientated development with increased densities in proximity to Rockdale station and bus interchange which will reduce the need of vehicle use thereby improving the environment.</p>

10. A resilient city	Objective 36: People and places adapt to climate change and future shocks and stresses Objective 37: Exposure to natural and urban hazards is reduced Objective 38: Heatwaves and extreme heat are managed	Objectives 36-38 are not relevant to the planning proposal.
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Premier's Priorities

The 'Premier's Priorities' have been recently released and essentially supersedes the previous NSW 2021. The 'Premier's Priorities' set out 12 priorities which reflect a whole-of-government approach to tackling important issues for the people of NSW, from helping vulnerable children and raising the performance of school students, to improving housing affordability and building local infrastructure. The proposal is consistent with the priority 'making housing more affordable' as discussed further in the table below.

Table 3 – Consistency with the 'Premier's Priorities'

Priority	What the NSW government are doing?	Consistency
Making housing more affordable	The Premier has a commitment to deliver an average 61,000 housing completions per year, which will be achieved through two targets: <ul style="list-style-type: none"> 90 per cent of housing approvals determined within 40 days by 2019 State-led rezoning for 10,000 additional dwellings on average per year in appropriate areas to 2021. Planned precincts will be expanded to fast track the delivery of new homes which will accelerate the rezoning of land to support new and more diverse developments.	Whilst the site does not fall within a Planned Precinct, the Planning Proposal will contribute approximately 244 residential units which will contribute to the governments housing targets.

Future Transport Strategy 2056

The Future Transport Strategy 2056 (Strategy) is an update of the 2012 Long Term Transport Master Plan for NSW. It is a 40 year strategy, supported by plans for regional NSW and for Greater Sydney. It outlines a vision, strategic directions and customer outcomes, with infrastructure and services plans underpinning the delivery of these directions across the state.

The vision is built on six outcomes and the proposal is consistent with the outcome ‘successful places’ refer to table 4 below for further discussion.

Table 4 – Consistency with the NSW 2021

Future Transport Statewide Outcomes	Performance focus	Measures and indicators	Consistency
Successful Places	Deliver transport initiatives that improve the liveability of places	<p><u>Liveability of places</u></p> <p>Increase the number of people able to access centres by walking, cycling and using public transport</p>	The proposal will create a mixed use precinct will improve the liveability of Rockdale town centre by providing a mixture of retail and commercial uses which will be accessible by public transport, cycling or walking.

NSW State Infrastructure Strategy 2018-2038

The *NSW State Infrastructure Strategy 2018-2038* (SIS) sets out the government’s priorities for the next 20 years and combined with the *Future Transport Strategy 2056*, the *Greater Sydney Region Plan* and the *Regional Development Framework*, brings together infrastructure investment and land-use planning for our cities and regions. *Building Momentum State Infrastructure Strategy 2018-2038* looks beyond the current projects and identifies policies and strategies needed to provide the infrastructure that meets the needs of a growing population and a growing economy.

The Strategy is set out in three parts: Strategic Directions, Geographic Infrastructure Directions, and Sectors. Under the Geographic Infrastructure Directions, Rockdale is identified within the proposed F6 extension as illustrated in the figure below. The subject site will benefit from the F6 extension as it will improve connections to the south and transport connectivity.

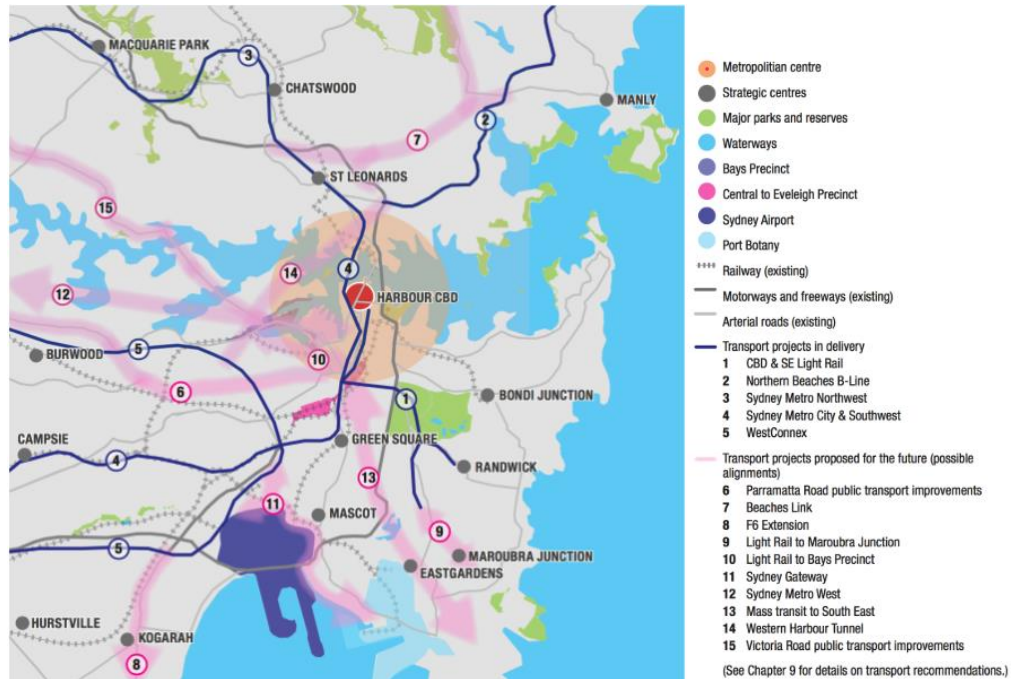


Figure 2: Eastern Harbour City (movement)

One of the infrastructure responses in the Strategy, seeks to improve intracity walking and cycling infrastructure. The existing pedestrian arcade is poorly utilised as it is not situated close to the train station entry/exit point and does not align with King Street (across Princes Highway). Furthermore, the footpath along Geeves Avenue is confined given it is narrow and often pedestrians cut across Tramway Arcade or Geeves Avenue to reach their destination.

The proposal will create a through site link for pedestrians accessing Princes Highway which is generous in width, open to the air and activated by retail opportunities. Furthermore, the proposal will increase the width of the footpaths to Geeves Avenue (by 2.5m) and Princes Highway (3m). These measures will improve pedestrian access through the site and connections between the train station/bus interchange and the Rockdale Town Centre.

Furthermore, the proposal will incorporate bicycle parking which will promote cycling within the locality. The provision of bicycle parking will be considered further in a future Development Application for the site.

Eastern City District Plan (March 2018)

The Eastern City District Plan identifies a range of planning priorities for the District, in line with the four categories identified in the *Greater Sydney Region Plan 2056*:

- Infrastructure and collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The planning proposal's consistency with the priorities in the draft District Plan are discussed in further detail below.

Infrastructure and collaboration

Planning Priority E1. Planning for a city supported by infrastructure

The planning proposal will provide additional housing and retail floor space within close proximity to Rockdale station and bus interchange, which will optimise the existing public transport infrastructure.

Planning Priority E2. Working through collaboration

The planning proposal will allow for the delivery of further housing and jobs to be prepared in collaboration with the State and Local Government and the community.

Liveability

Planning Priority E3. Providing services and social infrastructure to meet people's changing needs

There is an opportunity to provide affordable housing in the scheme which will be considered as part of a future Development Application and will provide housing for a wider range of community members.

Planning Priority E4. Fostering healthy, creative, culturally rich and socially connected communities

The proposal will activate the street frontages and through site links which will provide opportunities for social interaction. The proposal will create a walkable place with the provision of retail and commercial uses conveniently located close to residential accommodation. Bicycle parking will be provided in the scheme which will be detailed in the future Development Application. The promotion of walking and cycling will improve the health of future residents and reduce traffic congestion.

Planning Priority E5. Providing housing supply, choice and affordability, with access to jobs and services

The draft District Plan has a housing target for Bayside Council of an additional 10,150 dwellings between 2016-2021. The proposal enables increased housing supply and choice and will feature a range of apartment sizes and types. The proposal also helps foster a design-led approach to development that recognises the site's strategic location and provides for an agglomeration of people and activity. The Greater Sydney Commission's testing reaffirms that generally a range of 5-10% of new floor space is viable for affordable housing and are to work with the DP&E to develop mechanisms required for delivery of the proposed Affordable Rental Housing Target. The provision of affordable housing will be further

discussed with Council to ensure an appropriate level of affordable housing is delivered across the broader precinct.

Planning Priority E6. Creating and renewing great places and local centres, and respecting the District's heritage

Rockdale is identified as a 'local centre' which has an 800m walking catchment. Local centres are to be the focal point of neighbourhoods and where they are a focus of public transport they are an important part of a 30 minute city. The proposal will renew the Rockdale Transport Interchange site which will prioritise a friendly public realm and walkability with the provision of the through site link and pedestrian bridge and ground floor retail.

Productivity

Planning Priority E10. Delivering integrated land use and transport planning and a 30-minute city

The proposal encourages the well-planned and efficient growth of Rockdale Town Centre by enabling development of a mixed use precinct adjacent to Rockdale Station, located on the Illawarra Line. This will contribute to the local retail economy and bolster the economy of the broader Central District. Future residents will be located within walking distance of local businesses and within 30 minutes train travel of jobs located within the major employment hubs, including Sydney CBD and Hurstville.

The planning proposal will deliver integrated land use and transport planning, by locating well-designed housing in close proximity to the station and facilitating improved pedestrian linkages from the train station/bus interchange to Princes Highway, as well as safer environment for pedestrians and buses.

Sustainability

Planning Priority E17 Increasing urban tree canopy cover and delivering Green Grid connections

Some of the actions in this Planning Priority seek to expand the urban tree canopy in the public realm and refine the detailed design and delivery of the green grid opportunities. Princes Highway is identified as an 'Other Green Grid Opportunities' connection. There is an opportunity to increase the planting along Princes Highway which will contribute to the green grid and be consistent with the planning priority. The proposed planting will be explored further at the Development Application stage.

Planning Priority E19. Reducing carbon emissions and managing energy, water and waste efficiently

The proposal will have no adverse impacts on the natural environment, as this is already an urbanised setting. It is anticipated that future development at the site will integrate water sensitive urban design measures as needed. The proposal promotes environmental efficiency by increasing development potential in an existing centre with good infrastructure. The sustainability measures are to be further considered during the detailed design phase.

Planning Priority E20 Adapting to the impacts of urban and natural hazards and climate change

Objective 37 of the Planning Principle looks at ensuring exposure to natural and urban hazards is reduced. The site abuts Princes Highway and the railway line and falls with the 20 and 25 ANEF contours, thus there will be potential noise and air pollution impacts from these urban hazards. The future Development Application for the site will outline mitigation measures to reduce the noise and air pollution impacts to the future residents.

B2 Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

Rockdale Town Centre Masterplan (2012)

The Rockdale Town Centre Masterplan identifies the site as the Transport Interchange Precinct. The masterplan provides a number of structure plan elements for achieving the vision for this precinct. The proposal's consistency with these elements is outlined below.

- *Element 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.*

The proposal enables redevelopment of the site to create a high quality mixed use development. The proposal will include a 3 and 6 storey podium with garden courtyards above for residential open space and above the podium levels will be various towers (with a total height of 5, 6 and 12 storeys). The ground floor will incorporate retail opportunities while residential accommodation will be provided from Level 1 and above. The proposal will not incorporate retail uses on the first floor given the pedestrian bridge has been removed from the scheme (as requested by Council).

The shape and orientation of the towers have been considered to ensure high levels of amenity are achieved in accordance with the SEPP 65 design principles and Apartment Design Guide (ADG) design criteria. As demonstrated in the figure below the proposal will achieve sufficient separation distances in between the three towers as per the ADG.

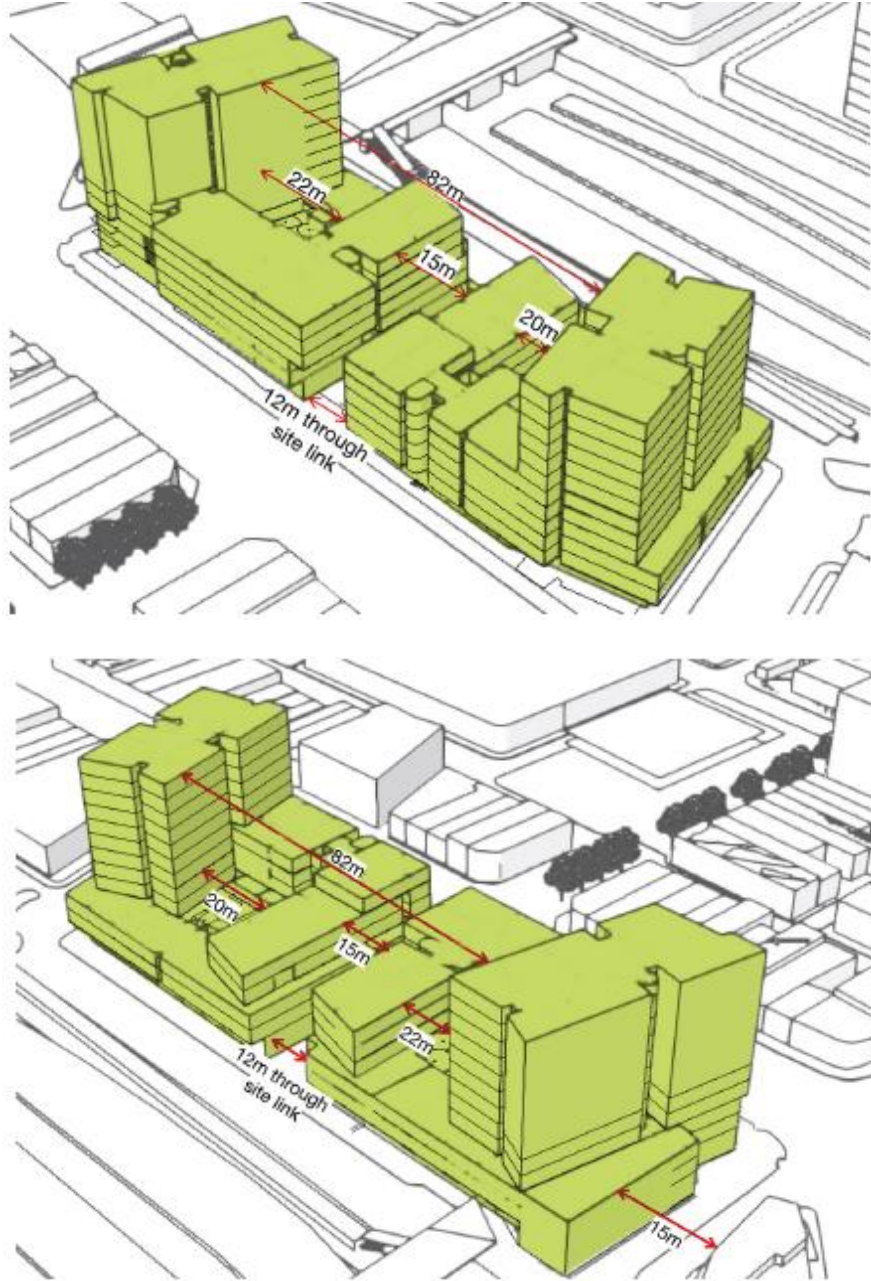


Figure 3: Building separation distances between the residential towers

The proposal will improve the pedestrian linkages between Rockdale station, bus interchange and Rockdale Town Centre through the inclusion of a through site link and footpath widening, as illustrated in the figure below.

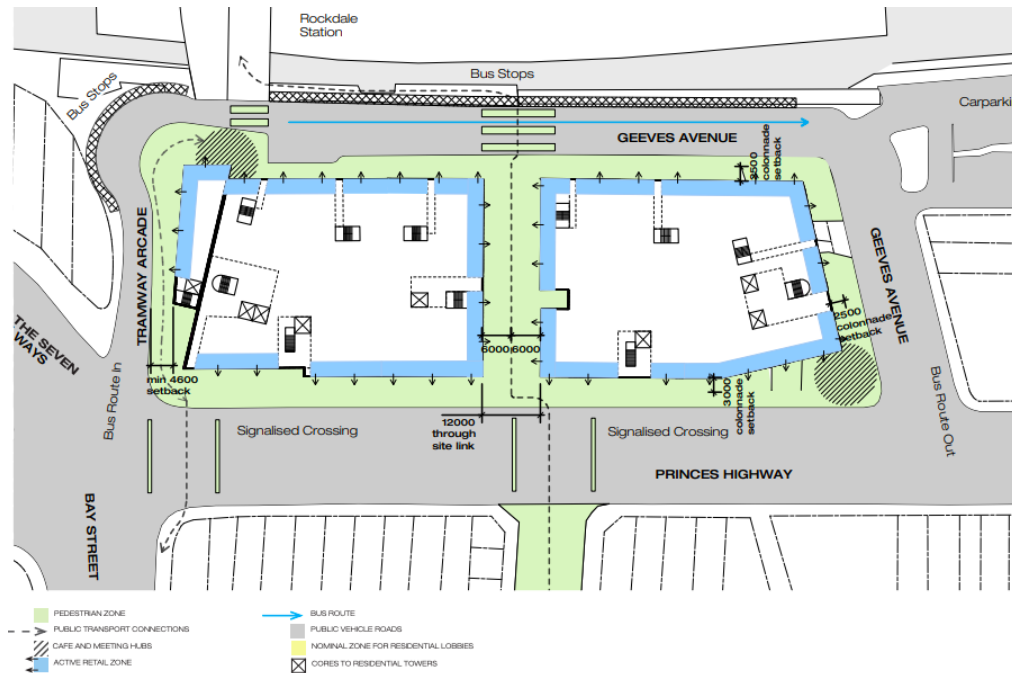


Figure 4: Proposed pedestrian linkage and footpath widening

- *Element 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.*

The proposal provides for increased density and building height and will create two landmark buildings with one to the Seven Ways intersection. The future scheme will need to be reviewed by the Design Review Panel under Clause 6.14(5)(a)(i) of the Rockdale LEP 2011 will ensure the future development will exhibit design excellence and be of a high architectural quality.

- *Element 5.3.33: Provide an improved and enlarged through site pedestrian link which connects the bus interchange with the Princes Highway at the pedestrian traffic signals.*

As shown in figure 4 above, the proposal enables redevelopment of the site with an improved and enlarged pedestrian through site link connecting the bus interchange with Princes Highway/King Street at the pedestrian traffic signals. The through site link will be bounded by retail uses which will activate the link and will be open to the air.

- *Element 5.3.4: Facilitate the upgrade and expansion of the bus interchange, and provide a setback to Geeves Avenue to achieve the required space.*

As shown in the figure below, the proposal enables redevelopment of the site with a 2.5m setback which is to be dedicated to Council along Geeves Avenue to allow for future expansion of the bus interchange.



Figure 5: Proposed setback along Geeves Avenue

- *Element 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.*

It is reiterated that correspondence from Council (dated 12 June 2018) recommended that the pedestrian bridge be deleted from the scheme and another material public benefit or VPA option be provided in the Planning Proposal. Furthermore, the proposal will widen the footpath along Tramway Arcade to improve the permeability from the railway station to Seven Ways intersection. It is anticipated that the building along Tramway Arcade (including 2-18 Tramway Arcade) will incorporate ground floor retail which activate this street.

The proposed amendment to the Rockdale LEP is generally consistent with the Rockdale Masterplan.

Bayside Community Strategic Plan 2018-2030

The Bayside Community Strategic Plan 2018-2030 (which superseded the Rockdale City Community Strategic Plan) sits at the top of Council's planning framework and sets the strategic direction for Council's Delivery Program and Operational Plans. The themes and directions outlined in this plan will inform Council's Delivery Program which sets out the outcomes Council will work towards during the current term of office, and the annual Operational Plans that describe Council's activities towards achieving those outcomes.

Table 5 below identifies how the Planning Proposal is consistent with the themes.

Table 5 – Consistency with Bayside Community Strategic Plan 2018-2030

Theme One – Bayside will be a vibrant place	How We Will Get There	Consistency
Strategic Direction – Our places are people-focussed	Local areas are activated with cafes, restaurants and cultural events	The ground floor retail component will activate the street frontages and the through site link. There will be opportunities to incorporate cafes, restaurants and potential cultural events.
	Places have their own village atmosphere and sense of identity	The proposal enables development of a high quality mixed use precinct which will contribute to the vibrancy of Rockdale Town Centre. There may be opportunities to promote a night time economy with various restaurants.
	My community and council work in partnership to deliver better local outcomes	The proposal will create a better local outcome by providing further retail floor space which is highly accessible.
	The public spaces I use are innovative and put people first	The proposal will be pedestrian friendly and put people first by creating a through site link and widening the footpaths.
	There is an appropriate and community-owned response to threats	Not applicable.
Strategic Direction – Our places connect people	Walking and cycling is easy in the City and is located in open space where possible	The proposal enables development in close proximity to services and facilities in Rockdale Town Centre, which will promote walking and cycling.
	We are one community with shared objectives and desires	Not applicable.
	Our heritage and history is valued and respected	There are no heritage items on the site, and the proposal has no adverse impacts on any surrounding heritage item (Brick buildings, signal box and overhead booking office to Rockdale train station referenced I222 in the Rockdale LEP 2011).
Strategic Direction – Our places are acceptable to all	Open space is accessible and provides a range of active and passive recreation opportunities to match our growing community	The proposal does not incorporate open space however the site is in close proximity to a number of parks in the locality including Hogben Park and McCarthy Reserve.
	SMART Cities – making life better through smart use of technologies	Not applicable.

	Assets meet community expectations	Not applicable.
	Bayside provides safe and engaging spaces, places and interactions	The proposal enables development that accords with the principles of Crime Prevention Through Environmental Design (CPTED). This will be achieved through facilitating passive surveillance by increasing residential units and retail shops that overlook the public domain and avoid enclaves where offenders can hide and entrap victims. Clear sight lines will be established to avoid areas where graffiti or vandalism could occur. CPTED measures to be implemented in the scheme will be further investigated at the DA stage.
	People who need to can access affordable housing	The proposal provides for increased housing supply and there is an opportunity to provide affordable housing which will be explored at the DA stage. The development will provide a range of apartment types suited to the needs of the community.
	We welcome visitors and tourists to our City	Not applicable.
Strategic Direction – My place will be special to me	Local developments reflect innovative, good design and incorporate open space and consider vertical families	The residential accommodation will incorporate private open space and communal open space for future residents which will be consistent with the Apartment Design Guide requirements and be considered as part of the future DA.
	Bayside will be a 30 minute City – residents work locally or work off-site – no-one has to travel for more than 30 minutes to work	Future residents will be located within walking distance of local businesses and within 30 minutes train travel of jobs located within the major employment hubs, including Sydney CBD and Hurstville.
	Traffic and parking issues are a thing of the past	Traffic impacts are discussed in detail in Part 3 – Justification of the report. The site is highly accessible to public transport services and the development proposes a range of car parking spaces including between 325 and 383 spaces with a reduced retail/commercial rate. Overall, the operation of the surrounding existing intersections is unlikely to be substantially impacted, subject to minor traffic improvements.

	Road, rates and rubbish are not forgotten	The proposal enables development that contributes to the cleanliness of Rockdale through improved on-site waste management.
	Gateway sites are welcoming and attractive	The proposal provides for increased density and building height, which will enable the site to function as a gateway building. The future scheme will need to be reviewed by the Design Review Panel under Clause 6.14 of the Rockdale LEP 2011 (where sites are amalgamated) which will ensure the future development will be of a high architectural quality and attractive.
Theme Two – In 2030 our people will be connected in a smart City	How We Will Get There	Consistency
Strategic Direction – We benefit from technology	Council engages with us and decision making is transparent and data driven	Not applicable.
	We can access information and services online and through social media	Not applicable.
	We are a digital community	Not applicable.
	Technological change has been harnessed and we are sharing the benefits	Not applicable.
Strategic Direction – We are unified and excited about our future	Community leadership is developed and supported	Not applicable.
	We are all included and have a part to play in the City	Not applicable.
	The City is run by, with and for the people	Not applicable.
	We are proud of where we live	The proposal enables development of a high quality mixed use precinct which will contribute to the vibrancy of Rockdale Town Centre.
Strategic Direction – The community is valued	Aboriginal culture and history is recognised and celebrated	Not applicable.
	We are a healthy community with access to active recreation and health education	The proposal will promote cycling and walking and will improve the health and well being of future residents.
	All segments of our community are catered for – children, families, young people and seniors	The development will provide a range of apartment types suited to the needs of the community.
	Opportunities for passive and active activities are available to community members, including people with pets	The proposal will incorporate private open space and communal open space and will be within close proximity to a number of parks.

	The value of pets in the community is recognised and they are welcomed across the city	Pets will be welcome within the development.
Strategic Direction – We treat each other with dignity and respect	We can participate in cultural and arts events which reflect and involve the community	There may be an opportunity to include cultural and art events within the ground floor retail component which will encourage community participation.
	Flexible care/support arrangements for seniors, children and people with disabilities are available across the LGA	Not applicable.
	Cultural diversity is reflected and celebrated in the City's activities	There may be an opportunity to include cultural and art events within the ground floor retail component which will celebrate Rockdale's multiculturalism.
	Our public buildings are important community hubs and are well maintained and accessible	Not applicable.
Theme Three – In 2030 bayside will be green, leafy and sustainable	How We Will Get There	Consistency
Strategic Direction – Our waste is well managed	I can reduce my waste through recycling and community education	The development will incorporate appropriate waste management including recycling in the future building for the residential and retail uses.
	Illegal dumping is a thing of the past	Appropriate management of waste will be undertaken during the construction phase and no illegal dumping will be undertaken.
Strategic Direction – We are prepared for climate change	We understand climate change and are prepared for the impacts	The proposal will enable development capable of employing sustainable construction and design practices.
	Our City is prepared for/able to cope with severe weather events	The building will be constructed to ensure is a able to cope with severe weather events.
	Our streetscapes are green and welcoming	There is an opportunity to increase the planting along the street frontages which will be explored further at the Development Application stage.
Strategic Direction – We increase our use of renewable energy	Our City promotes the use of renewable energy through community education	The redevelopment of the site will incorporate sustainability measures which will be addressed at the DA stage.

	Our City models use of renewable energy and reports gains benefits to the community	Not applicable.
Strategic Direction – Waterways and green corridors are regenerated and preserved	Water is recycled and re-used	The redevelopment of the site will incorporate sustainability measures where possible which will be addressed at the DA stage.
	The community is involved in the preservation of our natural areas	Not applicable.
	We have an enhanced green grid/tree canopy	There is an opportunity to increase the planting along the street frontages which will contribute to the green grid and be consistent with the planning priority. It is noted that the site is identified as an 'Other Green Grid Opportunities' site in the Eastern City District Plan. The proposed planting will be explored further at the Development Application stage.
Theme Four – In 2030 we will be a prosperous community	How We Will Get There	Consistency
Strategic Direction – Opportunities for economic development are recognised	Major employers support/partner with local small business	Not applicable
	We are an international hub for transport and logistics-related business	Not applicable
	Industrial lands and employment lands are preserved – partnering with major employers to support local jobs	Not applicable
Strategic Direction – Local housing, employment and business opportunities area generated	Bayside will be a 30 minute City – residents work local or work off-site – no-one has to travel for more than 30 minutes to work	Future residents will be located within walking distance of local businesses and within 30 minutes train travel of jobs located within the major employment hubs, including Sydney CBD and Hurstville.
	Council is a major employer, supports local apprenticeships and cadetships	Not applicable
	People who need to can access affordable housing	There is an opportunity to provide affordable housing which will further explored during the Development Application stage.

Strategic Direction – The transport system works	We can easily travel around the LGA – traffic problems/gridlock are a thing of the past	The proposal will reduce the amount of car parking associated with the development which will reduce traffic gridlock and traffic will be able to easily travel around the site.
	We can easily travel to work by accessible, reliable public transport	The proposal will create a walkable environment which is in close proximity to the Rockdale bus interchange and train station.
Strategic Direction – We are prepared for a sharing economy	Innovative businesses are supported to locate in Bayside	Innovative businesses will be supported in the future retail tenancies.
	Local Plans and regulations have kept pace with the sharing economy	Not applicable.

B3 Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

Consistency with the State Environmental Planning Policies is provided in Table 6, below.

Table 6 - Consistency with State Environmental Planning Policies

No.	Title	Consistency with Planning Proposal
1	Development Standards	Repealed by <i>RLEP 2011</i>
14	Coastal Wetlands	Not applicable
15	Rural Landsharing Communities	Not applicable
19	Bushland in Urban Areas	Not applicable
21	Caravan Parks	Not applicable
22	Shops and Commercial Premises	Repealed
26	Littoral Rainforests	Not applicable
29	Western Sydney Recreation Area	Not applicable
30	Intensive Aquaculture	Not applicable
32	Urban Consolidation (Redevelopment of Urban Land)	Repealed
33	Hazardous and Offensive Development	Not applicable
36	Manufactured Home Estates	Not applicable
39	Spit Island Bird Habitat	Not applicable
44	Koala Habitat Protection	Not applicable
47	Moore Park Showground	Not applicable
50	Canal Estate Development	Not applicable
52	Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable
55	Remediation of Land	The site has been used as a mixed use development for some time. It is high unlikely the land would be subject to a level of contamination that would preclude its use for residential accommodation. Further contamination investigations will be undertaken at DA stage. The planning proposal does not seek to hinder the application of Clause 6 of SEPP 55.

59	Central Western Sydney Regional Open Space and Residential	Not applicable
60	Exempt and Complying Development	Repealed by <i>RLEP 2011</i>
62	Sustainable Aquaculture	Not applicable
64	Advertising and Signage	Not applicable
65	Design Quality of Residential Flat Development	<ul style="list-style-type: none"> The proposal enables a mixed use development designed in accordance with the 9 design quality principles under SEPP 65 and capable of complying with the provisions of the Apartment Design Guide (ADG). Compliance with the ADG will be assessed at development application stage.
70	Affordable Housing (Revised Schemes)	To be addressed at the development application stage if affordable housing is proposed.
71	Coastal Protection	Not applicable
	(Affordable Rental Housing) 2009	To be addressed at the development application stage if affordable housing is proposed.
	(Building Sustainability Index: BASIX) 2004	To be addressed at the development application stage.
	(Exempt and Complying Development Codes) 2008	The proposal does not hinder the application of this SEPP.
	(Housing for Seniors or People with a Disability) 2004	The proposal does not hinder the application of this SEPP.
	(Infrastructure) 2007	<ul style="list-style-type: none"> The site has frontage to Princes Highway, a classified Road as per the Schedule of Classified Roads and Unclassified Regional Roads. Future residential development will need to achieve the objectives and conditions of cl. 101 of this SEPP, which relates to development with frontage to a classified road. The site is located in close proximity to a railway line. Future residential development will have to demonstrate compliance with cl. 87 of this SEPP, which relates to the impact of rail noise or vibration on non-rail development.
	(Kosciuszko National park Alpine Resorts) 2007	Not applicable
	(Kurnell Peninsula) 1989	Not applicable
	(State Significant Precincts) 2005	Not applicable
	(Mining, Petroleum Production and Extractive Industries) 2007	Not applicable
	(Miscellaneous Consent Provisions) 2007	Not applicable
	(Penrith Lakes Scheme) 1989	Not applicable
	(Rural Lands) 2008	Not applicable
	(SEPP 53 Transitional Provisions) 2011	Not applicable
	(State and Regional Development) 2011	Not applicable
	(Sydney Drinking Water Catchment) 2011	Not applicable
	(Sydney Region Growth Centres) 2006	Not applicable

	(Three Ports) 2013	Not applicable
	(Urban Renewal) 2010	Not applicable
	(Western Sydney Employment Area) 2009	Not applicable
	(Western Sydney Parklands) 2009	Not applicable

See Table 7 below which reviews the consistency with the formerly named State Regional Environmental Plans, now identified as deemed SEPPs.

Table 7 - Consistency with deemed State Environmental Planning Policies

No.	Title	Consistency with Planning Proposal
8	(Central Coast Plateau Areas)	Not applicable
9	Extractive Industry (No.2 – 1995)	Not applicable
16	Walsh Bay	Not applicable
18	Public Transport Corridors	Not applicable
19	Rouse Hill Development Area	Not applicable
20	Hawkesbury-Nepean River (No.2 – 1997)	Not applicable
24	Homebush Bay Area	Not applicable
26	City West	Not applicable
30	St Marys	Not applicable
33	Cooks Cove	Not applicable
	(Sydney Harbour Catchment) 2005	Not applicable

B4 Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

See Table 8 below which reviews the consistency with the Ministerial Directions for LEPs under section 9.1 of the *Environmental Planning and Assessment Act 1979*.

Table 8 - Consistency with applicable Ministerial Directions

1. Employment and Resources

No.	Title	Consistency with Planning Proposal
1.1	Business and Industrial Zones	<p><i>The objectives of this direction are to:</i></p> <ul style="list-style-type: none"> <i>a) encourage employment growth in suitable locations,</i> <i>b) protect employment land in business and industrial zones, and</i> <i>c) support the viability of identified</i> <p>The site's current B2 Local Centre zoning will remain unchanged, and the total potential floor space area for employment uses will increase. The proposal will enable development of a high quality mixed use precinct in a suitable location close to existing public transport and other infrastructure and services.</p> <p>It is estimated that the site once developed will have the following economic impacts on an annual basis:</p> <ul style="list-style-type: none"> ▪ \$111.6 million in output. ▪ \$58.7 million contribution to Gross Regional Product. ▪ \$35 million in incomes and salaries. ▪ 446 full time equivalent jobs, including 196 direct jobs.

1.2	Rural Zones	Not applicable
1.3	Mining, Petroleum Production & Extractive Industries	Not applicable
1.4	Oyster Aquaculture	Not applicable
1.5	Rural Lands	Not applicable

2. Environment and Heritage

No.	Title	Consistency with Planning Proposal
2.1	Environmental Protection Zones	Not applicable
2.2	Coastal Protection	Not applicable
2.3	Heritage Conservation	Not applicable
2.4	Recreation Vehicle Areas	Not applicable

3. Housing, Infrastructure and Urban Development

No.	Title	Consistency with Planning Proposal
3.1	Residential Zones	<p><i>Objectives</i> <i>(1) The objectives of this direction are:</i> <i>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</i> <i>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i> <i>(c) to minimise the impact of residential development on the environment and resource lands.</i></p> <p>The proposal will incorporate a variety of studio, 1, 2 and 3 bedroom units which is consistent with the minimum unit mix provisions in the Rockdale Development Control Plan 2011. The variety of unit types will provide accommodation for singles, couples and families and a portion of the units are to be allocated as affordable housing. The mixture of housing will provide for existing and future housing needs of the locality.</p> <p>The additional housing will be opposite Rockdale Train Station and a number of bus services along Princes Highway. Furthermore, the residential accommodation will be located within the Rockdale Town Centre which is close proximity to a range of services and facilities. Therefore the proposal will make efficient use of the existing infrastructure and services.</p>
3.2	Caravan Parks and Manufactured Home Estates	Not applicable
3.3	Home Occupations	Not applicable
3.4	Integrating land use and Transport	<p><i>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <ul style="list-style-type: none"> <i>a) improving access to housing, jobs and services by walking, cycling and public transport, and</i> <i>b) increasing the choice of available transport and reducing dependence on cars, and</i> <i>c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i> <i>d) supporting the efficient and viable operation of public transport services, and</i> <i>e) providing for the efficient movement of freight.</i>

		The proposal accords with the above objectives in that it enables increased development potential in a location in close proximity to Rockdale Station and the existing services and facilities in Rockdale Town Centre. The site is also located in close proximity to employment opportunities associated with Sydney Airport and other employment hubs including Hurstville and Sydney CBD.
3.5	Development near Licensed Aerodromes	<p><i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> a) <i>to ensure the effective and safe operation of aerodromes, and</i> b) <i>to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and</i> c) <i>to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</i> <p>The proposed amendment to the building height standard for the site enables development up to an RL of 54.87 which is above the Sydney Airport Corporation Limited (SACL) OLS height of RL 51.00 but below the PANS-OPS height of RL54.9. As such, permission is required from SACL and it is anticipated that SACL will be consulted as part of statutory exhibition.</p> <p>It appears that development at 3-7 Keats Avenue (RL53.75) and 564 Princes Highway (RL52.75) have been able to penetrate the OLS height and is of a similar height to the proposal.</p> <p>It is noted that the PANS-OPS however we note that there will be strict controls surrounding the heights of the cranes during construction.</p> <p>The site is located between the 20 and 25 ANEF contours. Mitigation techniques can be addressed at the development application stage, in line with Clause 6.3 of the Rockdale LEP 2011.</p>
3.6	Shooting ranges	Not applicable

4. Hazard and Risk

No.	Title	Consistency with Planning Proposal
4.1	Acid Sulfate Soils	<p><i>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</i></p> <p>The site is classified as Class 5 Acid Sulfate Soils under <i>RLEP 2011</i>. Clause 6.1 of Rockdale LEP 2011 specifies when an Acid Sulfate Soils Management Plan is required to be submitted for approval by Council as part of any subsequent development application.</p>
4.2	Mine Subsidence and Unstable Land	Not applicable
4.3	Flood Prone Land	Not applicable
4.4	Planning for Bushfire Protection	Not applicable

5. Regional Planning

No.	Title	Consistency with Planning Proposal
5.1	Implementation of Regional Strategies	Not applicable
5.2	Sydney Drinking Water Catchments	Not applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.5	Development on the vicinity of Ellalong...	Not applicable
5.6	Sydney to Canberra Corridor	Not applicable
5.7	Central Coast	Not applicable
5.8	Second Sydney Airport: Badgerys Creek	Not applicable
5.9	North West Rail Link Corridor Strategy	Not applicable

6. Local Plan Making

No.	Title	Consistency with Planning Proposal
6.1	Approval and Referral Requirements	<p><i>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</i></p> <p>The proposal has minimised the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.</p> <p>The site is not identified as designated development.</p>
6.2	Reserving land for Public Purposes	<p><i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> a) <i>to facilitate the provision of public services and facilities by reserving land for public purposes, and</i> b) <i>to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</i> <p>The proposal does not alter existing zonings for reservations of land.</p>
6.3	Site Specific Provisions	<p><i>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</i></p> <p>The proposal does not alter the permitted uses on the site or apply any development standards in addition to those already contained in RLEP 2011.</p>

7. Metropolitan Planning

No.	Title	Consistency with Planning Proposal
7.1	Implementation of A Plan for Growing Sydney	<p><i>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i></p> <p>The proposal is consistent with Greater Sydney Region Plan: A Metropolis of Three Cities (previously A Plan for Growing Sydney) in that helps achieve a competitive economy, a city of housing choice, a great place to live and a sustainable and resilient city. Refer to detailed discussion above.</p>

C Environmental, social and economic impact

C1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposal relates to Rockdale Town Centre, which is already significantly developed and some distance from any natural areas. The proposal will therefore not adversely affect critical habitat or threatened species, populations or ecological communities, or their habitats.

C2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Built Form

Rockdale Town Centre is experiencing significant urban renewal, with multiple large mixed use developments approved or currently under assessment in close proximity to the site, as shown in the following Figure 6. For example, 564 Princes Highway was recently approved with a maximum height of 52.75m and 433-439 Princes Highway was granted deferred commencement with a maximum height of 51.6m. The proposal is considered to be consistent with the development occurring in the Rockdale town centre and is not out of context.

The planning proposal enables a built form that accords with this changing urban context. Eeles Trelease has prepared an Urban Context Report to accompany the proposal, refer to **Appendix 1**. The report analyses the site context, offers a design response and proposes a concept scheme for the site.



Exceeds RL Height Restriction of 34m

Base Map Ref: Google Earth

TALL DEVELOPMENTS SUMMARY

	ADDRESS	DA NUMBER	STOREYS	HEIGHT (m) / LEVEL (RL)	STATUS (AS OF 11/4/17)
GEEVES AVE. PRECINCT					
1	471 - 511 PRINCES HIGHWAY - mixed use, multi-residential development - allocated residential apartments - allocated retail spaces - allocated commercial tenancies - 38.9m height	-	12	38.9 / 54.87	-
PROPOSED RESIDENTIAL DEVELOPMENTS					
2	504 PRINCES HIGHWAY - mixed use, multi-residential development - 75 residential apartments - retail space allocated - 38.75m height	2012/293	11	38.75 / 52.75	APPROVED
3	433 - 439 PRINCES HIGHWAY - mixed use, multi-residential development - 85 residential apartments - 3 commercial tenancies - 36.4m height	2015/322	12	36.4 / 51.0	DEFERRED COMMENCEMENT
4	401 PRINCES HIGHWAY - mixed use, multi-residential development - 30 residential apartments - 2 commercial tenancies	2016/150	7	-/-	APPROVED
5	397 PRINCES HIGHWAY - mixed use, multi-residential development - 92 residential apartments - 3 commercial tenancies - 34.54m height	2016/420	11	34.54 / 49.32	APPROVED
6	375 - 384 PRINCES HIGHWAY - mixed use, multi-residential development - 36 residential apartments - 2 commercial tenancies - 27.5m height	2016/108	9	27.5 / 42.2	APPROVED
7	385 - 395 PRINCES HIGHWAY - mixed use, multi-residential development - 60 residential apartments - 1 commercial tenancies - 27.5m height	2016/117	9	27.5 / 42.4	APPROVED
8	398 - 412 PRINCES HIGHWAY - mixed use, multi-residential development - 72 residential apartments - 4 commercial tenancies - 29.2m height	2016/343	9	29.2 / 42.98	APPROVED
9	27 - 31 BRYANT STREET - multi-residential development - 60 residential apartments - 27.45m height	2017/54	9	27.45 / 48.05	DEFERRED COMMENCEMENT
10	75-85 RAILWAY STREET - mixed use, multi-residential development - residential space allocated - retail space allocated - 28m height	-	8	28 / -	PASSED WITH CONDITIONS
EXISTING 6 - 12 STOREY BUILDINGS					
11	3 - 7 KEATS AVENUE - 12 storeys	-	12	- / 53.75	BUILT
	MULTIPLE LOCATIONS - 6-12 storeys - varies	-	6-12	VARIES	BUILT

Figure 6: Development applications and proposals within Rockdale Town Centre

The proposed building envelope is generally consistent with the building envelope identified in the Rockdale Development Control Plan 2011 (RDCP 2011) and Council's preferred response as discussed in the meeting on 15 November 2018. The proposal will incorporate a 6 storey podium along Princes Highway with a ground floor 3m colonnade and 3m upper level setback. The proposal will incorporate a 3 storey podium along Geeves Avenue, a 2.5m dedicated setback along Geeves Avenue (western boundary) and a 3m upper level setback.

The proposal will incorporate two landmark buildings (12 storeys) at the either end of the precinct and will include an open air through site link which will connect Geeves Avenue, Princes Highway and King Street Place. The site along Tramway Arcade (2-18 Tramway Arcade) is to incorporate a 3 storey development which will incorporate ground floor retail and commercial above which could be used for creative uses or we-work office spaces. The proposal seeks to widen the footpath along Tramway Arcade to improve pedestrian access between the Rockdale Station and Seven Ways. Refer to **Appendix 5** for the draft Site Specific DCP provisions.

Figures 7 and 8 illustrate the proposed site plan and building envelope. The indicative scheme prepared by Eeles Trelease will include the following:

- 246 units;
- 4,015m² GFA retail; and
- 377m² GFA commercial.



Figure 7: Proposed site plan



Figure 8: Proposed building envelope

The design concept has carefully considered the interplay between the site and surrounding land use mix, developing an architectural response that makes effective use of the built form, solar access, views, connectivity, public domain to deliver two landmark developments.



Figure 9: Visualisations along Princes Highway

The ground plane is activated through retail, the widening of the footpaths and the through site link which will connect the site with the transport interchange, railway station and the surrounding Town Centre.

The 6 storey podium along Princes Highway will create a strong street edge whilst the two landmark buildings will create visual interest and book ends to the precinct. The built form along Geeves Avenue is reduced in scale with a 3 storey podium and various taller elements being 5, 6 and 12 storeys. Above the 3 storey podium will be landscaped areas for communal open space for future residents.

The proposed residential accommodation will comply with the key Apartment Design Guide (ADG) design criteria including solar access, cross ventilation, building separation distances and building depth. The scheme demonstrates that the site can be developed under the planning proposal with a built form featuring high residential amenity, improved public domain and minimised environmental impacts.



Figure 10: Visualisation – view from west through link

Overshadowing

The shape of the towers, the orientation of their facades and positioning relative to one another provide for positive solar access. The building height has been limited along Tramway Arcade to minimise overshadowing to surrounding properties and within the subject precinct.

Figures 11-13 below provide shadow diagrams for 9am, 12pm and 3pm at mid-winter and compares the difference in overshadowing associated with the additional 5m in height for the Planning Proposal. The red line indicates the building height without the additional 5m in height.

As seen in the diagrams, the proposed amendments will allow for a built form with no unacceptable overshadowing impacts. Specifically:

- The additional 5m in height (for the Planning Proposal) will not create significant additional overshadowing than the scheme with a maximum overall height of 34m (without the additional 5m height);
- There will be no overshadowing impacts on surrounding low density residential areas;
- The properties across Princes Highway and Tramway Arcade incorporate a mixture of retail and commercial. The proposal will create additional overshadowing to the properties across Princes Highway at 3pm mid-winter and across Tramway Arcade at 9am mid-winter however the tower form of the development means that the shadow moves quickly.
- The proposal will overshadow the King Street pedestrianised through site link at 3pm mid-winter however the proposal will generally maintain solar access around midday and partially at 9am.
- Overshadowing is consistent with the site's location within an existing urban context and will occur largely over business-zoned land.
- Podium level communal open space areas and apartments are able to achieve solar access in accordance with ADG criteria.



Figure 11: Solar analysis June 21 9am



Figure 12: Solar analysis June 21 12pm



Figure 13: Solar analysis June 21 3pm

Development staging

The concept scheme envisions a single precinct development (refer to the figure below) with three distinct portions capable of being developed separately:

- **Stage 1:** includes the sites 495, 501, 507, 509 and 513-517 Princes Highway and 2-18 Tramway Arcade and incorporates one of the landmark buildings for the precinct.
The sites 2-18 Tramway Arcade can be redeveloped as a 3 storey mixed use development with ground floor retail and commercial to the upper levels; and
- **Stage 2:** includes the sites 471, 475-477, 481, 483, 485, 487, 489, 491, 493 Princes Highway 6 and 14 Geeves Avenue. The stage incorporates half of the through site link (6m) and one of the landmark building for the precinct.

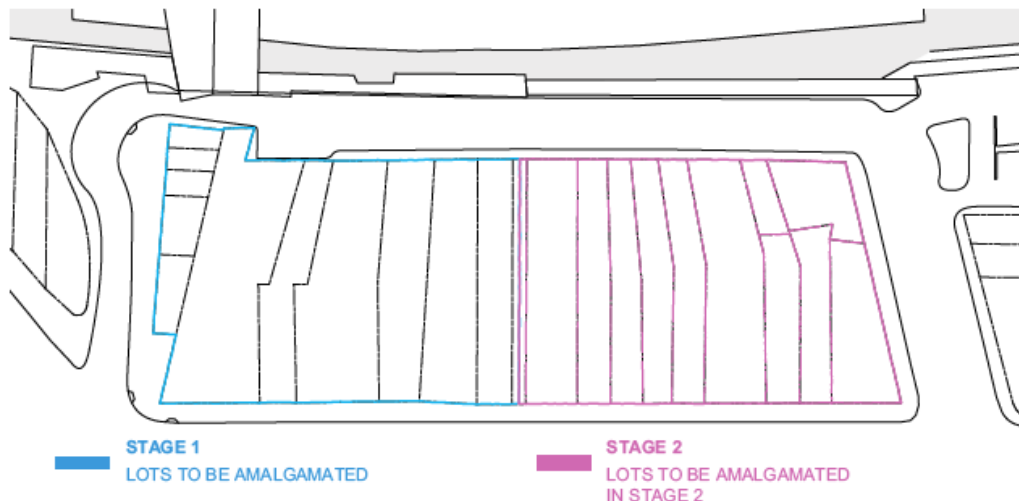


Figure 14: Amalgamation patterns

It is anticipated that Stage 2 will be the subject of its own separate development application. Stage 1 will also be the subject of its own development application and will relate to the sites located at 507, 509 and 513-517 Princes Highway and 14 – 18 Tramway Arcade. Stage 1 will be the first to be redeveloped. While the development of the precinct will require a certain degree of coordination between landowners, the concept scheme allows a number of landowners to come together and develop their lots independently, yet ensures a single integrated development in accordance with the Rockdale Town Centre Masterplan.

It is noted that each site would achieve the minimum 1,500m² site area required for achieving the additional 12m height under Clause 4.3 (2A) of the LEP 2011.

Traffic and Parking

A Transport Study (31 October 2017) and three addendum letters (1 March 2018, 17 December 2018 and 1 July 2020) have been prepared by GTA to accompany the proposal (**Appendix 2**) which considers the existing traffic and parking conditions, suitability of the proposed parking, traffic generation and impact of the planning proposal on the surrounding road network.

Traffic generation

Traffic generation estimates for the land uses that form the planning proposal are based on the Roads and Maritime Guide to Traffic Generating Developments 2002 and Roads and Maritime Technical Direction 2013/04a (TDT 2013/4a). Under the planning proposal controls the site is expected to generate up to 126 vehicle movements in AM peak hour and 117 vehicle movements in PM peak hour. This increase in traffic is considered minimal and is unlikely to have a substantial impact on the operation of the existing intersections.

A 2021 base model has been analysed and shows that the intersection of Geeves Avenue/Princes Highway in the PM peak and the intersection of Princes Highway/ Bay Street/Seven Ways/Tramway Arcade in both AM and PM peaks would be operating near capacity.

GTA has also undertaken further traffic modelling and by 2031 the existing road network will be operating near over capacity without the development, adding any development will further impact the network.

Table 2 in the GTA addendum letter (1 March 2018) indicates that in the PM peak particularly the intersection of Princes Highway/Geeves Avenue adjacent to the development will be operating near or at capacity in 2031. During AM peak the intersection of Princes Highway/Bay Street/The Seven Ways/Tramway Arcade will be operating over capacity. As the road network is operating near or over capacity without the development, adding any development traffic impacts the operation.

However, the NSW Government is progressing the development of the F6 Extension Stage 1, which will provide connection from Southern Sydney to the wider Sydney network and improve travel times and ease congestion on the local road network. Stage 1 will assist in the reduction of traffic congestion particularly on the Princes Highway through Arncliffe, Rockdale, Banksia and the Grand Parade, Brighton Le Sands. Based on this it is expected that by 2031 traffic volumes on the Princes Highway will have reduced and therefore the road network surrounding the site will be improved from that projected in the modelling results.

In considering cumulative impacts for potential developments also accessing Geeves Avenue, based on the traffic report by Varga Traffic Planning Pty Ltd for 433-439 Princes Highway, there is not expected to be any net increase in traffic from the planning proposal at this site. It has therefore also been assumed that the development of the sites from 441-467 Princes Highway would not result in any net increase in traffic generation through the intersection of Geeves Avenue and the Princes Highway.

Overall, the operation of the surrounding existing intersections are unlikely to be substantially impacted, however the Transport Study suggests minor improvements to the lane configuration on the Geeves Avenue approach to the Princes Highway for efficient intersection operation. The proposal includes the removal of six (time restricted) on street car parking spaces and two loading zones along Geeves Avenue which would improve the overall performance of the Geeves Avenue and Princes Highway intersection and would improve sight lines to the ultimate access point along Greeves Avenue.

Car parking

The residential parking rates have been calculated in accordance with the RMS Metropolitan Sub-Regional Centre rates (RMS rates). In accordance with the RMS rates, the proposal is required to provide 267 residential spaces.

In relation to the retail/commercial car parking, the proposed quantity of retail parking has been calculated in accordance with the preferred rate nominated by Council of 1 space per 140 square metres of retail. In light of this, the proposal is required to provide 14 retail spaces.

The commercial parking rates have been calculated in accordance with the RMS Metropolitan Sub-Regional Centre rates which necessitates that commercial parking space be provided at a rate of 1 per 40 square metres. This amounts to a total of 9 spaces.

As addressed in the Transport Addendum Letter prepared by GTA Consultants dated 1 July 2020, the proposed parking rates are entirely consistent with the aforementioned requirements.

Vehicle access

The recommended access point for ultimate development in the precinct consists of a single two-way driveway from Geeves Avenue at the northern end of the site. This access would connect through to a centralised loading dock and parking areas for the entire precinct.

Only one temporary access point is to be provided along western end of Geeves Avenue for both Stage 1 and Stage 2. The temporary access point for Stages 1 and 2 would be adjacent to the bus interchange but is not expected to negatively impact the operation of the interchange or

pedestrian flow to the train station. Once developed only one access point will be proposed along the northern edge of Geeves Avenue.

Pedestrian access

Analysis of the pedestrian surveys show that there is a high demand for pedestrian access from the Rockdale Station through Tramway Arcade to the Princes Highway. The proposal will create a better pedestrian environment by widening the through site link and ensuring it aligns with key destinations including King Street. Furthermore, the proposal will facilitate a better experience for pedestrians with the widening of the footpaths.

Aeronautical

Rockdale is located within close proximity to Sydney's Kingsford Smith Airport. To ensure the safe operation of aircrafts, limitations have been placed on the heights of buildings within designated flight paths.

The site is subject to an Obstacle Limitation Surface (OLS) - Inner Horizontal Surface of 51m Australian Height Datum (AHD) and Air Navigation Services - Aircraft Operations Surface (PANS-OPS) of 54.9m AHD.

Additionally, development with a height of 15.24m AHD or greater must be referred to Sydney Airport Corporation Limited (SACL).

The planning proposal seeks to amend the Rockdale LEP 2011, to allow for the construction of a mixed use development to a maximum height of RL54.9 (or 39m). The concept scheme as detailed in the Urban Design Report assumes utilisation of this additional height and proposes a height of 38.9m (or RL54.87).

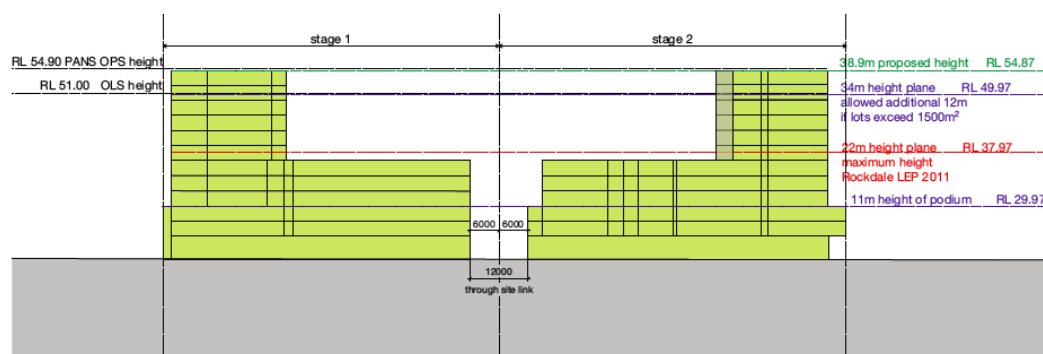


Figure 15: OLS and PANS-OPS

While the proposed maximum height of buildings will sit above the OLS, there are a number of proposed residential developments within the Rockdale Town Centre which have penetrated the OLS. For instance, 564 Princes Highway (RL52.75) and 3-7 Keats Avenue (RL of 53.75) have been able to penetrate the OLS height and is of a similar height to the proposal.

Given the proposal will penetrate the OLS, permission is required from SACL and it is anticipated that SACL will be consulted as part of statutory exhibition.

It is noted that the PANS-OPS however we note that there will be strict controls surrounding the heights of the cranes during construction.

C3 How has the planning proposal adequately addressed any social and economic effects?

Economic Impacts

An Economic Assessment has been prepared by AEC to accompany the proposal, refer to **Appendix 3**. The assessment has identified the following key economic impacts associated with the proposal:

- The construction phase associated with the development is expected to support the following economic activity within the Bayside LGA through direct and flow-on impacts:
 - \$121.5 million in additional output.
 - \$44.6 million in contribution to Gross Regional Product (GRP).
 - \$27.6 million in incomes and salaries.
 - 354 full time equivalent jobs, including 99 direct jobs.
- Once established and achieving steady state operations, the precinct is expected to continue to make a significant contribution to the local economy. Ongoing operations are estimated to support the following (direct and flow-on) economic activity on an ongoing annual basis:
 - \$111.6 million in output.
 - \$58.7 million contribution to Gross Regional Product.
 - \$35 million in incomes and salaries.
 - 446 full time equivalent jobs, including 196 direct jobs.

By retaining the B2 Local Centre zone the retail component at the Rockdale Transport Interchange, the proposal will increase the operational jobs from 196 to 446 and will create 354 jobs during construction (note this is based on 4,425 sq.m. of retail floorspace and 968 sq.m. of commercial floorspace).

Social Impacts

The proposal will have positive social impacts in that it will:

- Support the integration of land use and transport planning resulting in positive public benefit;
- Enable improvements of the public domain with a high quality mixed use precinct with extensive ground level activation, a pedestrian through link and widening of the footpaths;
- Improve the quality of built form along Geeves Avenue and Princes Highway by encouraging construction of new mixed use development with active frontages and with residential amenity consistent with SEPP 65;
- Increase pedestrian activity in Rockdale Town Centre and improve the vitality and vibrancy of the Centre while creating opportunities for new development utilising the principles of Crime Prevention Through Environmental Design;
- Increase employment opportunities with the creation of additional retail and commercial floor space;
- Increase housing choice for the area with the potential to provide affordable housing; and
- Set a suitable building envelope, which will allow further consideration of overshadowing and amenity impacts as part of the future detailed design and development of the site to ensure the development does not unreasonably overshadow neighbours.

D1 Is there adequate public infrastructure for the planning proposal?

The site is located in an existing urban area with good access to public transport and other infrastructure. The site is strategic in nature and a holistic approach to site planning and development is required to ensure proper integration of land use and transport.

It is proposed that the ongoing dialogue is maintained with Transport for NSW and Roads and Maritime Services throughout the course of the plan making process to ensure suitable outcome is achieved within the 'transport interchange precinct'.

In general, the planning proposal will result in the provision of new public infrastructure including a through site link and public domain upgrades. It is anticipated that other improvements to infrastructure can be dealt with as part of future development application process through developer contributions.

D2 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of Transport for NSW and Roads and Maritime Services have been obtained throughout the course of this process, to seek advice,

feedback and review to ensure traffic and transport issues have been adequately addressed (refer to **Appendix 4**).

At this stage, the views of other State and Commonwealth public authorities have not been obtained. Following a Gateway determination further consultation will be undertaken with relevant State or Commonwealth authorities.

Part 4 – Mapping

Refer to Table 7 for an outline of the changes to the LEP maps and Figures 15 and 16 which illustrate the proposed amendments. Specifically, the Height of Buildings Map and Floor Space Ratio Map are proposed to be modified by this planning proposal, refer to **Appendix 6** for complete maps.

Table 9 – Proposed Map Amendments

Map Tile No.	Existing	Proposed
HOB_004	Base HOB of 22m and designated in 'Area A'	Increase the base HOB to 27m and retain 'Area A' designation.
FSR_004	Base FSR of 2:1 and designated in 'Area A'	Remove the base FSR and 'Area A' designation.

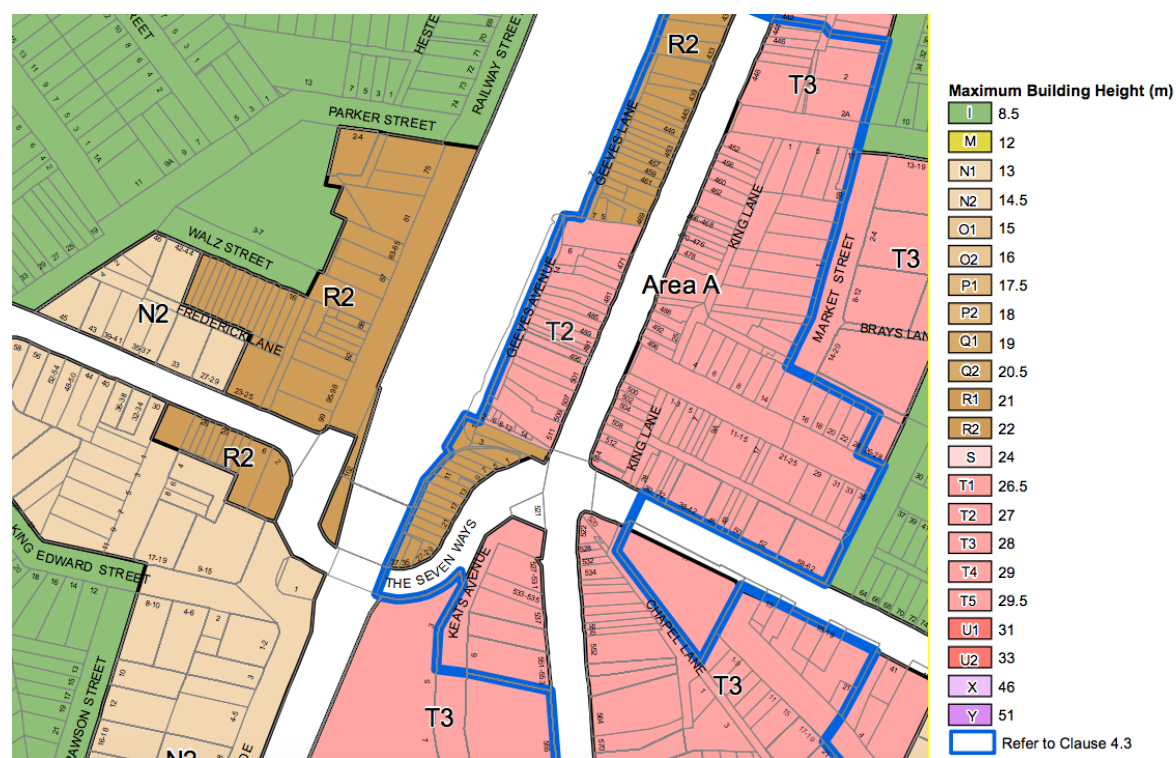


Figure 16: Proposed Height of Buildings Map



Figure 17: Proposed Floor Space Ratio Map

Part 5 - Community Consultation

The Planning Proposal will be placed on public exhibition in accordance with the Gateway Determination, should the Department of Planning and Environment support the proposal.

A comprehensive engagement strategy will be prepared by Council which would include the following mechanisms:

- Advertisement in a local newspaper – St George and Sutherland Leader;
- Notification letters to relevant State Agencies and other authorities nominated by the Department;
- Notification (via letter) to land holders and occupants of properties within and adjoining the Planning Proposal area;
- Advertising and exhibiting the Planning Proposal on Council's website;
- Exhibiting the Planning Proposal at Bayside Council's Customer Services Centre, Rockdale Customer Service Centre, 444 - 446 Princes Highway, Rockdale; and
- Undertaking any other consultation methods appropriate for the proposal.

Part 6 – Project Timeline

Table 8 below provides a proposed timeframe for the project.

Table 10 – Approximate Project Timeline

Task	Timing
Date of Gateway determination	Early April 2021
Anticipated timeframe for the completion of required technical information	No additional work anticipated
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	April 2021
Commencement and completion dates for public exhibition period	May/June 2021
Dates for public hearing (if required)	Not applicable
Timeframe for consideration of submissions	June/July 2021
Timeframe for the consideration of a PP following exhibition	July/August 2021
Consideration of PP by Council (Council Meeting)	October 2021
Date of submission to the department to finalise the LEP	October 2021
Anticipated date RPA will make the plan (if delegated) or Anticipated date RPA will forward to the department for notification	November 2021
Anticipated publication date	November/December 2021