

# **Draft Planning Proposal**

## **Amendment 1 to Bayside Local Environmental Plan 2021:**

### **Public Spaces Legacy Program – Accelerated Medium Term Housing Supply**



10 June 2021

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<b>Version 1.0 – 6 May 2021</b>	For Bayside Local Planning Panel Meeting 20 May 2021
<b>Version 2.0 – 10 June 2021</b>	Post-Council Resolution 9 June 2021 (Request for Gateway)

## **Introduction**

This Draft Planning Proposal explains the intended effect of, and justification, for the proposed acceleration of the medium term housing supply within the Bayside Local Government Area (LGA). The Draft Planning Proposal is aligned with the Department of Planning, Industry and Environment's (DPIE) Public Spaces Legacy Program (PSLP). Medium term housing supply projections and dwelling targets have been identified in the Bayside Local Housing Strategy (Bayside LHS), and Bayside Local Strategic Planning Statement (Bayside LSPS), which collectively form part of the evidence base for this Draft Planning Proposal.

This Draft Planning Proposal has been prepared in accordance with Section 3.34 of the *Environmental Planning and Assessment Act 1979* and the NSW Department of Planning, Industry and Environment's 'A Guide to Preparing Draft Planning Proposals' (December 2018) and 'A Guide to Preparing Local Environmental Plans' (December 2018).

## **Background**

On 5 August 2020, the DPIE invited Bayside Council to apply for a Grant under the PSLP.

The PSLP is a NSW Government initiative to invest \$250 million in new and improved public open space project across NSW. It is available to councils that can implement a program to accelerate the assessment of Development Applications and Draft Planning Proposals.

The objectives of the program are to:

- Accelerate development assessment and Draft Planning Proposal processes
- Bring forward construction and the opportunity for jobs and economic activity in the short to medium term
- Support investment in the creation of high-quality public and open spaces to create a lasting community benefit, and
- Address critical open space shortfalls and improve the quality of existing public and open spaces.

On 27 August 2020, Council made an application to the DPIE for a Grant of \$5.5 million under the PSLP, to be allocated to two open space projects within the Bayside LGA.

The DPIE wrote to Council on 6 November 2020 advising that Council's application was successful.

This Draft Planning Proposal has been prepared in partial fulfilment of the PSLP, by facilitating the accelerated delivery of Bayside's 6-10 year medium term housing supply.

### Draft Bayside LEP 2021

The NSW Department of Planning, Industry and Environment have informed Bayside Council that notification of the draft Bayside Local Environmental Plan 2021 (BLEP 2021) is likely to occur by 30 June 2021

The timeline for completion of the Draft Planning Proposal would see it form Amendment 1 to the BLEP 2021.

## **Site location and context**

There are two investigation areas subject to the Draft Planning Proposal:

- Rockdale Town Centre; and
- Walz Street.

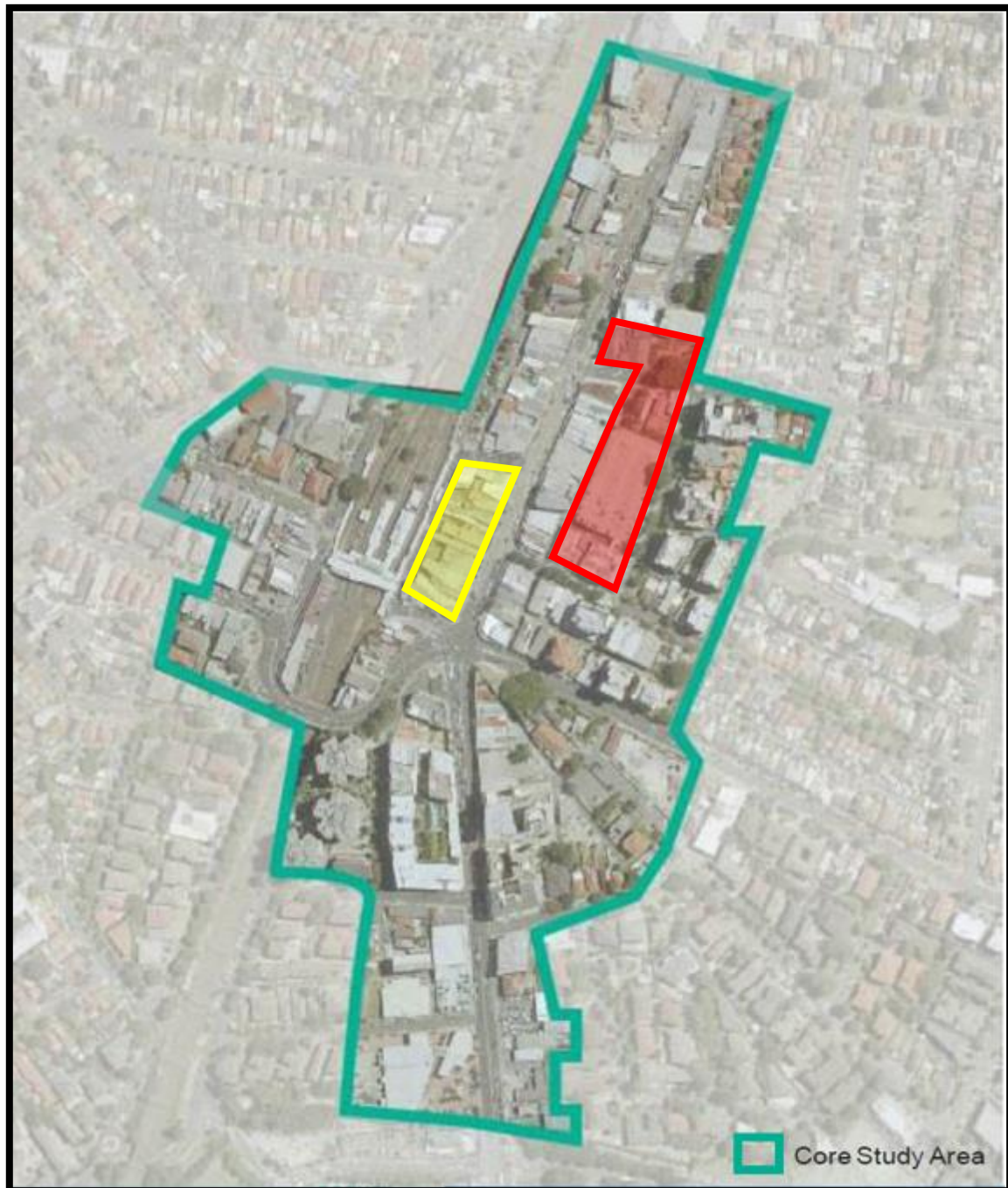
### Rockdale Town Centre Investigation Area

The Rockdale Town Centre Masterplan 2012 (RTCMP) established a vision for the Rockdale Town Centre, and was adopted by the former Rockdale City Council on 5 December 2012.

The outcomes of the RTCMP were integrated into the Rockdale Local Environmental Plan 2011 (RLEP 2011) and Rockdale Development Control Plan 2011 (RDCP 2011).

This Draft Planning Proposal implements the recommendations of a review of existing planning controls applying to the RTCMP area.

This Draft Planning Proposal applies to the RTCMP area, which is shown outlined in bold green in **Figure 1** below.



**Figure 1:** RTCMP Area (bold green); Rockdale Transport Interchange Precinct Draft Planning Proposal site (bold yellow); and the Civic Precinct (bold red)  
(Source: Bayside Council)

Amendments to the RLEP 2011 that arose from the RTCMP adopted a B2 Local Centre zone, which were applied along the T4 Illawarra and Eastern Suburbs rail, and Princes Highway road, corridors, and generally around the Rockdale Transport Interchange Precinct, the intersection of Bay Street, The Seven Ways and the Princes Highway, immediately south of Rockdale Railway Station.

The Princes Highway, Bay Street, Frederick Street and The Seven Ways are identified as Classified Roads in the *NSW Roads and Maritime Services Schedule of Classified Roads*.

The RTCMP area has a subdivision pattern comprising predominantly narrow lots containing 1-2 storey commercial tenancies, interspersed with recently redeveloped sites containing shop top housing up to 12-storeys in height.

There are two areas that are excluded from this Draft Planning Proposal:

*Civic Precinct:*

The Civic Precinct is shown outlined in bold red in **Figure 1**, above. This area is excluded from this Draft Planning Proposal because it includes a combination of Council-owned and privately-owned land, and requires further detailed investigations to be carried out which will take more time than is allowed by the State Government for the Draft Planning Proposal (due to funding arrangement deadlines).

*Rockdale Transport Interchange Precinct:*

The Rockdale Transport Interchange Precinct is shown outlined in bold yellow in **Figure 1**, above and is currently the subject of a separate Draft Planning Proposal that proposes to amend the Draft Bayside LEP 2021 in the following manner:

- A 5m increase in the applicable maximum height of building (HOB) development standard in the *Rockdale Local Environmental Plan 2011* (Draft Bayside LEP 2021) from 22 m to 27m. Along with the height incentive which applies to the area, which allow an additional 12m of height for sites with an area of at least 1,500sq.m (allowed under clause 4.3(2A)), the proposed amendment would allow for a maximum building height of 39m (approximately RL55m); and
- Removal of the existing maximum Floor Space Ratio control from the land in keeping with the strategy applied throughout the remainder of the Rockdale Town Centre area.

Council recently resolved to forward the Draft Planning Proposal for the Rockdale Transport Interchange Precinct to the DPIE for Gateway determination.

Walz Street Investigation Area

The Walz Street Investigation Area is outlined in bold red in **Figure 2**, situated to the west of Rockdale Railway Station and within the broader RTCMP area shown outlined in bold green in **Figure 2**.



**Figure 2:** RTCMP Area (bold green) and the Walz Street Investigation Area (bold red)  
(Source: Bayside Council)

An aerial photograph of the Walz Street Investigation Area is shown outlined in bold red in **Figure 3**:





**Figure 3: Walz Street Investigation Area (red bold)**  
(Source: Bayside Council)

The RTCMP provides the following description of the precinct:

*'This precinct comprises land zoned B2 Local Centre at the section of Railway Street at Frederick Street and extending north through Walz Street to Parker Street. The subdivision pattern combines small shop lots with larger sized lots. Whilst the predominant building height in the precinct is two storeys, the maximum building height is 20.5 metres in Draft Bayside LEP 2021.'*

The Walz Street Investigation Area is located in close proximity to a heritage item of State significance (Item I361), namely, the 'Brick buildings on platforms, signal box and overhead booking office' at Rockdale Railway Station; and two items of local heritage significance, namely, 'St Joseph's Convent' (Item I362) at Nos. 3-11 Walz Street, Rockdale and item I360 the 'Rockdale School of Arts (Guild Theatre)' at No. 87 Railway Street, Rockdale.

The topography of the investigation area slopes gently from north-west to south-east with a gradient of approximately 3.5%. A more pronounced fall is evident toward the rear of Nos 2-26 Frederick Street where the site is flood affected.

The investigation area is affected by the Obstacle Limitation Surface for Sydney Airport, being a reduced level of 51 metres above Australian Height Datum.

## **Part 1 - Objectives or Intended Outcomes**

The Draft Planning Proposal has been initiated as a result of Council's successful application to DPIE for inclusion in the PSLP.

The objective of this Draft Planning Proposal is to assist the medium term housing supply for the Bayside LGA (as outlined in the Bayside LHS and Bayside LSPS) to be realised. The provision of this additional housing supply is proposed to be achieved by amending development standards and zoning within both investigation areas that are the subject of this Draft Planning Proposal:

- RTCMP area
- Walz Street



## Part 2 - Explanation of Provisions

This Draft Planning Proposal will achieve the objective of accelerating medium term housing supply within the Bayside LGA by amending zoning and development standards within each investigation area.

A summary of the proposed controls for the investigation areas are included in **Table 1**, below:

**Table 1 – Proposed Zoning & Controls for each Investigation Area**

Investigation Area	Proposed Zones and Development Standards
<b>Rockdale Town Centre Masterplan Area</b>	<ul style="list-style-type: none"> <li>Amend the Height of Buildings Map - Sheet HOB_005 by: <ul style="list-style-type: none"> <li>Re-mapping 'Area 1' to apply to the 'Civic Precinct' and 'Rockdale Transport Interchange Precinct' Draft Planning Proposal sites.</li> <li>Applying the following heights for areas currently mapped 'Area 1' (excluding the Civic Precinct and Rockdale Transport Interchange Precinct sites): <ul style="list-style-type: none"> <li>U4 – 34 metres (currently R2 – 22 metres)</li> <li>V3 – 40 metres (currently T5 – 28 metres)</li> </ul> </li> </ul> </li> <li>Amend the Design Excellence Map – Sheet DEX_005 by: <ul style="list-style-type: none"> <li>Mapping Rockdale Town Centre (including the area west of Rockdale railway station)</li> </ul> </li> </ul>
<b>Walz Street</b>	<ul style="list-style-type: none"> <li>Amend the Height of Buildings Map - Sheet HOB_005 by increasing the maximum building height from 22 metres to: <ul style="list-style-type: none"> <li>T1 – 25 metres</li> <li>T5 – 28 metres</li> <li>T8 – 30 metres (new category)</li> </ul> </li> <li>Amend the Land Reservation Acquisition Map – Sheet LRA_005 by: <ul style="list-style-type: none"> <li>Mapping Nos 3 and 5 Watkin Street for the purposes of Local Open Space (RE1)</li> </ul> </li> <li>Amend the Land Zoning Map – Sheet LZN_005 by: <ul style="list-style-type: none"> <li>Rezoning Nos 3 and 5 Watkin Street from R2 Low Density Residential to RE1 Public Recreation</li> </ul> </li> </ul>

This PP is supported by the following technical documentation:

- Flooding
- Traffic

The above studies confirm that the PP can be achieved with an acceptable level of impact and will in fact result in significant renewal and opportunities to complement Rockdale Town Centre.

## Part 3 – Justification

### A Need for the Draft Planning Proposal

#### Q1 Is the Draft Planning Proposal a result of any strategic study or report?

This Draft Planning Proposal has been prepared in response to the successful PSLP application that has been supported by DPIE, to accelerate the medium term housing supply within Bayside LGA. The amendment will form the first significant amendment to the Draft Bayside LEP 2021, as it will enable the provision of additional dwellings to meet the medium term (6-10 year) housing supply requirements.

The Draft Planning Proposal has been informed by the Bayside LSPS and Bayside LHS, and also aims to implement the relevant priorities of Council's Community Strategic Plan: Bayside 2030.

A detailed assessment of how the Draft Planning Proposal responds to the broader strategic planning framework, including the Bayside LSPS, is included in this report.

Detailed technical studies in relation to urban design, flooding, and traffic impacts have been prepared to support this Draft Planning Proposal.

#### Q2 Is the Draft Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Bayside Council has prepared information for consideration by DPIE regarding dwelling completions (based on Sydney Water data required for Occupation Certificates), rate of uptake, current Draft Planning Proposals and Development Applications. The Draft Planning Proposal will ensure that the Draft Bayside LEP 2021 makes provision for housing supply in the 2021-2026 period, in accordance with the relevant strategic planning framework.

### B Relationship to strategic planning framework

#### Q3 Is the Draft Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Draft Planning Proposal is consistent with the objectives and actions of the *Greater Sydney Region Plan: A Metropolis of Three Cities* (GSRP) and the *Eastern City District Plan* (ECDP). **Table 2** below provides an assessment of this Draft Planning Proposal against the GSRP:

**Table 2 –Consistency with the GSRP**

Directions	Objectives	Consistency
Infrastructure and collaboration		
1. A city supported by infrastructure	<b>Objective 1:</b> Infrastructure supports the three cities	<u>RTCMP Area</u> This Draft Planning Proposal proposes to support the redevelopment of Rockdale Town Centre via amendments to existing planning controls to B2 zone land within walking distance of Rockdale railway station and transport interchange. This Draft Planning Proposal will not result in additional demand on existing infrastructure provision.

		<p><u>Walz Street</u></p> <p>The Draft Planning Proposal proposes to intensify residential development within walking distance of Rockdale railway station, supporting the delivery of the 30-minute city. The proposed uplift is anticipated to be able to be supported by existing and proposed infrastructure in this area.</p>
	<p><b>Objective 2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact</p>	<p><u>RTCMP Area</u></p> <p>This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the Rockdale Town Centre Masterplan.</p> <p><u>Walz Street</u></p> <p>This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the Rockdale Town Centre Masterplan.</p>
	<p><b>Objective 3:</b> Infrastructure adapts to meet future needs</p>	<p><u>RTCMP Area</u></p> <p>Council is in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for any additional social infrastructure needs in the locality; and is also preparing a consolidated Bayside Contributions Plan to deliver any additional infrastructure required into the future, noting that this Draft Planning Proposal does not propose additional density of development for the RTCMP area.</p> <p><u>Walz Street</u></p> <p>Council is in the process of finalising the draft Social Infrastructure Strategy, which will provide the evidence base for any additional social infrastructure needs in the locality; and is also preparing a consolidated Bayside Contributions Plan to deliver any additional infrastructure required.</p>
	<p><b>Objective 4:</b> Infrastructure use is optimised</p>	<p><u>RTCMP Area</u></p> <p>This Draft Planning Proposal will optimise public transport use given that this Draft Planning Proposal is located within</p>

		<p>walking distance of Rockdale railway station and transport interchange.</p> <p><u>Walz Street</u> This Draft Planning Proposal will optimise public transport use given that Draft Planning Proposal site is located within walking distance of Rockdale railway station and transport interchange.</p>
<b>2. A collaborative city</b>	<p><b>Objective 5:</b> Benefits of growth realised by collaboration of governments, community and business</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan.</p> <p><u>Walz Street</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan.</p>
<b>Liveability</b>		
<b>3. A city for people</b>	<p><b>Objective 6:</b> Services and infrastructure meet communities' changing needs</p>	<p><u>RTCMP Area</u> Council is in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for additional social infrastructure needs in Rockdale Town Centre and broader Bayside LGA into the future, noting that this Draft Planning Proposal does not propose to increase density of development in the RTCMP Area.</p> <p><u>Walz Street</u> Council is in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for additional social infrastructure needs in the locality.</p>
	<p><b>Objective 7:</b> Communities are healthy, resilient and socially connected</p>	<p><u>RTCMP Area</u> Rockdale Town Centre contains banks, shops, commercial services, community and recreational facilities, and other services. Council is in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for additional social infrastructure needs in Rockdale Town Centre and broader Bayside LGA, noting that this Draft Planning Proposal does not propose to</p>

		<p>increase density of development in the RTCMP Area.</p> <p><u>Walz Street</u> The Draft Planning Proposal proposes to intensify residential development within the broader Rockdale Town Centre, which contains banks, shops, commercial services, community and recreational facilities.</p>
	<p><b>Objective 8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods.</p>	<p>The details of Bayside Council's Telephone Interpreter Services are included on the notification letters sent to the community during the community consultation phases of this Draft Planning Proposal.</p>
	<p><b>Objective 9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation</p>	<p>Whilst unrelated to the Draft Planning Proposal, Bayside Council promotes opportunity for cultural and artistic expression through various events and policies.</p>
4. Housing the city	<p><b>Objective 10:</b> Greater housing supply</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal has been prepared to accelerate the delivery of housing supply in areas identified by the Bayside LSPS and Bayside LHS by amending planning controls to potentiate further re-development of the centre.</p> <p><u>Walz Street</u> This Draft Planning Proposal has been prepared to accelerate the delivery of housing supply in accordance with the Bayside LSPS and Bayside LHS.</p>
	<p><b>Objective 11:</b> Housing is more diverse and affordable</p>	<p><u>RTCMP Area and Walz Street:</u> The Local Housing Strategy contains actions for Council to develop an Affordable Housing Strategy, Contributions Scheme and Voluntary Planning Agreement Policy to help meet current and forecast need across the LGA.</p>
5. A city of great places	<p><b>Objective 12:</b> Great places that bring people together</p>	<p><u>RTCMP Area</u> The objective of this Draft Planning Proposal is to review the planning controls for the Rockdale Town Centre with the aim of realising the community's vision for the centre established by the Rockdale Town Centre Master Plan 2012. Details of the proposed changes to controls are provided in the Urban Design Report.</p> <p>A site-specific draft DCP is being prepared for the proposed amendments, to include controls to ensure amenity is achieved for future development.</p>



		<p><u>Walz Street</u></p> <p>This objective outlines that “Through place-based planning the mechanisms for delivering public benefits can be agreed early in the planning process”. This area has been identified for investigation or uplift, therefore has been subject to place-based planning to ensure future residents have adequate access to transport, shops and open space.</p> <p>A site-specific draft DCP is being prepared for the proposed amendments, to include controls to ensure amenity is achieved for future development.</p>
	<p><b>Objective 13:</b> Environmental heritage is conserved and enhanced</p>	<p><u>RTCMP Area</u></p> <p>The Draft Bayside LEP 2021 currently contains clause 5.10—Heritage conservation which requires any future Development Application (DA) to consider and manage heritage impacts. In addition, a site-specific DCP is being prepared to support the amendments to provide controls to mitigate impacts on heritage items.</p> <p>The Draft Planning Proposal is also consistent with Ministerial Direction – 2.3 Heritage Conservation.</p> <p><u>Walz Street</u></p> <p>The Draft Planning Proposal is located in close proximity to a heritage item of State significance (Item I361), namely, the ‘Brick buildings on platforms, signal box and overhead booking office’ at Rockdale Railway Station and two items of local heritage significance, namely, St Joseph’s Convent (Item I362) at Nos. 3-11 Walz Street, Rockdale and item I360 the ‘Rockdale School of Arts (Guild Theatre)’ at No. 87 Railway Street, Rockdale.</p> <p>The Draft Bayside LEP 2021 currently contains clause 5.10—Heritage conservation which requires any future Development Application (DA) to consider and manage heritage impacts. In addition, a Site-specific DCP is being prepared in support of the proposed amendments to provide controls to mitigate impacts on heritage items.</p> <p>The Draft Planning Proposal is also consistent with Ministerial Direction – 2.3 Heritage Conservation.</p>
<b>Productivity</b>		
<p><b>6. A well connected city</b></p>	<p><b>Objective 14:</b> A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities</p>	<p><u>RTCMP Area</u></p> <p>This Draft Planning Proposal is consistent with this objective as it seeks to support the delivery of residential development within a local centre and within walking distance of Rockdale railway station and transport interchange.</p>

		<p><u>Walz Street</u> This Draft Planning Proposal is consistent with the objective as it seeks to intensify residential development within a local centre and immediately adjacent to Rockdale station and transport interchange.</p>
	<p><b>Objective 15:</b> The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal will not have any significant impact on the Eastern economic corridor given the nature of the proposed amendments.</p> <p><u>Walz Street</u> The scale of this Draft Planning Proposal will not significantly impact the Eastern economic corridor.</p>
	<p><b>Objective 16:</b> Freight and logistics network is competitive and efficient</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal will not have any significant impact on the Eastern economic corridor given the nature of the proposed amendments.</p> <p><u>Walz Street</u> The scale of this Draft Planning Proposal will not significantly impact the Eastern economic corridor.</p>
	<p><b>Objective 17:</b> Regional transport is integrated with land use</p>	<p>The investigation areas are not located within land affected by a potential long-term regional transport connection.</p>
<b>7. Jobs and skills for the city</b>	<p><b>Objective 18:</b> Harbour CBD is stronger and more competitive</p>	<p>This objective is not relevant to this Draft Planning Proposal.</p>
	<p><b>Objective 19:</b> Greater Parramatta is stronger and better connected</p>	<p>This objective is not relevant to this Draft Planning Proposal.</p>
	<p><b>Objective 20:</b> Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</p>	<p>This objective is not relevant to this Draft Planning Proposal.</p>
	<p><b>Objective 21:</b> Internationally competitive health, education, research and innovation precincts</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan.</p>

		<p><u>Walz Street</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan.</p>
	<p><b>Objective 22:</b> Investment and business activity in centres</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal will retain B2 Local Centre zoned land. It is intended that the amended planning controls will facilitate the redevelopment potential of sites within Rockdale Town Centre in an economic and orderly manner.</p> <p><u>Walz Street</u> This Draft Planning Proposal will intensify existing B2 Local Centre zoned land, providing opportunities for investment and business activity within Rockdale Town Centre.</p>
	<p><b>Objective 23:</b> Industrial and urban services land is planned, protected and managed</p>	<p>The Draft Planning Proposal does not alter industrial or urban services land.</p>
	<p><b>Objective 24:</b> Economic sectors are targeted for success</p>	<p><u>RTCMP Area</u> Tourist and Visitor accommodation is a permissible land use in the B2 Local Centre zone. Retaining the B2 Local Centre zone can support tourism, a targeted industry sector.</p> <p><u>Walz Street</u> Tourist and Visitor accommodation is a permissible land use in the B2 Local Centre zone. Retaining the B2 Local Centre zone can support tourism, a targeted industry sector.</p>
<b>Sustainability</b>		
<p><b>8. A city in landscape</b></p>	<p><b>Objective 25:</b> The coast and waterways are protected and healthier</p>	<p><u>RTCMP Area</u> The Draft Bayside LEP 2021 contains provisions in relation to management of Acid Sulphate Soils while the Draft Bayside DCP 2021 and accompanying technical guidelines provide controls in relation to management of stormwater run off for any future DA to address.</p> <p><u>Walz Street</u> The Draft Bayside LEP 2021 contains provisions in relation to management of Acid Sulphate Soils while the Draft Bayside DCP 2021 and accompanying technical guidelines provide controls in</p>

		relation to management of stormwater run off for any future DA to address.
	<b>Objective 26:</b> A cool and green parkland city in the South Creek corridor	This objective is not relevant to this Draft Planning Proposal.
	<b>Objective 27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced	There are no areas of biodiversity significance or urban bushland in the Investigation Areas.
	<b>Objective 28:</b> Scenic and cultural landscapes are protected	<u>RTCMP Area</u> The Draft Bayside DCP 2021 provides requirements for protection of view corridors that any future DA will need to address.  <u>Walz Street</u> The Draft Bayside DCP 2021 provides requirements for protection of view corridors that any future DA will need to address.
	<b>Objective 29:</b> Environmental, social and economic values in rural areas are maintained and enhanced	This objective is not relevant to this Draft Planning Proposal.
	<b>Objective 30:</b> Urban tree canopy cover is increased	<u>RTCMP Area</u> The Site-specific DCP being prepared to support the proposed amendments, and the Rockdale Town Centre Public Domain Plan, will specify requirements for the provision of trees, that any future DA will need to consider.  <u>Walz Street</u> The Site-specific DCP being prepared to support the proposed amendments, and the Rockdale Town Centre Public Domain Plan, will specify requirements for the provision of trees, that any future DA will need to consider.
	<b>Objective 31:</b> Public open space is accessible, protected and enhanced	<u>RTCMP Area</u> Whilst it is noted that this Draft Planning Proposal does not propose to intensify residential density within Rockdale Town Centre, enhancement of public open space is a key objective of the Rockdale Town Centre Master Plan 2012, which notes the following about public open space:  <i>'Although there are limited public open space areas within the Town Centre, some existing open spaces have more potential. The well maintained Council forecourt garden, the emerging outdoor dining/ cafe atmosphere in King Street Place and the existing laneway network can be further enhanced and integrated into pedestrian linkages to make the Town Centre more accessible attractive.'</i>

		<p>As per the Land Reservation Acquisition Map in the Draft Bayside LEP 2021, Council is proposing to acquire approximately 1,500 sqm of local open space within Rockdale Town Centre at King Lane, Market and Bryant Streets. To date, Council has acquired four of the five lots required to deliver the Town Square.</p> <p>Council is also investigating opportunities to provide open space within 200 metres for all residents in high density areas via the implementation of an Open Space Needs Analysis to be based on the evidence base provided in the draft Social Infrastructure Strategy.</p> <p>Residents are able to use public transport from the Rockdale railway station and transport interchange, which provides bus and train connections to Rockdale Park and Brighton Le Sands and other regional open spaces.</p> <p><u>Walz Street</u> Open space of approximately 500sqm in area is located at the intersection of Ferrier Street and Watkin Street is within 200 metres walking distance of the Walz Street investigation area.</p> <p>Council proposes to acquire Nos 3 and 5 Watkin Street to provide a more substantial area of open space of approximately 1800sqm.</p>
	<p><b>Objective 32:</b> The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p><u>RTCMP Area</u> The Draft Bayside DCP 2021 as amended by this Draft Planning Proposal is to include provisions to encourage walking and cycling to facilitate connections to the Green Grid.</p> <p><u>Walz Street</u> The Draft Bayside DCP 2021 as amended by this Draft Planning Proposal is to include provisions to encourage walking and cycling to facilitate connections to the Green Grid.</p>
<p><b>9. An efficient city</b></p>	<p><b>Objective 33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p><b>Objective 34:</b> Energy and water flows are captured, used and re-used</p>	<p>Any future DA will need to address the controls contained in the Draft Bayside DCP 2021, and other guidelines and technical policies for the Bayside Local Government Area, which include controls to address natural hazards and climate change.</p> <p><u>RTCMP Area</u> Any future DA will be required to consider management of stormwater in accordance with the requirements of the Draft Bayside DCP 2021 and supporting technical manual.</p>



		<p><u>Walz Street</u> Any future DA will be required to consider management of stormwater in accordance with the requirements of the Draft Bayside DCP 2021 and supporting technical manual.</p>
	<p><b>Objective 35:</b> More waste is re-used and recycled to support the development of a circular economy</p>	<p>In accordance with Council's LSPS, key findings from Council's review of Bayside's Environmental Planning and Waste Controls are being implemented into the new consolidated LEP and DCP for Bayside LGA and associated technical specifications in order to improve management of waste across the LGA.</p>
<b>10. A resilient city</b>	<p><b>Objective 36:</b> People and places adapt to climate change and future shocks and stresses</p>	<p>Objectives 36 to 38 will generally be dealt with at a micro level as part of future amendments to the Draft Bayside DCP 2021.</p>
	<p><b>Objective 37:</b> Exposure to natural and urban hazards is reduced</p>	<p><u>RTCMP Area</u> Any future DA will need to address the objectives and controls set out in the Draft Bayside DCP 2021, which includes controls for natural hazards and climate change.</p> <p><u>Walz Street</u> Any future DA will need to address the objectives and controls set out in the Draft Bayside DCP 2021, which includes controls for natural hazards and climate change.</p>
	<p><b>Objective 38:</b> Heatwaves and extreme heat are managed</p>	<p>Refer to response to Objective 36.</p>

### Eastern City District Plan (March 2018)

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

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

The Draft Planning Proposal's consistency with the priorities in the ECDP are discussed in further detail in **Table 3** below:

**Table 3 –Consistency with the Eastern City District Plan**

Infrastructure and Collaboration		
E1	Planning for a city supported by infrastructure	<p><u>RTCMP Area</u> Rockdale Town Centre has a range of infrastructure that can support the day-to-day needs resulting from this Draft Planning Proposal.</p> <p>Council is in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for future social infrastructure needs in the locality; and is also preparing a consolidated Bayside Contributions Plan to collect contributions toward infrastructure requirements.</p> <p><u>Walz Street</u> The site is located within the Rockdale Town Centre, which has a range of infrastructure that can support the day to day needs of the additional demand resulting from this Draft Planning Proposal.</p> <p>Council is in the process of finalising its draft Social Infrastructure Strategy, which will provide the evidence base for any additional social infrastructure needs in the locality, and is also preparing a consolidated Bayside Contributions Plan to collect contributions toward infrastructure requirements.</p>
E2	Working through collaboration	<p><u>RTCMP Area</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2012.</p> <p><u>Walz Street</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2012.</p>
Liveability		
E3	Providing services and social infrastructure to meet people's changing needs	<p><u>RTCMP Area</u> Rockdale Town Centre has a range of infrastructure that can support the town centre, noting that this Draft Planning Proposal does not propose to intensify densities in the RTCMP Area.</p> <p>Council is in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for future social infrastructure needs in the locality.</p> <p><u>Walz Street</u> The site is located within the Rockdale Town Centre, which has a range of infrastructure that can support the</p>

		<p>day to day needs of the additional demand resulting from this Draft Planning Proposal.</p> <p>Council is in the process of finalising the draft Social Infrastructure Strategy, which will provide the evidence base for any additional social infrastructure needs in the locality.</p>
E4	Fostering healthy, creative, culturally rich and socially connected communities	<p><u>RTCMP Area</u> The objective of this Draft Planning Proposal is to review the planning controls currently applying to the Rockdale Town Centre to facilitate the redevelopment in accordance with the community's vision established by the Rockdale Town Centre Master Plan 2012.</p> <p><u>Walz Street</u> An urban design review has been undertaken that identifies that the proposed amendments will result in improvements to the public domain, encouraging connectivity to surrounding services.</p>
E5	Providing housing supply, choice and affordability, with access to jobs, services and public transport	<p><u>RTCMP Area</u> This Draft Planning Proposal has been prepared to accelerate the delivery of housing supply in areas identified by the Bayside LHS, by conducting a review of planning controls. It is intended that the proposed amendments to the planning controls will stimulate re-development of sites within the centre that have yet to be developed, thereby delivering the number of dwellings anticipated by existing controls.</p> <p><u>Walz Street</u> Council has adopted the Bayside Local Housing Strategy (LHS). The LHS identifies the subject site for increased housing supply.</p> <p>The proposal will facilitate the delivery of approximately 65 additional dwellings within walking distance to rail and bus networks and other services.</p>
E6	Creating and renewing great places and local centres, and respecting the District's heritage	<p><u>RTCMP Area</u> Any future DA will need to be supported by a Heritage Impact Assessment in satisfaction of Clause 5.10 of the Draft Bayside LEP 2021 which requires consideration of heritage impacts.</p> <p>In addition, a site-specific DCP is being prepared to provide controls to ensure amenity is achieved to surrounding development.</p> <p><u>Walz Street</u> The Draft Planning Proposal is located in close proximity to a heritage item of State significance (Item I361), namely, the 'Brick buildings on platforms, signal box and overhead booking office' at Rockdale Railway Station and two items of local heritage significance, namely, St Joseph's Convent (Item I362) at Nos. 3-11 Walz Street, Rockdale and item I360 the 'Rockdale School of Arts (Guild Theatre)' at No. 87 Railway Street, Rockdale.</p> <p>Whilst not included in the LEP as heritage items, the Urban Design Report has identified the Castle Palace Hall at 95-98 Railway Street and the two-storey shop</p>

		<p>fronts at 22-26 Frederick Street as buildings worthy of retention.</p> <p>Any future DA will need to be supported by a Heritage Impact Assessment in satisfaction of Clause 5.10 of the Draft Bayside LEP 2021, which requires consideration of heritage impacts.</p> <p>In addition, a site-specific DCP is being prepared to provide controls to ensure amenity is achieved to surrounding development.</p>
<b>Productivity</b>		
E7	Growing a stronger and more competitive Harbour CBD	This Planning Priority is not applicable as the Bayside LGA is not located within the Harbour CBD.
E8	Growing and investing in health and education precincts and the Innovation Corridor	<p><b>RTCMP Area</b> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2102.</p> <p><b>Walz Street</b> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2012.</p>
E9	Growing international trade gateways	<p><b>RTCMP Area</b> N/A - The draft PP will not have an impact on the international trade gateway</p> <p><b>Walz Street</b> N/A - The draft PP will not have an impact on the international trade gateway.</p>
E10	Delivering integrated land use and transport planning and a 30-minute city	<p><b>RTCMP Area</b> Rockdale Town Centre is identified as a local centre in the Eastern City District Plan, which notes the following about the role of local centres:</p> <p><i>'Local centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city'.</i></p> <p>This Draft Planning Proposal to facilitate housing supply within Rockdale Town Centre is consistent with this objective as the town centre is focussed around Rockdale railway station and transport interchange.</p> <p><b>Walz Street</b> Rockdale Town Centre is identified as a local centre in the Eastern City District Plan, which notes the following about the role of local centres:</p>

		<p><i>'Local centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city'.</i></p> <p>Increasing housing supply in close proximity to Rockdale railway station and transport interchange as proposed by this Draft Planning Proposal is consistent with this Planning Priority.</p>
E11	Growing investment, business opportunities and jobs in strategic centres	<p><u>RTCMP Area</u> The Bayside Centres and Employment Strategy recommends retaining B2 Local Centre zoned land in the centre. This Planning is consistent with this recommendation by retaining the current zoning such that the centre will not become 'residential only'.</p> <p><u>Walz Street</u> The Bayside Centres and Employment Strategy recommends retaining B2 Local Centre zoned land in the centre. This Planning is consistent with this recommendation by retaining the current zoning such that the centre will not become 'residential only'.</p>
E12	Retaining and managing industrial and urban services land	This priority does not apply as the investigation areas are not zoned for 'industrial' or 'urban services' purposes.
E13	Supporting growth of targeted industry sectors	<p><u>RTCMP Area</u> Tourist and Visitor accommodation is a permissible land use in the B2 Local Centre zone. Retaining the B2 Local Centre zone can support the tourism industry sector.</p> <p><u>Walz Street</u> Tourist and Visitor accommodation is permissible in the B2 Local Centre zone. Retaining the B2 Local Centre zone can support tourism, a targeted industry sector.</p>
<b>Sustainability</b>		
E14	Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	<p><u>RTCMP Area</u> Any future DA will need to consider management of stormwater and contamination.</p> <p><u>Walz Street</u> Any future DA will need to consider management of stormwater and contamination.</p>
E15	Protecting and enhancing bushland and biodiversity	<p>N/A – the investigation areas do not contain bushland and biodiversity.</p> <p>Tree plantings are proposed through the preparation of Public Domain Plans for each area, which will contribute to urban greening.</p>
E16	Protecting and enhancing scenic and cultural landscapes	<p><u>RTCMP Area</u> In addition to the provisions in the Draft Bayside DCP 2021, the Urban Design Report prepared in support of this Draft Planning Proposal demonstrates how a future DA for the site may respond appropriately to its visual context and adjoining items of heritage significance.</p>



		<p><u>Walz Street</u></p> <p>In addition to the provisions in the Draft Bayside DCP 2021, the Urban Design Report prepared in support of this Draft Planning Proposal demonstrates how a future DA for the site may respond appropriately to its visual context and adjoining items of heritage significance.</p>
E17	Increasing urban tree canopy cover and delivering Green Grid connections	<p><u>RTCMP Area</u></p> <p>Council has prepared the draft Bike Plan, which provides actions and recommendations to support the delivery of the Brighton-le-Sands to Rockdale and Bexley North Priority cycle route which provides cycling connections between the three centres and the Green Grid.</p> <p>Council is preparing a Site-specific DCP, which includes requirements for bicycle spaces and end of trip facilities; and controls for the provision of trees which any future DA will need to address.</p> <p><u>Walz Street</u></p> <p>The site is located in close proximity to the Principal Bicycle Network, connecting the site with the Green Grid.</p> <p>Council is preparing a Site-specific DCP, which includes requirements for bicycle spaces and end of trip facilities; and controls for the provision of trees which any future DA will need to address.</p>
E18	Delivering high quality open space	<p><u>RTCMP Area</u></p> <p>Whilst density of development is not proposed to be increased within the town centre and therefore no additional demand on existing open space will result, enhancement of public open space is a key objective of the Rockdale Town Centre Masterplan, which notes the following about public open space:</p> <p><i>'Although there are limited public open space areas within the Town Centre, some existing open spaces have more potential. The well-maintained Council forecourt garden, the emerging outdoor dining/cafe atmosphere in King Street Place and the existing laneway network can be further enhanced and integrated into pedestrian linkages to make the Town Centre more accessible attractive.'</i></p> <p>As per the Land Reservation Acquisition Map in the Draft Bayside LEP 2021, Council is in the process of acquiring approximately 1,500 sqm of local open space within Rockdale Town Centre at King Lane, Market and Bryant Streets. To date, Council has acquired four of the five lots required to deliver the Town Square.</p> <p>Council is also investigating opportunities to provide open space within 200 metres for all residents in high density areas via the implementation of an Open Space Needs Analysis based on the evidence base provided in the draft Social Infrastructure Strategy.</p> <p>Residents are able to use public transport from the Rockdale railway station and transport interchange, which provides bus and train connections to Rockdale Park and Brighton Le Sands and other regional open space.</p>

		<p><u>Walz Street</u> Open space of approximately 500sqm in area is located at the intersection of Ferrier and Watkin Streets is within 200 metres walking distance of the Walz Street investigation area.</p> <p>Council proposes to acquire Nos 3 and 5 Watkin Street to provide a more substantial area of open space of approximately 1800sqm.</p>
E19	Reducing carbon emissions and managing energy, water and waste efficiently	<p><u>RTCMP Area</u> This Draft Planning Proposal is located adjacent to Rockdale railway station and transport interchange, which will encourage the use of more sustainable forms of transport, reducing carbon emissions.</p> <p>The Draft Bayside DCP 2021 contains provisions in relation to the reduction of carbon emissions and managing energy, water and waste efficiently that any future DA will need to address.</p> <p><u>Walz Street</u> This Draft Planning Proposal is located adjacent to Rockdale railway station and transport interchange, which will encourage the use of more sustainable forms of transport, reducing carbon emissions.</p> <p>The Draft Bayside DCP 2021 contains provisions in relation to the reduction of carbon emissions and managing energy, water and waste efficiently that any future DA will need to address.</p>
E20	Adapting to the impacts of urban and natural hazards and climate change	<p><u>RTCMP Area</u> Any future DA will be required to consider the provisions of the Draft Bayside DCP 2021, which includes controls to address natural hazards and climate change.</p> <p><u>Walz Street</u> Any future DA will be required to consider the provisions of the Draft Bayside DCP 2021, which includes controls to address natural hazards and climate change.</p>
<b>Implementation</b>		
E21	Preparing Local Strategic Planning statements informed by local strategic planning	Council has prepared the Bayside Local Strategic Planning Statement (LSPS) in accordance with the guidance provided by the NSW Department of Planning, Industry and Environment. This is addressed under the heading 'Bayside Local Strategic Planning Statement', below.
E22	Monitoring and reporting on the delivery of the Plan	Part 6 of this Draft Planning Proposal sets out a Project Timeline for the delivery of this Draft Planning Proposal. Council will also work closely with the DPIE to ensure that this LEP amendment is progressed as quickly as possible.

## **Premier's Priorities 2015-2019**

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 12 priorities are:

- Creating jobs;
- Delivering infrastructure;
- Driving public sector diversity;
- Improving education results;
- Improving government services;
- Improving service levels in hospitals;
- Keeping our environment clean;
- Making housing more affordable;
- Protecting our kids;
- Reducing domestic violence reoffending;
- Reducing youth homelessness; and
- Tackling childhood obesity.

This Draft Planning Proposal will continue to reflect the Premiers Priorities, where possible, by:

- Providing a range of housing types to meet the needs of the community;
- Ensuring that development does not detract from the economic viability of commercial centres;
- Maximising public transport patronage and encourage walking and cycling;
- Accommodating population growth through high density mixed use development that complements the role of retail, commercial, civic and cultural premises
- Integrating suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling;
- Providing a range of recreational settings, activities and compatible land use.

## **Future Transport Strategy 2056**

The Future Transport Strategy 2056 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 the following six outcomes:

1. Customer Focused;
2. Successful Places;
3. A Strong Economy;
4. Safety and Performance;
5. Accessible Services; and
6. Sustainability.

This Draft Planning Proposal generally reflects the outcomes of Future Transport Strategy 2056, by locating additional residential development within a walking catchment of reliable public transport, and within a Planned Precinct that is earmarked for increased capacity for community and commercial services, as well as scheduled upgrades to transport, open space and social infrastructure.

#### RTCMP Area

This Draft Planning Proposal for the RTCMP Area reflects the outcomes of Future Transport Strategy 2056, by supporting business and residential development close to public transport and within a local centre.

#### Walz Street

This Draft Planning Proposal for Walz Street reflects the outcomes of Future Transport Strategy 2056, by supporting business and residential development close to public transport and within a local centre.

#### South East Transport Strategy

The South East Transport Strategy elaborates upon the strategic framework established by the Future Transport Strategy 2056 by outlining committed short-term and potential medium and long-term (up to 2056) transport improvements for a study area across Sydney's south east, which takes in parts of Bayside LGA including the former Botany Bay LGA as well as land between Wolli Creek, Brighton Le Sands and Rockdale Town Centre.

#### RTCMP Area

The RTCMP Area Draft Planning Proposal reflects the outcomes of the South East Transport Strategy, by supporting business and residential development close to public transport and within a local centre. It will benefit from TfNSW's 'More Trains More Services Program' that increases the frequency of services on the T4 Illawarra and Eastern Suburbs line. Cycling and pedestrian upgrades through the Green Grid, as part of the Metro Greener Places program is anticipated to take pressure off the surrounding road network and encourage active forms of transport.

#### Walz Street

The Walz Street Draft Planning Proposal reflects the outcomes of the South East Transport Strategy by supporting business and residential development close to public transport and within a local centre. It will benefit from TfNSW's 'More Trains More Services Program' that increases the frequency of services on the T4 Illawarra and Eastern Suburbs line. Cycling and pedestrian upgrades through the Green Grid, as part of the Metro Greener Places program is anticipated to take pressure off the surrounding road network and encourage active forms of transport.

A suitably qualified traffic and transport consultant was engaged by Council to prepare a Traffic and Transport Report (Traffic Report) in support of the Draft Planning Proposal (refer **Appendix C**).

#### 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. The SIS 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 sets out six overarching strategic directions to instil best practice approaches across NSW's infrastructure sectors:

1. Continuously improve the integration of land and infrastructure planning;
2. Plan, prioritise and deliver an infrastructure program that represents the best possible investment and use of public funds;
3. Optimise the management, performance and use of the State's assets;
4. Ensure NSW's existing and future infrastructure is resilient to natural hazards and human-related threats;
5. Improve state-wide connectivity and realise the benefits of technology; and
6. Drive high quality consumer-centric services and expand innovative service delivery models in infrastructure sectors.

This Draft Planning Proposal reflects the objectives of the NSW State Infrastructure Strategy by:

- Integrating suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

#### RTCMP Area

The RTCMP Area Draft Planning Proposal reflects the objectives of the NSW State Infrastructure Strategy by retaining and integrating suitable business, residential, retail and other development in an accessible location so as to maximise public transport patronage and encourage walking and cycling.

#### Walz Street

The RTCMP Area Draft Planning Proposal reflects the objectives of the NSW State Infrastructure Strategy by retaining and intensifying suitable business, residential, retail and other development in an accessible location so as to maximise public transport patronage and encourage walking and cycling.

### **Q4 Is the Draft Planning Proposal consistent with Council's local strategy or other local strategic plan?**

#### **Bayside Local Strategic Planning Statement – A Land Use Vision to 2036**

Council has adopted the Bayside LSPS in accordance with the guidance provided by the DPIE. Council has aligned the Bayside LSPS Priorities to the *Greater Sydney Region Plan – A Metropolis of Three Cities* (GSRP), the Planning Priorities in the Eastern City District Plan as well as Councils Community Strategic Plan.

**Table 4** below provides an assessment of this Draft Planning Proposal against the Bayside LSPS:

**Table 4 – Consistency with the Bayside LSPS**

Planning Priority		Consistency
<b>B1</b>	Align land use planning and transport infrastructure planning to support the growth of Bayside	<p><u>RTCMP Area</u> This Draft Planning Proposal seeks to facilitate residential and business development in close proximity to a railway station, within an identified local centre. It is noted that this Draft Planning Proposal does not proposed to increase density of development in the RTCMP Area.</p> <p><u>Walz Street</u> This Draft Planning Proposal proposes a moderate increase in residential and business development in close proximity to a railway station and within an identified local centre. The proposed uplift is anticipated to be able to be supported by existing and proposed infrastructure in this area.</p>
<b>B2</b>	Align land use planning with the delivery and management of assets by Bayside Council to support our community	<p><u>RTCMP Area</u> Master planning and infrastructure planning has occurred for this area to ensure future growth is supported by appropriate infrastructure. It is noted that this Draft Planning Proposal does not propose to increase density of development in the RTCMP Area.</p>



Planning Priority	Consistency
	<p><u>Walz Street</u> The intensification of the subject site has been identified in the Bayside Local Housing Strategy for medium change; and forms part of the Rockdale Town Centre Masterplan area. As such, master planning and infrastructure planning has occurred for this area to ensure future growth is supported by appropriate infrastructure.</p>
<p><b>B3</b> Working through collaboration</p>	<p><u>RTCMP Area and Walz Street</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2012.</p>
<p><b>B4</b> Provide social infrastructure to meet the needs of the Bayside Community</p>	<p><u>RTCMP Area</u> Rockdale Town Centre provides a variety of social infrastructure and services for future residents. Council is also currently preparing a Social Infrastructure Strategy, which, when finalised, will provide the evidence base for future social infrastructure provision, noting that this Draft Planning Proposal does not propose to increase density of development in the RTCMP Area.</p> <p><u>Walz Street</u> Walz Street is located within the Rockdale Town Centre, which provides a variety of social infrastructure and services for future residents. Council is also currently preparing a Social Infrastructure Strategy, which, when finalised, will provide the evidence base for future social infrastructure provision.</p>
<p><b>B5</b> Foster healthy, creative, culturally rich and socially connected communities</p>	<p><u>RTCMP Area</u> The objective of this Draft Planning Proposal is to review the planning controls for the Rockdale Town Centre with the aim of realising the community's vision for the centre established in the Rockdale Town Centre Master Plan 2012.</p> <p><u>Walz Street</u> An urban design review has been undertaken that identifies that the proposed amendments will result in improvements to the public domain, encouraging connectivity to surrounding services.</p>
<p><b>B6</b> Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal proposes to support the delivery of housing within an identified local centre centred around the Rockdale transport interchange.</p> <p><u>Walz Street</u> This Draft Planning Proposal proposes to increase housing in close proximity to a railway station and within an identified local centre.</p>

Planning Priority	Consistency
<b>B7</b> Provide choice in housing to meet the needs of the community	<p><u>RTCMP Area</u> This Draft Planning Proposal proposes to support the delivery of housing within an identified local centre.</p> <p><u>Walz Street</u> The proposal will facilitate the delivery of additional dwellings within the Walz Street Precinct.</p>
<b>B8</b> Provide housing that is affordable	<p><u>RTCMP Area and Walz Street</u> The Bayside Local Housing Strategy contains actions for Council to develop an affordable housing strategy, contributions scheme and Voluntary Planning Agreement policy to help meet current and forecast need across the LGA.</p>
<b>B9</b> Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm	<p><u>RTCMP Area</u> This Draft Planning Proposal seeks to amend clause 6.12—Design Excellence of the Draft Bayside LEP 2021, by expanding its application to map all of Rockdale Town Centre to improve built form outcomes.</p> <p>In addition, Council is preparing a Site-specific DCP, which will provide appropriate controls to ensure that any resulting development respects the existing character of the town centre and enhances the public realm.</p> <p><u>Walz Street</u> This Draft Planning Proposal is to be supported by a Site-specific DCP, which will provide controls to ensure that any resulting development respects the existing character of the town centre and enhances the public realm in accordance with the masterplan.</p>
<b>B10</b> Value, protect and conserve Aboriginal heritage	<p>Council's technical staff have not identified Aboriginal heritage sites within the Draft Planning Proposal areas.</p> <p>Nevertheless, any future DAs for sites where the clause applies will be required to address Clause 5.10 of the Draft Bayside LEP 2021, which includes provisions to consider Aboriginal heritage.</p>
<b>B11</b> Develop clear and appropriate controls for development of heritage items, adjoining sites and within conservation areas	<p><u>RTCMP Area</u> The Draft Bayside LEP 2021 currently contains clause 5.10—Heritage conservation which requires any future Development Application (DA) to consider and manage heritage impacts. In addition, Council is preparing a Site-specific DCP to provide controls to mitigate impacts on heritage items.</p> <p><u>Walz Street</u> The Draft Planning Proposal is located in close proximity to a heritage item of State significance (Item I361), namely, the 'Brick buildings on platforms, signal box and overhead booking office' at Rockdale Railway Station and two items of local heritage significance, namely, St Joseph's Convent (Item I362) at Nos. 3-11 Walz Street, Rockdale and</p>

Planning Priority	Consistency
	<p>item I360 the 'Rockdale School of Arts (Guild Theatre)' at No. 87 Railway Street, Rockdale.</p> <p>The Draft Bayside LEP 2021 currently contains clause 5.10—Heritage conservation which requires any future Development Application (DA) to consider and manage heritage impacts. In addition, Council is preparing a Site-specific DCP to provide controls to mitigate impacts on heritage items.</p>
<p><b>B12</b> Delivering an integrated land use and a 30-minute city</p>	<p>This objective focuses locating land uses in locations with access to public transport to enable the delivery of a 30 minute city where residents can access the nearest centre, jobs and services.</p> <p><u>RTCMP Area</u> Rockdale Town Centre is identified as a local centre in the Eastern City District Plan, which notes the following about the role of local centres:</p> <p><i>'Local centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city'.</i></p> <p>Supporting the delivery of housing in close proximity to Rockdale railway station and transport interchange is consistent with this Planning Priority.</p> <p><u>Walz Street</u> Rockdale Town Centre is identified as a local centre in the Eastern City District Plan, which notes the following about the role of local centres:</p> <p><i>'Local centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city'.</i></p> <p>Increasing housing supply in close proximity to Rockdale railway station and transport interchange is consistent with this Planning Priority.</p>
<p><b>B13</b> Contribute to growing a stronger and more competitive Harbour CBD</p>	<p>This Draft Planning Proposal contributes to the Harbour CBD by being generally consistent with the Greater Sydney Region Plan and Eastern City District Plan.</p>
<p><b>B14</b> Protect and grow the international trade gateways</p>	<p><u>RTCMP Area</u> This priority does not apply to this Draft Planning Proposal, as Rockdale Town Centre is not identified as an international trade gateway.</p> <p><u>Walz Street</u> This priority does not apply to this Draft Planning Proposal, as Rockdale Town Centre is not identified as an international trade gateway.</p>
<p><b>B15</b> Growing investment, business opportunities and jobs in Bayside's strategic and local centres</p>	<p><u>RTCMP Area</u> This Draft Planning Proposal proposes to facilitate the redevelopment of the existing B2 Local Centre by reviewing the existing planning controls to</p>

Planning Priority	Consistency
	<p>encourage opportunities for business and jobs within Rockdale Town Centre.</p> <p><u>Walz Street</u> The proposed intensification of the B2 local centre zone will support this priority by providing opportunities for business and jobs within the Rockdale local centre.</p>
<b>B16</b>	<p>Contribute to growing the health and education precincts of Kogarah, Randwick and Camperdown</p> <p><u>RTCMP Area</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, which is being implemented through the development of the Kogarah Place Strategy in collaboration with the Greater Sydney Commission. This Draft Planning Proposal is consistent with the Place Strategy, by implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2012.</p> <p><u>Walz Street</u> This Draft Planning Proposal is located within the Kogarah Health, Education and Innovation Precinct and part of the Kogarah Collaboration Area. The additional housing facilitated by this Draft Planning Proposal will support the aims and objectives of the Collaboration Area.</p>
<b>B17</b>	<p>Retain and manage industrial and urban services lands</p> <p>This priority does not apply as the investigation areas are not zoned for 'industrial' or 'urban services' purposes.</p>
<b>B18</b>	<p>Support the growth of targeted industry sectors</p> <p><u>RTCMP Area</u> The B2 Local Centre Zone allows tourist and visitor accommodation as development that is permissible with consent. By supporting the redevelopment of the town centre, this Draft Planning Proposal will support this priority.</p> <p><u>Walz Street</u> Tourist and Visitor accommodation is permissible in the B2 Local Centre zone. Retaining the B2 Local Centre zone can support tourism, a targeted industry sector.</p>
<b>B19</b>	<p>Protect and improve the health of Bayside's waterways and biodiversity</p> <p><u>RTCMP Area</u> Any future DA will need to consider Council's policies and technical guidelines in relation to contamination and management of stormwater.</p> <p><u>Walz Street</u> Any future DA will need to consider Council's policies and technical guidelines in relation to contamination and management of stormwater.</p>
<b>B20</b>	<p>Increase urban tree canopy cover and enhance Green Grid connections</p> <p><u>RTCMP Area</u> Council is preparing a Site-Specific DCP to include provisions to encourage walking and cycling, connecting the site with the Green Grid. It also promotes street tree planting.</p>

Planning Priority	Consistency
	<p><u>Walz Street</u> Council is preparing a Site-Specific DCP to include provisions to encourage walking and cycling, connecting the site with the Green Grid. It also promotes street tree planting.</p>
<p><b>B21</b> Deliver high quality open space</p>	<p><u>RTCMP Area</u> Whilst this Draft Planning Proposal does not propose to increase the density of development within the town centre, and therefore no additional demand on existing open space will result, enhancement of public open space is a key objective of the Rockdale Town Centre Masterplan, which notes the following about public open space:</p> <p><i>'Although there are limited public open space areas within the Town Centre, some existing open spaces have more potential. The well-maintained Council forecourt garden, the emerging outdoor dining/cafe atmosphere in King Street Place and the existing laneway network can be further enhanced and integrated into pedestrian linkages to make the Town Centre more accessible attractive.'</i></p> <p>As per the Land Reservation Acquisition Map of the Draft Bayside LEP 2021, Council is in the process of acquiring approximately 1,500 sqm of local open space within Rockdale Town Centre at King Lane, Market and Bryant Streets. To date, Council has acquired four of the five lots required to deliver the Town Square.</p> <p>Council is also investigating opportunities to provide open space within 200 metres for all residents in high density areas via the implementation of an Open Space Needs Analysis based on the evidence base provided in the draft Social Infrastructure Strategy.</p> <p>Residents are able to use public transport from the Rockdale railway station and transport interchange, which provides bus and train connections to Rockdale Park and Brighton Le Sands, and other regional open space.</p> <p><u>Walz Street</u> Open space of approximately 500sqm in area is located at the intersection of Ferrier and Watkin Streets and is within 200 metres walking distance of the Walz Street investigation area.</p> <p>Council proposes to acquire Nos 3 and 5 Watkin Street to provide a more substantial area of open space of approximately 1800sqm.</p>
<p><b>B22</b> Protect and enhance scenic and cultural landscapes</p>	<p><u>RTCMP Area</u> Any future DA will be required to consider the provisions of the Draft Bayside DCP 2021 and Clause 5.10 of the Draft Bayside LEP 2021 to manage any heritage impacts.</p> <p>The Urban Design Report submitted in support of the Draft Planning Proposal demonstrates how a</p>

Planning Priority	Consistency
	<p>future DA for the site may respond appropriately to its visual context and adjoining items of heritage significance.</p> <p><u>Walz Street</u> Any future DA will be required to consider the provisions of the Draft Bayside DCP 2021 and Clause 5.10 of the Draft Bayside LEP 2021 to manage any heritage impacts.</p> <p>The Urban Design Report submitted in support of the Draft Planning Proposal demonstrates how a future DA for the site may respond appropriately to its visual context and adjoining items of heritage significance.</p>
<p><b>B23</b> Reduce carbon emissions through improved management of energy, water and waste</p>	<p>In accordance with Council's LSPS, key findings from Council's review of Bayside's Environmental Planning and Waste Controls are being implemented into the new consolidated LEP and DCP for Bayside LGA and associated technical specifications in order to improve management of waste across the LGA.</p> <p>Broader-scale strategic documents address the issues of water and energy efficiency, through a suite of actions attached to different stages of the planning process and to the management of public assets. These include Council's LSPS and Water Management Strategy (released in June 2020). The Draft Bayside DCP 2021 also contains standards to guide water and energy efficiency in development across the LGA.</p>
<p><b>B24</b> Reduce community risk to urban and natural hazards and improve community's resilience to social, environmental and economic shocks and stressors</p>	<p><u>RTCMP Area</u> Any future DA will be required to consider the provisions of the Draft DCP 2021, which includes controls to address natural hazards and climate change.</p> <p><u>Walz Street</u> Any future DA will be required to consider the provisions of the Draft Bayside DCP 2021, which includes controls to address natural hazards and climate change.</p>

## Bayside Community Strategic Plan 2018-2030

The Bayside Community Strategic Plan 2018-2030 (which superseded the Rockdale City Community Strategic Plan) sets the strategic direction for Council's Delivery Program and Operational Plans. The themes and directions outlined in this plan inform Council's Delivery Program and the annual Operational Plans that describe Council's activities towards achieving those outcomes in the Delivery Program.

**Table 5** below identifies how the Draft Planning Proposal is consistent with the themes:



**Table 5—Consistency with The Bayside Council Community Strategic Plan 2018-2030 themes**

Theme One – Bayside will be a vibrant place	How We Will Get There	Consistency
<b>Strategic Direction –</b> Our places are people-focussed	Local areas are activated with cafes, restaurants and cultural events	<p><u>RTCMP Area</u> This Draft Planning Proposal will be consistent with the Strategic Direction by reviewing planning controls to improve the redevelopment of the Rockdale Town Centre, in accordance with the vision established in the Rockdale Town Centre Master Plan 2012.</p> <p><u>Walz Street</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Facilitating a mix of small-scale retail and commercial uses that serve the needs of people who live or work in the surrounding neighbourhood;</li> <li>Ensuring that the scale of development does not adversely impact on residential amenity and is compatible with the existing streetscape;</li> <li>Creating lively town centres with amenable and pedestrian focused public domains activated by building uses that engage with the street;</li> <li>Investigating connectivity to a range of public spaces;</li> <li>Consulting with the community as part of this Draft Planning Proposal.</li> </ul>
	Places have their own village atmosphere and sense of identity	
	My community and council work in partnership to deliver better local outcomes	
	The public spaces I use are innovative and put people first	
	There is an appropriate and community-owned response to threats	
<b>Strategic Direction –</b> Our places connect people	Walking and cycling is easy in the City and is located in open space where possible	<p><u>RTCMP Area:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Supporting the delivery of housing within the Rockdale Town Centre;</li> <li>Consulting with the community during the preparation of the Bayside Community Strategic Plan; Bayside LSPS and Bayside LHS; and as part of this Draft Planning Proposal; and</li> <li>Preparing a site-specific DCP to guide any future DA to respond appropriately to heritage items.</li> </ul> <p><u>Walz Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Locating additional housing within the Rockdale Town Centre and requiring any future DA to consider cyclists and pedestrians;</li> <li>Consulting with the community as part of this Draft Planning Proposal; and</li> <li>Preparing a site-specific DCP to guide any future DA to respond appropriately to heritage items on adjoining land.</li> </ul>
	We are one community with shared objectives and desires	
	Our heritage and history is valued and respected	
<b>Strategic Direction –</b> Our places are acceptable to all	Open space is accessible and provides a range of active and passive recreation	<p><u>RTCMP Area:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p>

	opportunities to match our growing community	<ul style="list-style-type: none"> <li>Supporting the viability of the Rockdale Town Centre;</li> <li>Facilitating the provision of a variety of housing types to meet the housing needs of the community; and</li> <li>Encouraging residential development and retaining the local centre zoning to support the retail, commercial and cultural role of Rockdale Town Centre.</li> </ul> <p><u>Walz Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Investigating opportunities to provide more, accessible open space within walking distance of the site;</li> <li>Supporting the viability of the Rockdale Town Centre;</li> <li>Facilitating the provision of a variety of housing types to meet the housing needs of the community; and</li> <li>Encouraging additional residential development and retaining the local centre zoning to support the retail, commercial and cultural role of Rockdale Town Centre.</li> <li>Retaining the B2 Local Centre zone which permits, with consent. Tourist and Visitor Accommodation.</li> </ul>
	SMART Cities – making life better through smart use of technologies	
	Assets meet community expectations	
	Bayside provides safe and engaging spaces, places and interactions	
	People who need to can access affordable housing	
	We welcome visitors and tourists to our City	
<b>Strategic Direction –</b> My place will be special to me	Local developments reflect innovative, good design and incorporate open space and consider vertical families	<p><u>RTCMP Area:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Preparation of LEP and site-specific DCP controls that respect local character and provide amenity for future residents and surrounding development.</li> <li>Facilitating residential and retail development in an accessible location so as to maximise public transport patronage and encourage walking and cycling.</li> </ul> <p><u>Walz Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Preparation of LEP and site-specific DCP controls that respect local character and provide amenity for future residents and surrounding development.</li> <li>Intensifying residential and retail development in an accessible location so as to maximise public transport patronage and encourage walking and cycling.</li> <li>Providing controls in relation to maximum car parking and the requirement for bicycle parking and end of trip facilities.</li> </ul>
	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	
	Traffic and parking issues are a thing of the past	
	Road, rates and rubbish are not forgotten	
	Gateway sites are welcoming and attractive	
<b>Theme Two – In 203 our people will be connected in a smart City</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction –</b> We benefit from technology	Council engages with us and decision making is transparent and data driven	This Draft Planning Proposal will be consistent with the Strategic Direction by:

		<ul style="list-style-type: none"> <li>Publicly exhibiting the Draft Planning Proposal, which will provide members of the community the opportunity to make submissions about the Draft Planning Proposal both face to face and using Council's online services; and via social media during Bayside Local Planning Panel and Council meetings.</li> </ul>
	We can access information and services online and through social media	
	We are a digital community	
	Technological change has been harnessed and we are sharing the benefits	
<b>Strategic Direction –</b> We are unified and excited about our future	Community leadership is developed and supported	<p>This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Making a major contribution to the improvement of built form outcomes in the Rockdale Town Centre Master Plan Area.</li> </ul>
	We are all included and have a part to play in the City	
	The City is run by, with and for the people	
	We are proud of where we live	
<b>Strategic Direction –</b> The community is valued	Aboriginal culture and history is recognised and celebrated	<p><u>RTCMP Area</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Not adversely impacting any known sites or items of Aboriginal heritage significance</li> <li>Enabling connections to the Principal Bike Network (PBN) via provisions in a site-specific DCP, such as bicycle parking and end of trip facilities.</li> </ul> <p><u>Walz Street</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Not adversely impacting any known sites or items of Aboriginal heritage significance.</li> <li>Enabling connections to the Principal Bike Network (PBN) via provisions in the DCP, such as bicycle parking and end of trip facilities.</li> <li>Proposing to acquire land for the purposes of public recreation.</li> </ul>
	We are a healthy community with access to active recreation and health education	
	All segments of our community are catered for – children, families, young people and seniors	
	Opportunities for passive and active activities are available to community members, including people with pets	
	The value of pets in the community is recognised and they are welcomed across the city	
<b>Strategic Direction –</b> We treat each other with dignity and respect	We can participate in cultural and arts events which reflect and involve the community	<p><u>RTCMP Area</u> Not directly relevant to this PP, however, the Draft Planning Proposal would not undermine these objectives.</p> <p><u>Walz Street</u> Not directly relevant to this PP, however, the Draft Planning Proposal would not undermine these objectives.</p>
	Flexible care/ support arrangements for seniors, children and people with disabilities are available across the LGA	
	Cultural diversity is reflected and celebrated in the City's activities	
	Our public buildings are important community hubs and are well maintained and accessible	

Theme Three – In 2030 bayside will be green, leafy and sustainable	How We Will Get There	Consistency
<b>Strategic Direction –</b> Our waste is well managed	I can reduce my waste through recycling and community education	In accordance with Council's LSPS, key findings from Council's review of Bayside's Environmental Planning and Waste Controls are being implemented into the new consolidated LEP and DCP for Bayside LGA and associated technical specifications in order to improve management of waste across the LGA.
	Illegal dumping is a thing of the past	
<b>Strategic Direction –</b> We are prepared for climate change	We understand climate change and are prepared for the impacts	<p><u>RTCMP Area</u> Sustainability measures will generally be dealt with at a micro level as part of the preparation of a consolidated DCP for the LGA, which will include controls to address natural hazards and climate change.</p> <p>Council is preparing a site-specific DCP to include provisions in relation to landscaping, tree plantings and activated streetscapes that any future DA will need to consider.</p> <p><u>Walz Street</u> Sustainability measures will generally be dealt with at a micro level as part of the preparation of a consolidated DCP for the LGA, which will include controls to address natural hazards and climate change.</p> <p>Council is preparing a site-specific DCP to include provisions in relation to landscaping, tree plantings and activated streetscapes that any future DA will need to consider.</p>
	Our City is prepared for/ able to cope with severe weather events	
	Our streetscapes are green and welcoming	
<b>Strategic Direction –</b> We increase our use of renewable energy	Our City promotes the use of renewable energy through community education	Broader-scale strategic documents address the issues of water and energy efficiency, through a suite of actions attached to different stages of the planning process and to the management of public assets. These include Council's LSPS and Water Management Strategy (released in June 2020). The Draft Bayside DCP 2021 also contains standards to guide water and energy efficiency in development across the LGA.
	Our City models use of renewable energy and reports gains benefits to the community	
<b>Strategic Direction –</b> Waterways and green corridors are regenerated and preserved	Water is recycled and re-used	<p><u>RTCMP Area</u> The PP will enable new contemporary development that embraces technologies that promote efficient water use and reuse.</p> <p>Council is preparing a site-specific DCP to include provisions in relation to the provision of landscaping and tree plantings that any future DA will need to consider, contributing to the Green Grid.</p> <p><u>Walz Street</u> The PP will enable new contemporary development that embraces technologies that promote efficient water use and reuse.</p> <p>Council is preparing a site-specific DCP to include provisions in relation to the provision of landscaping and tree plantings that any future</p>
	The community is involved in the preservation of our natural areas	
	We have an enhanced Green Grid/ tree canopy	

		DA will need to consider, contributing to the Green Grid.
<b>Theme Four – In 2030 we will be a prosperous community</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction –</b> Opportunities for economic development are recognised	Major employers support/partner with local small business	<u>RTCMP Area</u> This Draft Planning Proposal will facilitate partnerships between local small business and major employers by retaining the B2 Local Centre zone and facilitating the redevelopment of the town centre.
	We are an international hub for transport and logistics-related business	
	Industrial lands and employment lands are preserved – partnering with major employers to support local jobs	<u>Walz Street</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Retaining and intensifying B2 local centre zoned land.</li> </ul>
<b>Strategic Direction –</b> Local housing, employment and business opportunities are 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	<u>RTCMP Area</u> This Draft Planning Proposal is consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Encouraging housing and employment in an accessible location so as to maximise public transport patronage and encourage walking and cycling;</li> <li>Providing housing that responds to the needs of the community.</li> </ul>
	Council is a major employer, supports local apprenticeships and cadetships	
	People who need to can access affordable housing	<u>Walz Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Encouraging housing and employment in an accessible location so as to maximise public transport patronage and encourage walking and cycling;</li> <li>Providing additional housing that responds to the needs of the community.</li> </ul>
<b>Strategic Direction –</b> The transport system works	We can easily travel around the LGA – traffic problems/ gridlock are a thing of the past	<u>RTCMP Area</u> This Draft Planning Proposal is consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Supporting the redevelopment of B2 zoned land in close proximity to public transport.</li> </ul>
	We can easily travel to work by accessible, reliable public transport	<u>Walz Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Intensifying B2 zoned land in close proximity to public transport.</li> </ul>
<b>Strategic Direction –</b> We are prepared for a sharing economy	Innovative businesses are supported to locate in Bayside	<u>RTCMP Area</u> This Draft Planning Proposal is consistent with the Strategic Direction by:

	Local Plans and regulations have kept pace with the sharing economy	<ul style="list-style-type: none"> <li>Retaining the B2 local centre, which will provide opportunities for innovative businesses and strengthen Rockdale Town Centre.</li> </ul> <p><u>Walz Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Retaining and intensifying the B2 local centre, which will provide opportunities for innovative businesses and strengthen Rockdale Town Centre in accordance with the recommendations in the draft Bayside Centres and Employment Strategy.</li> </ul>
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### Bayside Local Housing Strategy

The purpose of the Bayside Local Housing Strategy (Bayside LHS) is to set the strategic framework and vision for housing in the Bayside LGA up to 2036.

The Bayside LHS has been prepared in accordance with the NSW Government *Local Housing Strategy Guidelines and Template (2018)* and the requirements of the *Greater Sydney Region Plan: A Metropolis of Three Cities (2018)* and its *Eastern City District Plan (2018)*.

Council is required to meet the Eastern City District Plan housing target of 10,150 dwellings between 2016 and 2021, deliver a 6 to 10 year housing target, and outline its contribution to the Eastern City District's 20 year housing target. The District Plan also requires all councils to develop an affordable housing contributions scheme.

To respond to the requirements, Council has developed the following housing targets for the Bayside LGA (**Table 6**). The evidence base behind these targets is contained within the Bayside LHS.

**Table 6:** Bayside Housing Targets

2016-2021	2021-2026	2026-2036	TOTAL 2016-2036
10,150	7,720	8,151	26,021

Source: SGS 2019

As directed by planning policy, this capacity should be in accessible locations with high levels of amenity and serviceability.

Accordingly, the Bayside LHS conducted a proximity analysis to determine the parts of the Bayside LGA that are most suited to accommodating additional housing. The proximity analysis measured proximity to:

- Railway stations
- Other public transport stops with a service running at least every 20 minutes
- Supermarkets
- Schools
- Open space
- Community facilities.

### RTCMP Area

The Bayside LHS notes the following about Rockdale:

- The majority of the centre is currently zoned for high density development.
- Aircraft noise limits suitability for high density development or intensification north of the town centre.



- *Moderate change would be appropriate in pockets surrounding the centre to the west where lots are larger*

This Draft Planning Proposal reviews the current planning controls applying to the part of the masterplan area east of the T4 Illawarra and Eastern Suburbs rail corridor and does not propose to intensify development in this location.

This Draft Planning Proposal also includes an area located west of Rockdale railway station, known as the Walz Street investigation area, where it is proposed to initiate moderate change by increasing the height of buildings.

#### Walz Street

The site is located within Rockdale Town Centre, a 'well serviced centre'. These centres can make the highest contribution to housing capacity provided the following requirements are met:

- Within 400m walking distance of a train station.
- Within 200m of public open space
- Either zoned B1, B2, B4 or R4, or extending this zone to adjacent areas.

Whilst the Draft Planning Proposal site is within 400m walking distance of Rockdale railway station and transport interchange, and the site is zoned B2 local centre, Walz Street has access to minimal public open space within 200 metres.

Council proposes to acquire No's 3 and 5 Watkin Street, to contribute to an existing pocket of open space formed by a road closure at the intersection of Ferrier and Watkin Streets. Acquisition of the two properties for the purposes of public recreation would result in an open space area of approximately 1800sqm, an area capable of supporting a diverse range of inclusive recreational activities.

#### **Draft Bayside Centres and Employment Strategy**

Council is in the process of preparing a draft Centres and Employment Strategy. A background paper was prepared by SGS to inform this Strategy and was placed on exhibition for public comment in March 2020.

#### RTCMP Area

The RTCMP Draft Planning Proposal is consistent with the Strategy by retaining the B2 Local Centre zoning.

#### Walz Street

The Walz Street Draft Planning Proposal is consistent with the Strategy by retaining and intensifying planning controls within the B2 Local Centre zoning.

#### **Draft Social Infrastructure Strategy**

The draft Social Infrastructure Strategy (draft SIS) is currently being developed to guide Bayside Council in the planning and provision of social infrastructure to the year 2036. It will provide an analysis of social infrastructure on a series of catchments defined by the Australian Bureau of Statistics. A discussion paper was prepared by Otium and Ethos Urban in support of this Strategy, which was placed on exhibition in May 2019. This paper followed and took into account a series of workshops held in the same month.

#### RTCMP Area

For the purposes of social infrastructure provision, this Draft Planning Proposal is located in 'Catchment 3' which comprises Rockdale, Banksia, Brighton-Le-Sands and Kyeemagh.

The draft SIS notes that Brighton Le Sands/ Rockdale is generally well resourced with facilities to 2036, however due to population growth, enhancement to facilities will be required into the future.

Council is also investigating opportunities to provide open space within 200 metres for all residents in high density areas via the implementation of an Open Space Needs Analysis based on the evidence base provided in the draft Social Infrastructure Strategy.

#### Walz Street

For the purposes of social infrastructure provision, this Draft Planning Proposal is located in 'Catchment 3' which comprises Rockdale, Banksia, Brighton-Le-Sands and Kyeemagh.

The draft SIS notes that Brighton Le Sands/ Rockdale is generally well resourced with facilities to 2036, however due to population growth, enhancement to facilities will be required into the future

Council proposes to acquire No's 3 and 5 Watkin Street to contribute to an existing pocket of open space formed by a road closure at the intersection of Ferrier and Watkin Streets. Acquisition of the two properties for the purposes of public recreation would result in an open space area of approximately 1800sqm, an area capable of supporting a diverse range of inclusive recreational activities.

#### **Draft Bayside Transport Strategy**

The purpose of the Bayside Transport Strategy (BTS) is to provide policy and directives to Council to enhance the existing transport network and plan for increased demand.

One of the key aims of the strategy is to facilitate the delivery of the Future Transport 2056 '30-minute city' concept which is the benchmark indicator for successfully integrated land use and transport planning whereby residents can reach their closest strategic and metropolitan centre within 30-minutes by public transport, walking or cycling.

The draft BTS notes that when planning for growth, public transport nodes are the right places for increasing land use density.

The draft BTS also recommended the preparation of a Bike Plan to facilitate an increase in the use of cycling to support the 30-minute city concept.

#### RTCMP Area

Rockdale Town Centre is centred around Rockdale rail station and transport interchange.

The site-specific DCP will contain provisions to enhance pedestrian and cycling safety to encourage active transport, consistent with the draft BTS, by requiring vehicular access via secondary streets and laneways to reduce conflicts. Potential through site links throughout the centre support walkability and are detailed in the supporting Urban Design Report.

#### Walz Street:

Walz Street is located within walking distance of Rockdale railway station and transport interchange. The proposal to increase the number of dwellings in this location is consistent with the strategy.

Council is preparing a site-specific DCP, and amendments to the Public Domain Plan, to enhance pedestrian and cycling safety to encourage active transport, consistent with the Strategy.

#### **Draft Bayside Bike Plan**

In accordance with the draft BTS, the draft Bayside Bike Plan (BBP) has been prepared to guide investment in infrastructure to build a safe and connected cycling network to facilitate an increase in the use of cycling and the creation of more bicycle friendly local centres.

#### RTCMP Area

Council is preparing a site-specific DCP which will contain provisions to enhance pedestrian and cycling safety to encourage active transport, consistent with the Strategy, by requiring vehicular access via secondary streets and laneways to reduce conflict.

#### Walz Street

The site-specific DCP will include provisions to facilitate improvements to the public domain, including provisions to enhance pedestrian and cycling safety.

**Q5 Is the Draft Planning Proposal consistent with applicable State Environmental Planning Policies (SEPPs)?**

Consistency with the State Environmental Planning Policies is provided in **Table 7** below:

**Table 7 – Consistency with applicable State Environmental Planning Policies (SEPPs)**

No.	Title	Consistency with Draft Planning Proposal
1	Development Standards	<b>Not relevant to this Draft Planning Proposal</b>
19	Bushland in Urban Areas	<b>Not relevant to this Draft Planning Proposal</b>
21	Caravan Parks	<b>Not relevant to this Draft Planning Proposal</b>
33	Hazardous and Offensive Development	<b>Not relevant to this Draft Planning Proposal</b>
36	Manufactured Home Estates	<b>Not relevant to this Draft Planning Proposal</b>
44	Koala Habitat Protection	<b>Not relevant to this Draft Planning Proposal</b>
47	Moore Park Showground	<b>Not relevant to this Draft Planning Proposal</b>
50	Canal Estate Development	<b>Not relevant to this Draft Planning Proposal</b>
64	Advertising and Signage	<p><b>Consistent</b> The SEPP does not contain any provisions required to be addressed as part of this Draft Planning Proposal.</p> <p>However, any future DA subject to SEPP 64 will be required to demonstrate detailed compliance with its provisions.</p>
65	Design Quality of Residential Apartment Development	<p><b>Consistent</b> The SEPP does not contain any provisions required to be addressed as part of this Draft Planning Proposal.</p> <p>Development subject to SEPP 65 will be required to demonstrate detailed compliance with its provisions at the time of making a development application, noting that the indicative built forms in the supporting urban design studies (refer <b>Appendices A and B</b>) have been subject to modelling by Council's technical staff to demonstrate that any future DA can comply with the requirements of SEPP 65.</p>
70	Affordable Housing (Revised Schemes)	<p><b>Not relevant to this Draft Planning Proposal</b> The SEPP does not contain any provisions required to be addressed as part of this Draft Planning Proposal.</p> <p>Council is required to prepare an Affordable Housing Strategy, and this work has commenced.</p>
	(Aboriginal Land) 2019	<b>Not relevant to this Draft Planning Proposal</b>
	(Affordable Rental Housing) 2009	<b>Not relevant to this Draft Planning Proposal</b>
	(Building Sustainability Index: BASIX) 2004	<b>Not relevant to this Draft Planning Proposal</b>
	(Coastal Management) 2018	<b>Not relevant to this Draft Planning Proposal</b>
	(Concurrences) 2018	<b>Not relevant to this Draft Planning Proposal</b>

No.	Title	Consistency with Draft Planning Proposal
	(Educational Establishments and Child Care Facilities) 2017	<b>Not relevant to this Draft Planning Proposal</b>
	(Exempt and Complying Development Codes) 2008	<b>Not relevant to this Draft Planning Proposal</b>
	(Gosford City Centre) 2018	<b>Not relevant to this Draft Planning Proposal</b>
	(Housing for Seniors or People with a Disability) 2004	<b>Not relevant to this Draft Planning Proposal</b>
	(Infrastructure) 2007	<p><u>RTCMP Area</u> The SEPP does not contain any provisions required to be addressed in the preparation of an environmental planning instrument.</p> <p>Any future DA will be required to consider clauses 101 and 102 of the Infrastructure SEPP, as Rockdale Town Centre is traversed by two classified roads: Princes Highway and Frederick Street/Bay Street/The Seven Ways.</p> <p>In addition, the town centre is sited adjacent the T4 Eastern Suburbs and Illawarra rail corridor, and therefore any future DA will need to consider the provisions of Clause 87 of the Infrastructure SEPP.</p> <p><u>Walz Street</u> The SEPP does not contain any provisions required to be addressed in the preparation of an environmental planning instrument.</p> <p>However, Frederick Street is identified on the Roads and Maritime Services Schedule of Classified Roads. Any future DA will be required to consider clauses 101 and 102 of the Infrastructure SEPP.</p> <p>In addition, Walz Street is sited adjacent the T4 Eastern Suburbs and Illawarra rail corridor and therefore any future DA will need to consider the provisions of Clause 87 of the Infrastructure SEPP.</p>
	(Kosciuszko National Park – Alpine Resorts) 2007	<b>Not relevant to this Draft Planning Proposal</b>
	(Kurnell Peninsula) 1989	<b>Not relevant to this Draft Planning Proposal</b>
	(Mining, Petroleum Production and Extractive Industries) 2007	<b>Not relevant to this Draft Planning Proposal</b>
	(Miscellaneous Consent Provisions) 2007	<b>Not relevant to this Draft Planning Proposal</b>
	(Penrith Lakes Scheme) 1989	<b>Not relevant to this Draft Planning Proposal</b>
	(Primary Production and Rural Development) 2019	<b>Not relevant to this Draft Planning Proposal</b>
	(State and Regional Development) 2011	<b>Not relevant to this Draft Planning Proposal</b>
	(State Significant Precincts) 2005	<b>Not relevant to this Draft Planning Proposal</b>
	(Sydney Drinking Water Catchment) 2011	<b>Not relevant to this Draft Planning Proposal</b>
	(Sydney Region Growth Centres) 2006	<b>Not relevant to this Draft Planning Proposal</b>

No.	Title	Consistency with Draft Planning Proposal
	(Three Ports) 2013	Not applicable to this Draft Planning Proposal
	(Urban Renewal) 2010	Not relevant to this Draft Planning Proposal
	(Vegetation in Non-Rural Areas) 2017	Not relevant to this Draft Planning Proposal
	(Western Sydney Employment Area) 2009	Not relevant to this Draft Planning Proposal
	(Western Sydney Parklands) 2009	Not relevant to this Draft Planning Proposal

**Table 8** below reviews the consistency of the Draft Planning Proposal with the formerly-named State Regional Environmental Plans, now identified as deemed SEPPs.

**Table 8 - Consistency with deemed State Environmental Planning Policies (SEPPs)**

No.	Title	Consistency with Draft Planning Proposal
8	(Central Coast Plateau Areas)	Not relevant to this Draft Planning Proposal
9	Extractive Industry (No.2 – 1995)	Not relevant to this Draft Planning Proposal
16	Walsh Bay	Not relevant to this Draft Planning Proposal
20	Hawkesbury-Nepean River (No.2 – 1997)	Not relevant to this Draft Planning Proposal
24	Homebush Bay Area	Not relevant to this Draft Planning Proposal
26	City West	Not relevant to this Draft Planning Proposal
30	St Marys	Not relevant to this Draft Planning Proposal
33	Cooks Cove	Not relevant to this Draft Planning Proposal
	(Sydney Harbour Catchment) 2005	Not relevant to this Draft Planning Proposal
	Greater Metropolitan Regional Environmental Plan No 2— Georges River Catchment	<b>Consistent</b> This Draft Planning Proposal will not result in changes to the portion of the Bayside Local Government Area located in the Georges River Catchment. The Draft Planning Proposal is consistent with this SEPP.

#### **Q6 Is the Draft Planning Proposal consistent with applicable Ministerial/ Local Planning Directions**

**Table 9** below reviews the consistency of the Draft Planning Proposal with the Ministerial/Local Planning Directions for LEPs under section 9.1 (formerly section 117) of the *Environmental Planning and Assessment Act 1979*.

**Table 9 – Consistency with Ministerial/ Local Planning Directions**

<b>1. Employment and Resources</b>			
<b>No.</b>	<b>Title</b>	<b>Draft Planning Proposal consistency with terms of direction</b>	<b>Consistent: Yes/ No (if No, is inconsistency adequately justified?)</b>
1.1	Business and Industrial Zones	<p><i>What a relevant planning authority must do if this direction applies</i></p> <p><i>(4) A draft Planning Proposal must:</i></p> <ul style="list-style-type: none"> <li><i>(a) give effect to the objectives of this direction (encourage employment growth in suitable locations; protect employment land in business and industrial zones; and support the viability of identified centres);</i></li> <li><i>(b) retain the areas and locations of existing business zones;</i></li> <li><i>(c) not reduce potential floor space area for employment uses and related public services in business zones,</i></li> <li><i>(d) not reduce the total potential floor space area of industrial uses in industrial zones, and</i></li> <li><i>(e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Secretary of the Department of Planning and Environment.</i></li> </ul> <p><b>RTCMP Area</b> In relation to (a), this Draft Planning Proposal gives effect to the objectives of the direction by retaining existing B2 zoned land within a centre identified in the Eastern City District Plan.</p> <p>In relation to (b), this Draft Planning Proposal retains the existing B2 zoned land.</p> <p>In relation to (c), the Draft Planning Proposal does not seek to reduce potential floor space.</p> <p>(d) is not relevant to this Draft Planning Proposal as the land is not zoned for industrial purposes.</p> <p>(e) is not relevant to this Draft Planning Proposal as the Draft Planning Proposal does not propose a new employment area.</p> <p><b>Walz Street</b> In relation to (a), this draft Planning Proposal gives effect to the objectives of the direction by retaining and intensifying existing B2 local centre zoned land in close proximity to Rockdale railway station and transport interchange within a centre identified in the Eastern City District Plan.</p> <p>In relation to (b), this draft Planning Proposal retains the existing B2 zoned land.</p> <p>In relation to (c), the draft Planning Proposal does not seek to reduce potential floor space.</p> <p>(d) is not relevant to this draft Planning Proposal as the land is not zoned for industrial purposes.</p>	Yes

		(e) is not relevant to this draft Planning Proposal as the Draft Planning Proposal does not propose a new employment area.	
1.2	Rural Zones	<b>Not applicable</b> The Investigation Areas do not contain any rural zones.	Not applicable
1.3	Mining, Petroleum Production & Extractive Industries	<b>Not applicable.</b> The Bayside LGA does not contain land zoned for mining, petroleum and extractive industries.	Not applicable
1.4	Oyster Aquaculture	<b>Not applicable</b> Whilst the Bayside LGA adjoins Georges River, identified on a map within the <i>NSW Oyster Industry Sustainable Aquaculture Strategy (2006)</i> , there is no aquaculture activity within Bayside LGA.	Not applicable
1.5	Rural Lands	<b>Not applicable</b> <i>This direction applies to all local government areas in the State except for:</i> <i>(a) Lake Macquarie,</i> <i>(b) Newcastle,</i> <i>(c) Wollongong, and</i> <i>(d) local government areas in the Greater Sydney Region (as defined in the Greater Sydney Commission Act 2015) other than Wollondilly and Hawkesbury.</i>	Not applicable.

## 2. Environment and Heritage

No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
2.1	Environmental Protection Zones	<b>Not applicable.</b> The Investigation Area does not contain any environmental protection zones.	Not applicable
2.2	Coastal Protection	<i>This direction applies to land that is within the coastal zone, as defined under the Coastal Management Act 2016 - comprising the coastal wetlands and littoral rainforests area, coastal vulnerability area, coastal environment area and coastal use area - and as identified by the State Environmental Planning Policy (Coastal Management) 2018.</i>  <i>A draft Planning Proposal must not rezone land which would enable increased development or more intensive land-use on land:</i> <i>(a) within a coastal vulnerability area identified by the State Environmental Planning Policy (Coastal Management) 2018; or</i> <i>(b) that has been identified as land affected by a current or future coastal hazard in a local environmental plan or development control plan, or a study or assessment undertaken:</i> <i>(i) by or on behalf of the relevant planning authority and the draft Planning Proposal authority, or</i> <i>(ii) by or on behalf of a public authority and provided to the relevant planning authority and the draft Planning Proposal authority.</i>	<b>Yes</b>



		<p>(6) A draft Planning Proposal must not rezone land which would enable increased development or more intensive land-use on land within a coastal wetlands and littoral rainforests area identified by the State Environmental Planning Policy (Coastal Management) 2018.</p> <p><b>RTCMP Area:</b> N/A – the investigation area is not within a Coastal Protection Area.</p> <p><b>Walz Street:</b> N/A – the investigation area is not within a Coastal Protection Area.</p>	
2.3	Heritage Conservation	<p><i>What a relevant planning authority must do if this direction applies</i></p> <p>(4) A draft Planning Proposal must contain provisions that facilitate the conservation of:</p> <ul style="list-style-type: none"> <li>a) Items, places buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of an item, area, object or place, identified in a study of the environmental heritage of the area,</li> <li>b) Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and</li> <li>c) Aboriginal areas, objects, places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.</li> </ul> <p><i>Consistency</i></p> <p>(5) A draft Planning Proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that:</p> <ul style="list-style-type: none"> <li>a) the environmental or indigenous heritage significance of the item, area, object or place is conserved by existing or draft environmental planning instruments, legislation, or regulations that apply to the land, or</li> <li>b) the provisions of the draft Planning Proposal that are inconsistent are of minor significance.</li> </ul> <p><b>RTCMP Area</b> The Draft Bayside LEP 2021 currently contains clause 5.10—Heritage conservation which requires any future Development Application (DA) to consider and manage heritage impacts for land that the clause applies.</p> <p>In addition, the Draft Bayside DCP 2021 contains provisions in relation to heritage, and Council is also preparing a site-specific DCP to provide controls to mitigate impacts on, and protect, heritage items.</p> <p><b>Walz Street</b> The Draft Planning Proposal is located in close proximity to a heritage item of State significance (Item I361), namely, the 'Brick buildings on platforms, signal box and overhead booking office' at Rockdale Railway Station and</p>	Yes

		<p>two items of local heritage significance, namely, St Joseph's Convent (Item I362) at Nos. 3-11 Walz Street, Rockdale and item I360 the 'Rockdale School of Arts (Guild Theatre)' at No. 87 Railway Street, Rockdale.</p> <p>The Draft Bayside LEP 2021 currently contains clause 5.10—Heritage conservation, which requires any future Development Application (DA) to consider and manage heritage impacts.</p> <p>In addition, the Draft Bayside DCP 2021 contains provisions in relation to heritage and Council is preparing a Site-specific DCP to provide controls to mitigate impacts on heritage items.</p>	
2.4	Recreation Vehicle Areas	The Direction is not applicable to this Draft Planning Proposal.	Not applicable
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	<p>The Direction is not applicable to this Draft Planning Proposal.</p> <p>The direction applies to the local government areas of Ballina, Byron, Kyogle, Lismore and Tweed.</p>	Not applicable.
2.5	Remediation of Contaminated Land	<p><i>(2) This direction applies to:</i></p> <p><i>(a) land that is within an investigation area within the meaning of the Contaminated Land Management Act 1997,</i></p> <p><i>(b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,</i></p> <p><i>(c) the extent to which it is proposed to carry out development on it for residential, educational, recreational or childcare purposes, or for the purposes of a hospital –</i></p> <p><i>land:</i></p> <p><i>(i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and</i></p> <p><i>(ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).</i></p> <p><i>(4) A draft Planning Proposal authority must not include in a particular zone (within the meaning of the local environmental plan) any land specified in paragraph (2) if the inclusion of the land in that zone would permit a change of use of the land, unless:</i></p> <p><i>(a) the draft Planning Proposal authority has considered whether the land is contaminated,</i></p> <p><i>and</i></p> <p><i>(b) if the land is contaminated, the draft Planning Proposal authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and</i></p> <p><i>(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the draft Planning Proposal authority is satisfied</i></p>	<b>Yes</b>

		<p><i>that the land will be so remediated before the land is used for that purpose.</i></p> <p><b>RTCMP Area and Walz Street:</b> Some of the land within these investigation areas are listed as 'potentially contaminated' according to Council's records. However, the draft PP does not seek to change the use of these areas from the current residential use. As such, it is considered sufficient that investigations are carried out as part of any future DAs for development on the land.</p>	
<b>3. Housing, Infrastructure and Urban Development</b>			
<b>No.</b>	<b>Title</b>	<b>Draft Planning Proposal consistency with terms of direction</b>	<b>Consistent: Yes/ No (if No, is inconsistency adequately justified?)</b>
3.1	Residential Zones	<p><i>What a relevant planning authority must do if this direction applies</i></p> <p><i>(4) A draft Planning Proposal must include provision that encourage the provision of housing that will:</i></p> <ul style="list-style-type: none"> <li><i>(a) broaden the choice of building types and locations available in the housing market, and</i></li> <li><i>(b) make more efficient use of existing infrastructure and services, and</i></li> <li><i>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</i></li> <li><i>(d) be of good design.</i></li> </ul> <p><i>(5) A draft Planning Proposal must, in relation to land to which this direction applies:</i></p> <ul style="list-style-type: none"> <li><i>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</i></li> <li><i>(b) not contain provisions which will reduce the permissible residential density of land.</i></li> </ul> <p><b>RTCMP Area:</b> The Direction is not applicable to this Draft Planning Proposal, as the land is not zoned residential for the purposes of this clause.</p> <p><b>Walz Street:</b> Council proposes to acquire two lots at No's 3 and 5 Watkin Street for the purposes of public recreation, resulting in a reduction in the permissible residential density of the land.</p> <p>However, the open space is required to support a proposal to increase residential development in accordance with the Bayside Local Housing Strategy. Open space provision is a requirement of the Eastern City District Plan. Accordingly, the reduction in residential density is considered justifiable and of minor significance.</p>	Yes
3.2	Caravan Parks and Manufactured Home Estates	The Direction is not applicable to this Draft Planning Proposal.	Not applicable.

3.3	Home Occupations	<p><i>Draft Planning Proposals must permit home occupations to be carried out in dwelling houses without the need for development consent.</i></p> <p>The Draft Planning Proposal does not propose to amend the current permissibility of home occupations in zones across the Bayside LGA.</p>	Yes
3.4	Integrating Land Use and Transport	<p><i>What a relevant planning authority must do if this direction applies</i></p> <p><i>(4) A Draft Planning Proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</i></p> <p><i>(a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</i></p> <p><i>(b) The Right Place for Business and Services – Planning Policy (DUAP 2001).</i></p> <p><b>RTCMP Area:</b> The Draft Planning Proposal is consistent with the aims, objectives and principles of the abovementioned publications as the Draft Planning Proposal seeks to support B2 local centre zoned land located within Rockdale Town Centre, in close proximity to Rockdale railway station and transport interchange.</p> <p>A Traffic Report has been prepared in support of the PP. The report does not raise any objections to the proposed changes to planning controls, however, it does include recommendations to improve traffic and transport for the area. These are discussed in further detail in Question 8 below.</p> <p><b>Walz Street:</b> The Draft Planning Proposal is consistent with the aims, objectives and principles of the abovementioned publications as the Draft Planning Proposal seeks to intensify B2 local centre zoned land located within Rockdale Town Centre and in close proximity to Rockdale railway station and transport interchange.</p> <p>A Traffic Report has been prepared in support of the PP. The report does not raise any objections to the proposed changes to planning controls, however, it does include recommendations to improve traffic and transport for the area. These are discussed in further detail in Question 8 below.</p>	Yes
3.5	Development near Regulated Airports and Defence Airfields	<p>The direction applies as the Draft Planning Proposal proposes to alter a provision relating to land near Sydney Airport, defined as a 'core regulated airport' under the <i>Airports Act 1996</i>.</p> <p><i>What a relevant planning authority must do if this direction applies</i></p> <p><i>(4) In the preparation of a draft Planning Proposal that sets controls for development of land near a core regulated airport, the relevant planning authority must:</i></p>	Yes

- a) *consult with the Department of the Commonwealth responsible for airports and the lessee/operator of that airport;*
- b) *for land affected by the prescribed airspace (as defined in Regulation 6(1) of the Airports (Protection of Airspace) Regulation 1996, prepare appropriate development standards, such as height controls.*
- c) *not allow development types that are incompatible with the current and future operation of that airport.*
- d) *obtain permission from that Department of the Commonwealth, or their delegate, where a draft Planning Proposal seeks to allow, as permissible with consent, development that would constitute a controlled activity as defined in section 182 of the Airports Act 1996. This permission must be obtained prior to undertaking community consultation in satisfaction of section 57 of the Environmental Planning and Assessment Act 1979.*

*(7) A draft Planning Proposal must include a provision to ensure that development meets Australian Standard 2021-2015, Acoustic- Aircraft Noise Intrusion – Building siting and construction with respect to interior noise levels, if the proposal seeks to rezone land:*

- a) *for residential purposes or to increase residential densities in areas where the ANEF is between 20 and 25; or*
- b) *for hotels, motels, offices or public buildings where the ANEF is between 25 and 30; or*
- c) *for commercial or industrial purposes where the ANEF is above 30.*

**RTCMP Area:**

In relation to (a), this Draft Planning Proposal will be referred to Sydney Airport Corporation Limited (SACL) and the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications' (DITRDC) should this Draft Planning Proposal proceed to the Gateway determination stage.

In relation to (b), the Urban Design Report demonstrates that the height proposed by this Draft Planning Proposal is appropriate as the height of buildings will not exceed the Obstacle Limitation Surface of 51 metres above Australian Height Datum that applies over the town centre.

In relation to (c), no amendments to the types of development already permitted within the B2 Local Centre zone are proposed.

In relation to (d), permission will not be required as the Draft Planning Proposal would not constitute a controlled activity as it is not proposed to breach the prescribed airspace. However, any future DA may need to be referred to SACL and the DITRDC should the DA constitute a controlled activity by breaching the prescribed airspace due to the erection of cranes during construction.

**Walz Street:**

In relation to (a), the Draft Planning Proposal will be referred to Sydney Airport Corporation Limited (SACL) and the Commonwealth Department of Infrastructure,

		<p>Transport, Regional Development and Communications' (DITRDC) should the Draft Planning Proposal proceed to the Gateway Determination stage.</p> <p>In relation to (b), the Urban Context Report demonstrates that the height proposed by this Draft Planning Proposal is appropriate as the height of buildings will not exceed the Obstacle Limitation Surface of 51 metres above Australian Height Datum that applies over the subject site.</p> <p>In relation to (c), no amendments to the types of development already permitted within the B2 Local Centre zone are proposed.</p> <p>In relation to (d), permission will not be required as the Draft Planning Proposal would not constitute a controlled activity as it is not proposed to breach the prescribed airspace. However, any future DA may need to be referred to SACL and the DITRDC should the DA propose to breach the prescribed airspace and constitute a controlled activity.</p> <p>(6) Not applicable – Rockdale Town Centre is not near a defence airfield.</p> <p>(7) Not applicable – this Draft Planning Proposal does not propose to rezone land.</p>	
3.6	Shooting Ranges	The direction does not apply to this Draft Planning Proposal as the site is not located on or adjoin an existing shooting range.	Not applicable
3.7	Reduction in non-hosted short term rental accommodation period	The direction applies to land within the Byron Shire Council LGA.	Not applicable

#### 4. Hazard and Risk

No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
4.1	Acid Sulfate Soils	<p><i>What a relevant planning authority must do if this direction applies</i></p> <p><i>(4) The relevant planning authority must consider the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of the Department of Planning when preparing a draft Planning Proposal that applies to any land identified on the Acid Sulfate Soils Planning Maps as having a probability of acid sulfate soils being present.</i></p> <p><i>(5) When a relevant planning authority is preparing a draft Planning Proposal to introduce provisions to regulate works in acid sulfate soils, those provisions must be consistent with:</i></p>	<p><b>No</b> – Inconsistency of minor significance and can be addressed with provisions in the LEP at the DA stage.</p>



		<p>(a) <i>the Acid Sulfate Soils Model LEP in the Acid Sulfate Soils Planning Guidelines adopted by the Director-General, or</i></p> <p>(b) <i>such other provisions provided by the Director-General of the Department of Planning that are consistent with the Acid Sulfate Soils Planning Guidelines.</i></p> <p>(6) <i>A relevant planning authority must not prepare a draft Planning Proposal that proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of any such study to the Director General prior to undertaking community consultation in satisfaction of section 57 of the Act.</i></p> <p><b>RTCMP Area:</b>          Clause 6.1 of the Draft Bayside LEP 2021 requires an Acid Sulfate Soils Management Plan at Development Application stage, before carrying out any development on the land. The inconsistency with this direction is therefore considered minor and justifiable.</p> <p><b>Walz Street:</b>          Clause 6.1 of the Draft Bayside LEP 2021 requires an Acid Sulfate Soils Management Plan at Development Application stage, before carrying out any development on the land. The inconsistency with this direction is therefore considered minor and justifiable.</p>	
4.2	Mine Subsidence and Unstable Land	<p><b>Not applicable</b>          Bayside LGA does not contain land within a proclaimed Mine Subsidence District, or land that has been identified as unstable.</p>	Not applicable.
4.3	Flood Prone Land	<p><i>What a relevant planning authority must do if this direction applies</i></p> <p>(4) <i>A Draft Planning Proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Risk Flood Areas).</i></p> <p>(5) <i>A Draft Planning Proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.</i></p> <p>(6) <i>A Draft Planning Proposal must not contain provisions that apply to the flood planning areas which;</i></p> <p>(a) <i>Permit development in floodway areas,</i></p> <p>(b) <i>Permit development that will result in significant flood impacts to other properties,</i></p> <p>(c) <i>Permit a significant increase in the development of that land,</i></p> <p>(d) <i>Are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or</i></p>	Yes



(e) *Permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, building or structures in floodways or high hazard areas), roads or exempt development.*

*(7) A Draft Planning Proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-general (or an officer of the Department nominated by the Director General).*

*(8) For the purposes of a Draft Planning Proposal, a relevant planning authority must not determine a flood planning level that is inconsistent with the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk areas) unless a relevant planning authority provides adequate justification for the proposed departure from that Manual to the satisfaction of the Director General.*

**RTCMP Area:**

A suitably qualified stormwater consultant was engaged by Council to prepare a Flood Constraints Review (flood report) in support of the Draft Planning Proposal.

The flood report concludes that the proposed changes are of minor significance, noting that the Draft Planning Proposal does not result in a net increase in population within the centre.

Any future Development Applications will, however, need to be in accordance with Council's Technical Specification – Stormwater Management and Flood Management Policy.

**Walz Street:**

A suitably qualified stormwater consultant was engaged by Council to prepare a Flood Constraints Review Report (flood report) in support of the Draft Planning Proposal.

The mapping and discussion of flood behaviour in this assessment is derived from the updated catchment design flood modelling, as per the following study:

*Spring Street Drain, Muddy Creek and Scarborough Ponds Catchments 2D Flood Study Review, BMT WBM February 2017*

A summary of the flood report is provided as follows and is focussed on two locations within the Walz Street investigation area:

**Lots generally north of Frederick Street:**

*'The lots north of Frederick Street within this precinct are not significantly affected by flooding up to the 1% AEP event. Overland flow can cause flooding within the sag point on Railway Street west of the railway corridor, which may result in shallow flooding at the front of 95-98 and 99 Railway Street. The remainder of properties on Walz Street and Railway Street within the precinct are outside the 1% AEP flood extent.'*

*'Risks of exacerbating flooding issues from redevelopment of lots north of Frederick Street within this*

*precinct would be low. The existing buildings on these sites already occupy the majority of the lots, and the available flood information indicates relatively minor "flood fringe" exposure, or no inundation at all in the 1% AEP event.'*

Accordingly, in relation to the part of the site located north of Frederick Street, the proposed amendments are considered of minor significance. Any future Development Application is considered capable of addressing stormwater management in accordance with the Draft Bayside DCP 2021, and the accompanying Technical Guidelines for stormwater management.

Lots south of Frederick Street:

*'The rear of the lots on the southern side of Frederick Street within this precinct are subject to significant inundation in the 1% AEP event (Nos. 2/ 6/ 14/16 /18 /20 /22 /24 /26 and 28 Frederick Street.*

*In events exceeding the capacity of the subsurface drainage network, overland flow will occur through the back of the lots south of Frederick Street. Under current conditions, this overland flow can pond to significant depths (over 2 m) in the rear of the Frederick St lots, since the land at the rear of the lots is much lower than Railway Street, creating a trapped low point in the topography. Council's stormwater asset database indicates that this trapped low point is drained by a single 0.3 m pipe connecting to the box culvert trunk system, which limits the drainage from this area. The fronts of these lots facing Frederick Street are not affected by flooding up to the 1% AEP event.'*

*'However, for lots south of Frederick Street, the presence of the overland flow path and trapped low point would present a significant constraint to re-development of these lots. Parts of these lots are classified as "floodway" or "flood storage." This would limit the potential building footprint within these lots, particularly for the ground floor and any lower ground/ basement floors. Basement or lower ground car parking is unlikely to be feasible in these lots. It is likely that elevated construction would be required at the rear of the lots, such that the existing flow path is retained and not obstructed. Furthermore, construction of new buildings over the top of Council's stormwater pipes would be contrary to the general requirements of Council's stormwater technical guidelines, except under special circumstances.'*

The flood report concludes:

*'Although this review identified significant localised flood constraints for some lots, it is likely the Draft Planning Proposal will improve the feasibility of redevelopment in those lots where it would currently be impractical to meet the flood-related development controls. This is because consolidation of lots and permissibility of larger, taller buildings provides more flexibility in the development design to accommodate flow paths through part of the consolidated site, while fully developing the remainder with minimum floor levels that meet requirements. This is less likely to be feasible with lower density development involving fragmented lots and separate buildings. The consolidation of lots and increased density will likely*

		<p><i>improve the viability of the most heavily flood-constrained sites identified above.'</i></p> <p>Given the above, the Draft Planning Proposal is considered inconsistent with the terms of the direction as the number of dwellings within a flood prone area are proposed to be increased.</p> <p>However, the proposed amendments are not considered to significantly impact the capacity of Council's stormwater drainage system in this location, given the nature of flooding that currently exists such that it would result in increased spending on stormwater infrastructure. The additional residents would be able to shelter in place, as is the case under existing controls.</p> <p>It is the intent of this Draft Planning Proposal to provide an incentive to redevelop these lots and in accordance with an amalgamation pattern. This may result in the redevelopment of these lots in a coordinated manner thereby improving stormwater management outcomes in this location.</p> <p>In addition, any future DA will be required to address the Draft Bayside DCP 2021 and accompanying Technical Specification for Stormwater Management.</p> <p><b>Consistency:</b></p> <p>Whilst Walz Street is inconsistent with the direction, the inconsistency is considered minor and justifiable as additional spending is unlikely to be required as a result of the Draft Planning Proposal, and the planning controls may incentivise redevelopment of these lots in a coordinated manner, promoting opportunities for more effective stormwater management.</p> <p>Nevertheless, consultation with the State Emergency Services is recommended.</p>	
4.4	Planning for Bushfire Protection	The direction is not applicable. Bayside LGA does not contain any land mapped as bushfire prone land under section 10.3 (previously section 146) of the <i>Environmental Planning and Assessment Act 1979</i> .	Not applicable
<b>5. Regional Planning</b>			
No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
5.1	Implementation of Regional Strategies	<p><b>Not applicable</b></p> <p>The South Coast Regional Strategy and the Sydney-Canberra Corridor Regional Strategy do not apply to the Bayside LGA.</p>	Not applicable.
5.2	Sydney Drinking Water Catchments	<p><b>Not applicable</b></p> <p>Bayside LGA is not identified as an LGA within the Sydney drinking water catchment.</p>	Not applicable

5.3	Farmland of State and Regional Significance on the NSW Far North Coast	<b>Not applicable</b> The direction applies to: (a) Ballina Shire Council; (b) Byron Shire Council; (c) Kyogle Shire Council; (d) Lismore City Council; (e) Richmond Valley Council; and (f) Tweed Shire Council.	Not applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	<b>Not applicable</b> This direction applies to council areas between Port Stephens Shire Council and Tweed Shire Council.	Not applicable
5.5	Development in the vicinity of Ellalong, Paxton and Millfield	Revoked 18 June 2010	Revoked
5.6	Sydney to Canberra Corridor	Revoked 10 July 2008	Revoked
5.7	Central Coast	Revoked 10 July 2008	Revoked
5.8	Second Sydney Airport: Badgerys Creek	Revoked 20 August 2018	Revoked
5.9	North West Rail Link Corridor Strategy	<b>Not applicable</b> The direction applies to land within Hornsby Shire Council, The Hills Shire Council and Blacktown City Council.	Not applicable.
5.10	Implementation of Regional Plans	<i>Draft Planning Proposals must be consistent with a Regional Plan released by the Minister for Planning</i>  <b>Comment:</b> The Draft Planning Proposal's consistency with the <i>Greater Sydney Regional Plan – A Metropolis of Three Cities</i> (GSRP) is provided at the response to Question 3 of this Draft Planning Proposal.  <b>Consistency:</b> The response to Question 3 of this Draft Planning Proposal identified no inconsistencies with the GSRP.  No inconsistencies with the terms of the direction were identified.	<b>Yes</b>
5.11	Development of Aboriginal Land Council Land	<b>Not applicable</b> Bayside LGA is not identified on the Land Application Map contained within <i>State Environmental Planning Policy (Aboriginal Land) 2019</i> .	Not applicable.

6. Local Plan Making			
No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
6.1	Approval and Referral Requirements	<p>(4) A draft Planning Proposal must:</p> <p>(a) minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and</p> <p>(b) not contain provisions requiring concurrence, consultation or referral of a Minister or public authority unless the relevant planning authority has obtained the approval of:</p> <ul style="list-style-type: none"> <li>- the appropriate Minister or public authority, and</li> <li>- the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General), prior to undertaking community consultation in satisfaction of section 57 of the Act, and</li> </ul> <p>(c) not identify development as designated development unless the relevant planning authority:</p> <ul style="list-style-type: none"> <li>- can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the class of development is likely to have a significant impact on the environment, and</li> <li>- has obtained the approval of the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) prior to undertaking community consultation in satisfaction of section 57 of the Act.</li> </ul> <p><b>Comment:</b> The Draft Planning Proposal does not propose to include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.</p> <p><b>Consistency:</b> No inconsistencies with the terms of the direction were identified.</p>	Yes
6.2	Reserving Land for Public Purposes	<p><b>Rockdale Town Centre</b> The direction does not apply to Rockdale Town Centre as it is not proposed to reserve land for public purposes; or to remove a reservation of land for public purposes for this investigation area.</p> <p><b>Walz Street</b> An assessment of open space provision within 200 metres of the Investigation Area reveals that the area has minimal access to open space.</p> <p>Council proposes to acquire two lots at No's 3 and 5 Watkin Street for acquisition and are identified on the Land Reservation Acquisition Map.</p>	Yes
6.3	Site-specific Provisions	A draft Planning Proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:	Yes

		<p>a) Allow that land use to be carried out in the zone the land is situated on, or</p> <p>b) Rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone; or</p> <p>c) Allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p> <p><b>Comment:</b> Site-specific provisions are not proposed as part of this Draft Planning Proposal.</p> <p><b>Consistency:</b> No inconsistencies with the terms of the direction were identified.</p>	
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## 7. Metropolitan Planning

No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
7.1	Implementation of A Plan for Growing Sydney	<p><i>Draft Planning Proposals shall be consistent with:</i></p> <p>(a) <i>the NSW Government's A Plan for Growing Sydney published in December 2014.</i></p> <p><b>Comment:</b> A Plan for Growing Sydney is superseded by the Greater Sydney Region Plan - A Metropolis of Three Cities. The Draft Planning Proposal's consistency with the Greater Sydney Region Plan is addressed in the response to Question 3 of this Draft Planning Proposal.</p> <p><b>Consistency:</b> No inconsistencies with the terms of the direction were identified in the response to Question 3 of this Draft Planning Proposal.</p>	Yes
7.2	Implementation of Greater Macarthur Land Release Investigation	<p><b>Not applicable</b> The direction applies to Campbelltown City Council and Wollondilly Shire Council.</p>	Not applicable
7.3	Parramatta Road Corridor Urban Transformation Strategy	<p><b>Not applicable</b> The direction does not apply to Bayside LGA.</p>	Not applicable
7.4	Implementation of North West Priority Growth Area Land Use	<p><b>Not applicable</b> The direction applies to Blacktown City Council, The Hills Shire Council and Hawkesbury City Council.</p>	Not applicable

	and Infrastructure Implementation Plan		
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<b>Not applicable</b> The direction applies to land contained within Greater Parramatta Priority Growth Area.	Not applicable
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<b>Not applicable</b> The direction applies to Wollondilly Shire Council.	Not applicable
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	<b>Not applicable</b> The direction applies to Campbelltown City Council.	Not applicable
7.8	Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	<b>Not applicable</b> The direction applies to Liverpool City Council, Penrith City Council, Blue Mountains City Council, Blacktown City Council, Camden Council, Campbelltown City Council, Fairfield City Council and Wollondilly Shire Council.	Not applicable
7.9	Implementation of Bayside West Precincts Bayside West 2036 Plan	<p><i>What a draft Planning Proposal authority must do if this direction applies</i></p> <p><i>(4) A draft Planning Proposal authority must ensure that a draft Planning Proposal is consistent with the Bayside West Precincts Bayside West 2036 Plan.</i></p> <p><b>RTCMP Area</b> N/A – Bay Street is not located within the Bayside West Precincts.</p> <p><b>Walz Street</b> N/A – Bay Street is not located within the Bayside West Precincts.</p>	<b>Yes</b>
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	The direction does not apply to this Draft Planning Proposal as the Investigation Area is not within the Cooks Cove Precinct.	<b>Yes</b>



## **C Environmental, social and economic impact**

### **Q7 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?**

This Draft Planning Proposal is not anticipated to create any adverse impacts on critical habitat or threatened species, populations or ecological communities or their habitat.

### **Q8 Are there any other likely environmental effects as a result of the Draft Planning Proposal and how are they proposed to be managed?**

#### **Flooding**

##### **RTCMP Area:**

A suitably qualified stormwater consultant was engaged by Council to prepare a Flood Constraints Review (flood report) in support of the Draft Planning Proposal (refer **Appendix D**).

The flood report concludes that the proposed changes are of minor significance, noting that the Draft Planning Proposal does not result in a net increase in population within the centre.

Any future DA will, however, need to be in accordance with Council's Technical Specification – Stormwater Management and Flood Management Policy.

##### **Walz Street:**

A suitably qualified stormwater consultant was engaged by Council to prepare a Flood Constraints Review Report (flood report) in support of the Draft Planning Proposal.

The mapping and discussion of flood behaviour in this assessment is derived from the updated catchment design flood modelling, as per the following study:

*Spring Street Drain, Muddy Creek and Scarborough Ponds Catchments 2D Flood Study Review, BMT WBM February 2017*

A summary of the flood report is provided as follows, and is focussed on two locations within the Walz Street investigation area:

##### **Lots generally north of Frederick Street:**

*'The lots north of Frederick Street within this precinct are not significantly affected by flooding up to the 1% AEP event. Overland flow can cause flooding within the sag point on Railway Street west of the railway corridor, which may result in shallow flooding at the front of 95-98 and 99 Railway Street. The remainder of properties on Walz Street and Railway Street within the precinct are outside the 1% AEP flood extent.'*

*'Risks of exacerbating flooding issues from redevelopment of lots north of Frederick Street within this precinct would be low. The existing buildings on these sites already occupy the majority of the lots, and the available flood information indicates relatively minor "flood fringe" exposure, or no inundation at all in the 1% AEP event.'*

Accordingly, in relation to the part of the site located north of Frederick Street, the proposed amendments are considered of minor significance. Any future Development Application is considered capable of addressing stormwater management in accordance with the Draft Bayside DCP 2021, and accompanying Technical Guidelines for stormwater management.

##### **Lots south of Frederick Street:**

*'The rear of the lots on the southern side of Frederick Street within this precinct are subject to significant inundation in the 1% AEP event (Nos. 2/ 6/ 14/16 /18 /20 /22 /24 /26 and 28 Frederick Street.*

*In events exceeding the capacity of the subsurface drainage network, overland flow will occur through the back of the lots south of Frederick Street. Under current conditions, this overland flow*

*can pond to significant depths (over 2 m) in the rear of the Frederick St lots, since the land at the rear of the lots is much lower than Railway Street, creating a trapped low point in the topography. Council's stormwater asset database indicates that this trapped low point is drained by a single 0.3 m pipe connecting to the box culvert trunk system, which limits the drainage from this area. The fronts of these lots facing Frederick Street are not affected by flooding up to the 1% AEP event.*

*However, for lots south of Frederick Street, the presence of the overland flow path and trapped low point would present a significant constraint to re-development of these lots. Parts of these lots are classified as "floodway" or "flood storage." This would limit the potential building footprint within these lots, particularly for the ground floor and any lower ground/ basement floors. Basement or lower ground car parking is unlikely to be feasible in these lots. It is likely that elevated construction would be required at the rear of the lots, such that the existing flow path is retained and not obstructed. Furthermore, construction of new buildings over the top of Council's stormwater pipes would be contrary to the general requirements of Council's stormwater technical guidelines, except under special circumstances.'*

The flood report concludes:

*'Although this review identified significant localised flood constraints for some lots, it is likely the Draft Planning Proposal will improve the feasibility of redevelopment in those lots where it would currently be impractical to meet the flood-related development controls. This is because consolidation of lots and permissibility of larger, taller buildings provides more flexibility in the development design to accommodate flow paths through part of the consolidated site, while fully developing the remainder with minimum floor levels that meet requirements. This is less likely to be feasible with lower density development involving fragmented lots and separate buildings. The consolidation of lots and increased density will likely improve the viability of the most heavily flood-constrained sites identified above.'*

Given the above, the Draft Planning Proposal is considered inconsistent with the terms of the direction as the number of dwellings within a flood prone area are proposed to be increased.

However, the proposed amendments are not considered to significantly impact the capacity of Council's stormwater drainage system in this location given the nature of flooding that currently exists such that it would result in increased spending on stormwater infrastructure. The additional residents would be able to shelter in place, as is the case under existing controls.

It is the intent of this Draft Planning Proposal to provide an incentive to redevelop these lots and in accordance with an amalgamation pattern. This may result in the redevelopment of these lots in a coordinated manner thereby improving stormwater management outcomes in this location.

In addition, any future DA will be required to address the Draft Bayside DCP 2021 and accompanying Technical Specification for Stormwater Management.

Consultation with the State Emergency Services is recommended in this Draft Planning Proposal report.

### **Traffic and Public Transport:**

#### **RTCMP Area:**

The Traffic Report supporting the draft Planning Proposal (refer **Appendix C**) recommends a review of lane-way access and a movement strategy for the precinct to ensure adequate provision for servicing, car parking access and pedestrian movements.

The Urban Design Study supporting this Draft Planning Proposal generally promotes the use of laneways for servicing and car parking, discouraging access from the Princes Highway.

Council is also progressing investigations in relation to movement strategies within the King Lane/ Civic Precinct area as part of future planning for the Civic Precinct; and in relation to access to No's 427 to 431A Princes Highway, a potential connection between the northern extent of Geeves Lane and Waines Crescent.

If DPIE issues a Gateway Determination for the Draft Planning Proposal, traffic modelling of Rockdale Town Centre will be undertaken to support the Draft Planning Proposal.

The traffic report also recommends the following:

- *Consideration of a local area roundabout at the York Street/ Bestic Street intersection*

Comment:

This would be subject to further investigation and funding arrangements as the draft PP progresses.

- *Consider installation of a signalised intersection at the Waines Crescent/ Princes Highway intersection as part of a broader plan to connect Geeves Lane through to Waines Crescent to limit direct access from the Princes Highway*

Comment:

This would be subject to TfNSW approval and funding arrangements as the draft PP progresses, noting that Council is investigating options for access to lots relying on Geeves Lane and potential connection through to Waines Crescent.

- *Enhance several town centre bus stop facilities*

Comment:

Council is preparing a site-specific DCP which will include provisions to improve bus stop facilities.

- *Prepare a traffic model of the Rockdale Town Centre to ensure access arrangements have been suitably provided.*

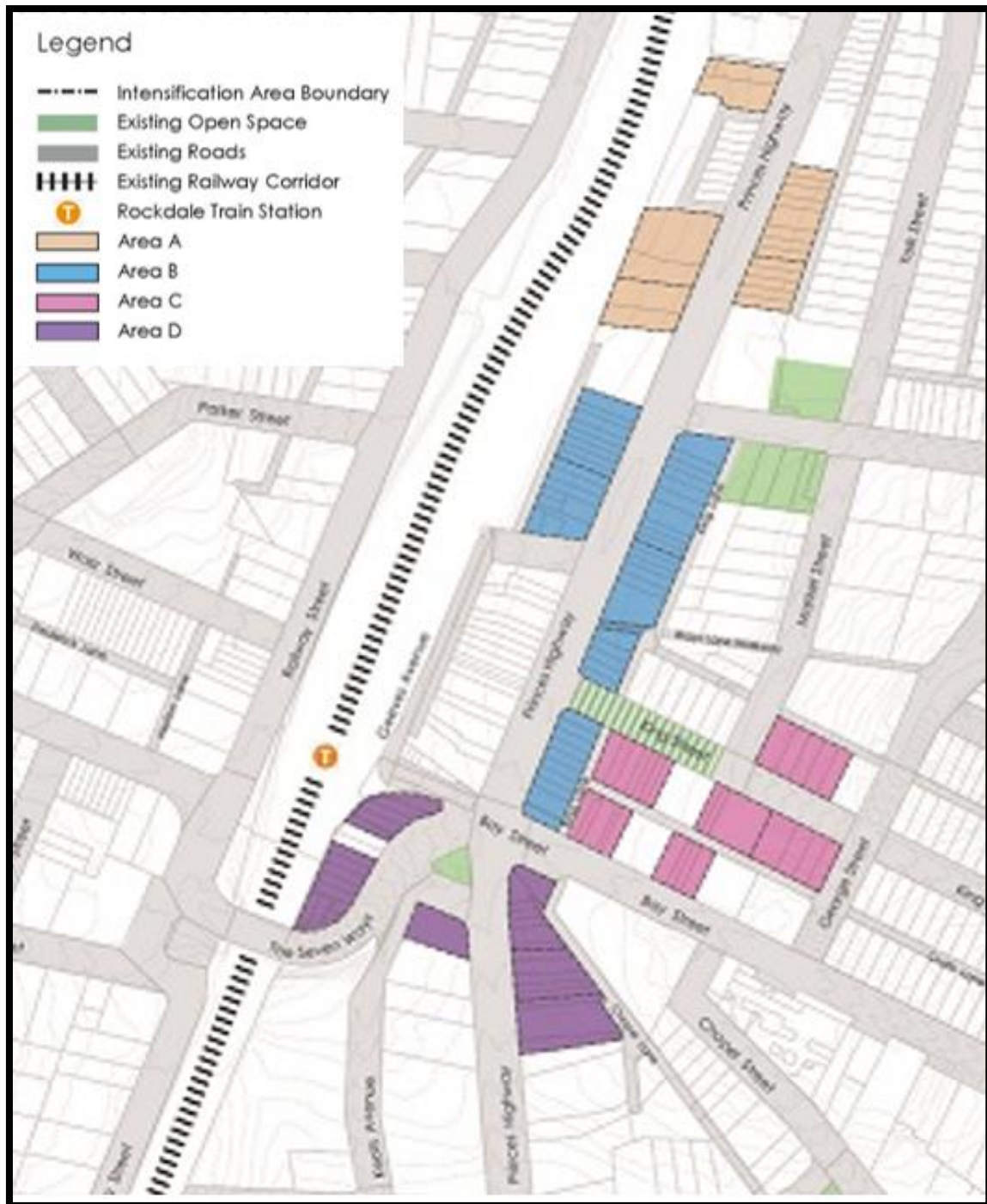
Comment:

Access arrangements are broadly in accordance with previous master planning for the town centre, which promotes the use of laneways for servicing and car park access. If DPIE issues a Gateway Determination for the Draft Planning Proposal, traffic modelling of Rockdale Town Centre will be undertaken to support the Draft Planning Proposal.

### **RTCMP Area**

This Draft Planning Proposal is supported by a detailed Urban Design and Built Form Study (Urban Design study) prepared by Council's technical staff, which has undertaken a review of the existing planning controls for the Rockdale Town Centre. The primary focus of the Urban Design study is to provide the evidence base to amend the existing controls within the centre to unlock latent capacity and direct better built form and spatial outcomes in accordance with a height strategy for the centre based on amalgamation patterns, rather than a minimum site area which has led to individual site-specific responses to redevelopment of the centre in the absence of a coordinated built form strategy. Taller building elements have been strategically located to minimise amenity impacts on the public domain and surrounding development.

The Urban Design study focusses on four key 'character areas' within the Master Plan area which have not undergone redevelopment under the existing controls, these are: 'Area A'; 'Area B'; 'Area C'; and 'Area D'. Area A – 'North Princes Highway' is located generally toward the northern part of Rockdale Town Centre; Area B – 'Princes Highway Station Area' is located generally around the Rockdale Transport Interchange Precinct; Area C 'King Street Area' is located generally between King and Bay Streets, east of the Princes Highway; and Area D – 'Princes Highway and Bay Street Junction' is located on sites generally around the intersection of The Seven Ways, Princes Highway and Bay Street. Areas A, B, C and D are shown in **Figure 4:**



**Figure 4:** Rockdale Town Centre Investigation Areas (Source: Bayside Council)

### Area A – North Princes Highway

The northern section of Princes Highway is to be developed as a consistent street wall that relates to existing and approved built form context of the centre. The wall decreases in height from 6-storeys in the core of the centre down to 3 to 4 storeys at the edge of the centre. The wall is punctuated by tall slender towers (maximum width of 21m) configured to allow/ maintain good amenity to neighbouring towers. The indicative future built form for this character area is shown in **Figure 5**, below:

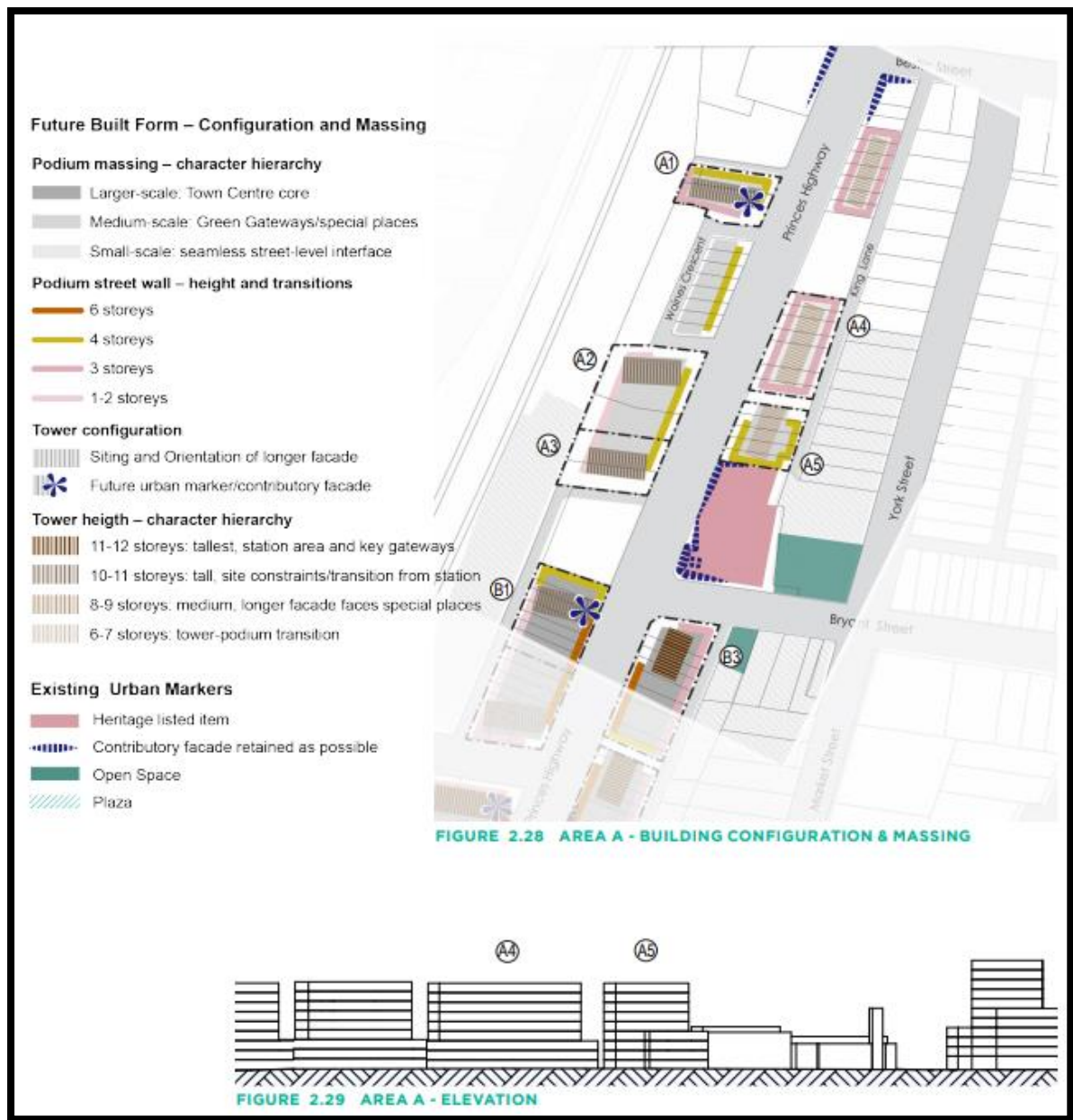
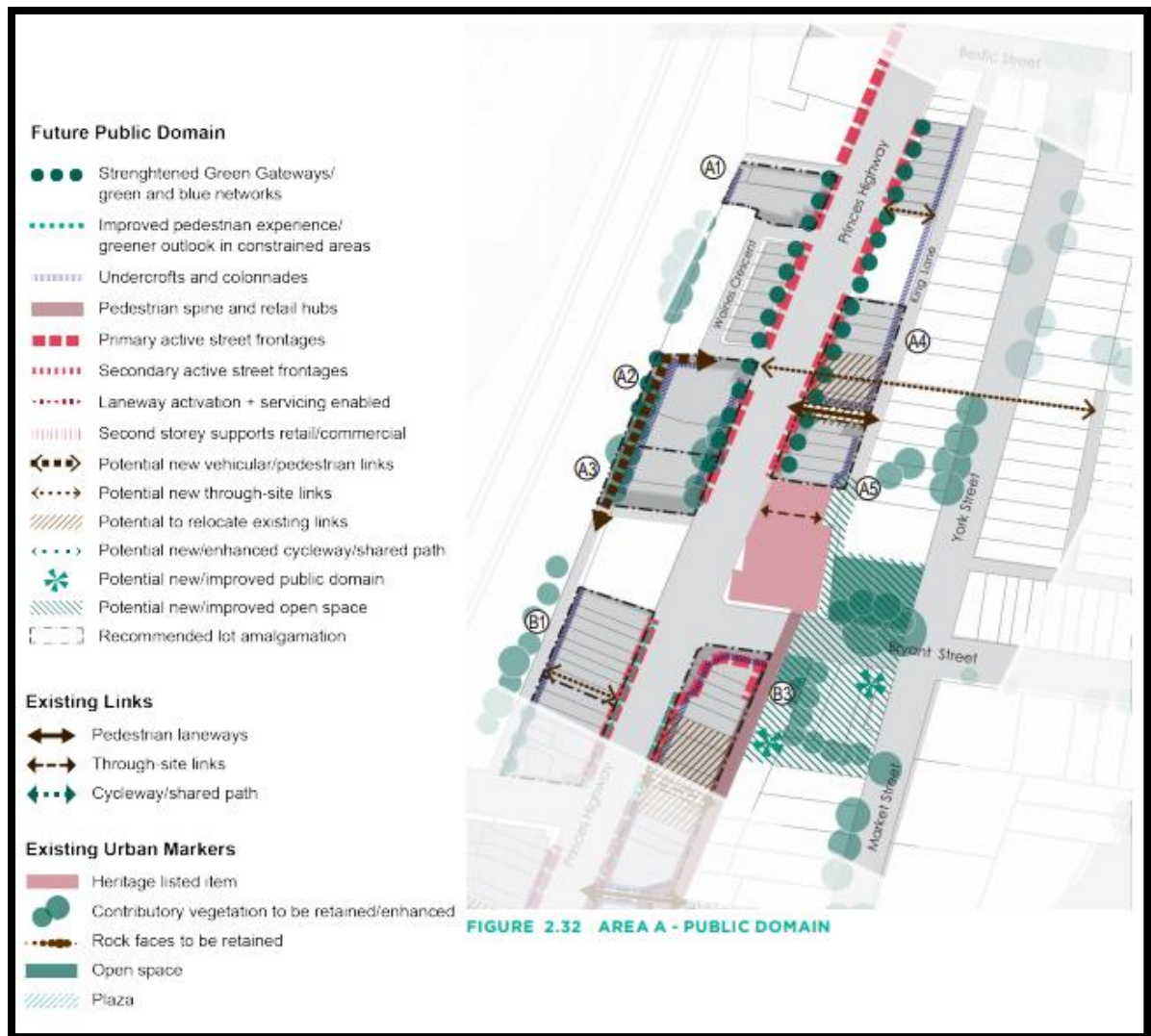


Figure 5: Area A Future Built Form (Source: Bayside Council)



The proposed public domain for Area A is shown in **Figure 6**:



**Figure 6:** Area A Public Domain (Source: Bayside Council)

Examples of the proposed public domain enhancements for this area include through site links, façade setbacks to allow tree plantings and additional setbacks at ground floor to facilitate street activation. For more detailed information about the proposed built form and public domain improvements, refer to the Urban Design Report at **Appendix A**.

### Area B – Princes Highway Station Area

Built form in this location will include a range of street wall heights, stepping down in height toward the northern extent of the area. Towers are generally located at street or laneway corners, with a maximum width of 21 metres and a maximum footprint of 700sqm.

The indicative future built form for this character area is shown in **Figure 7**, below:

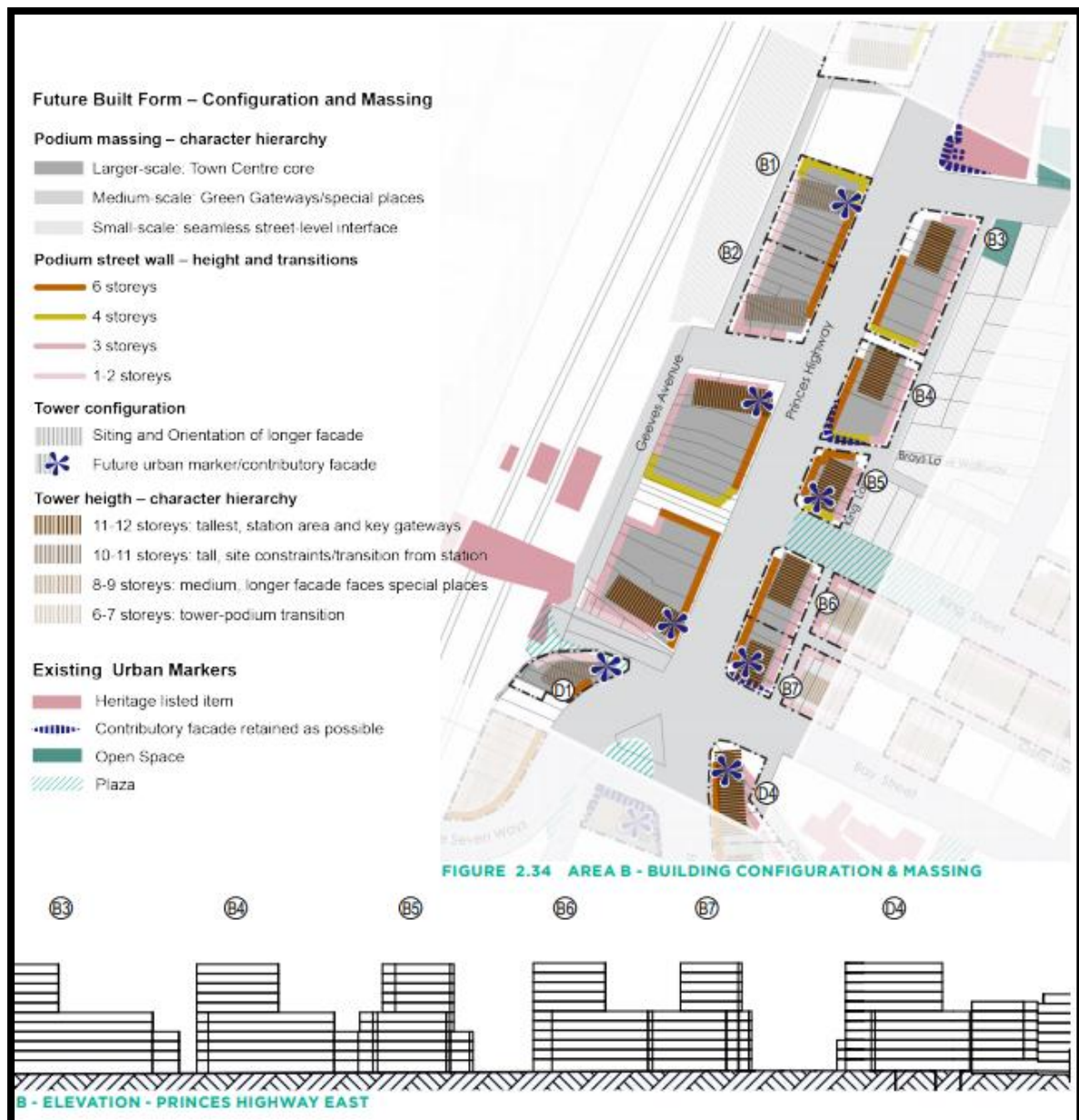
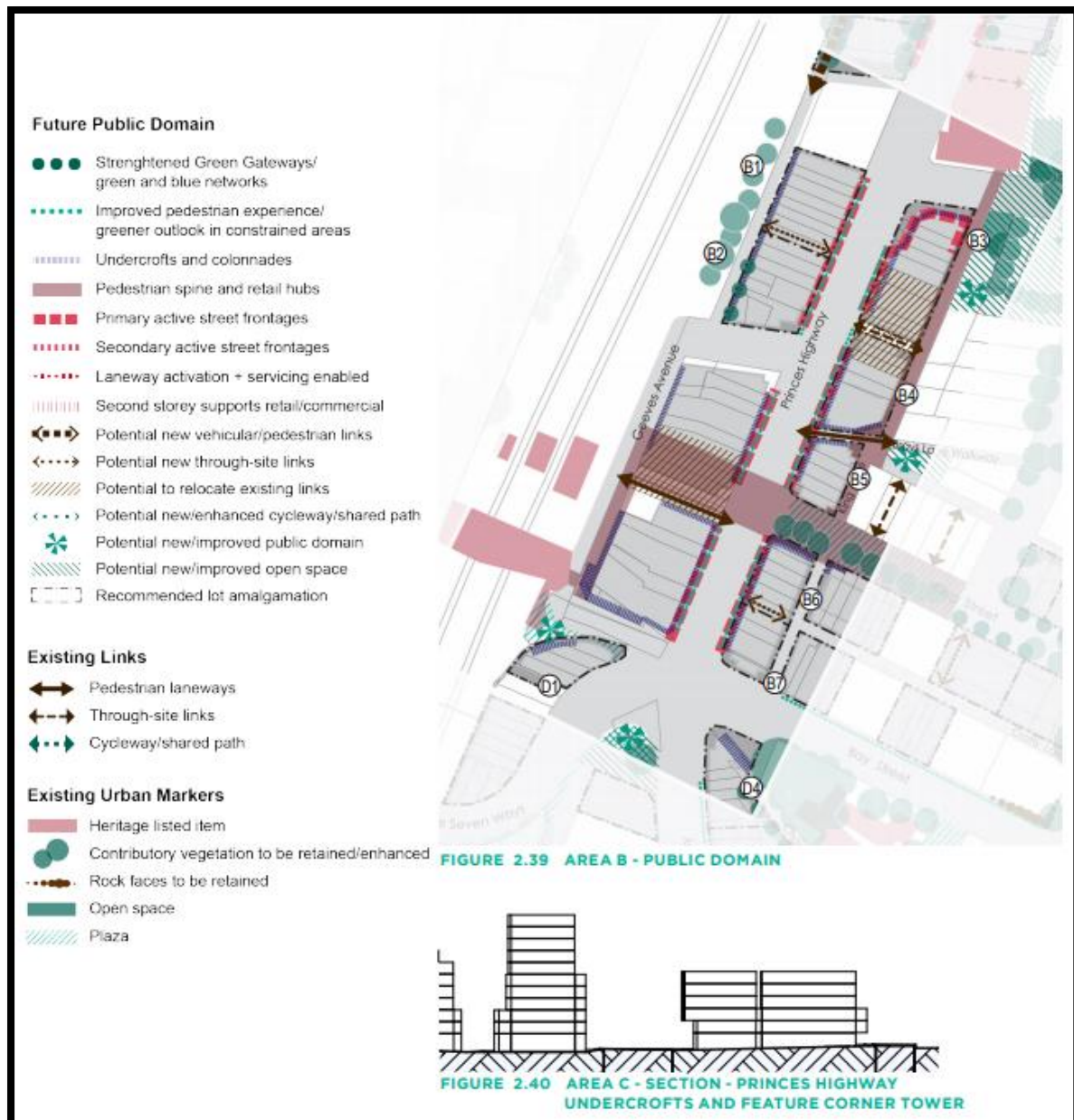


Figure 7: Area B Future built form (Source: Bayside Council)



The proposed public domain for Area B is shown in **Figure 8**:

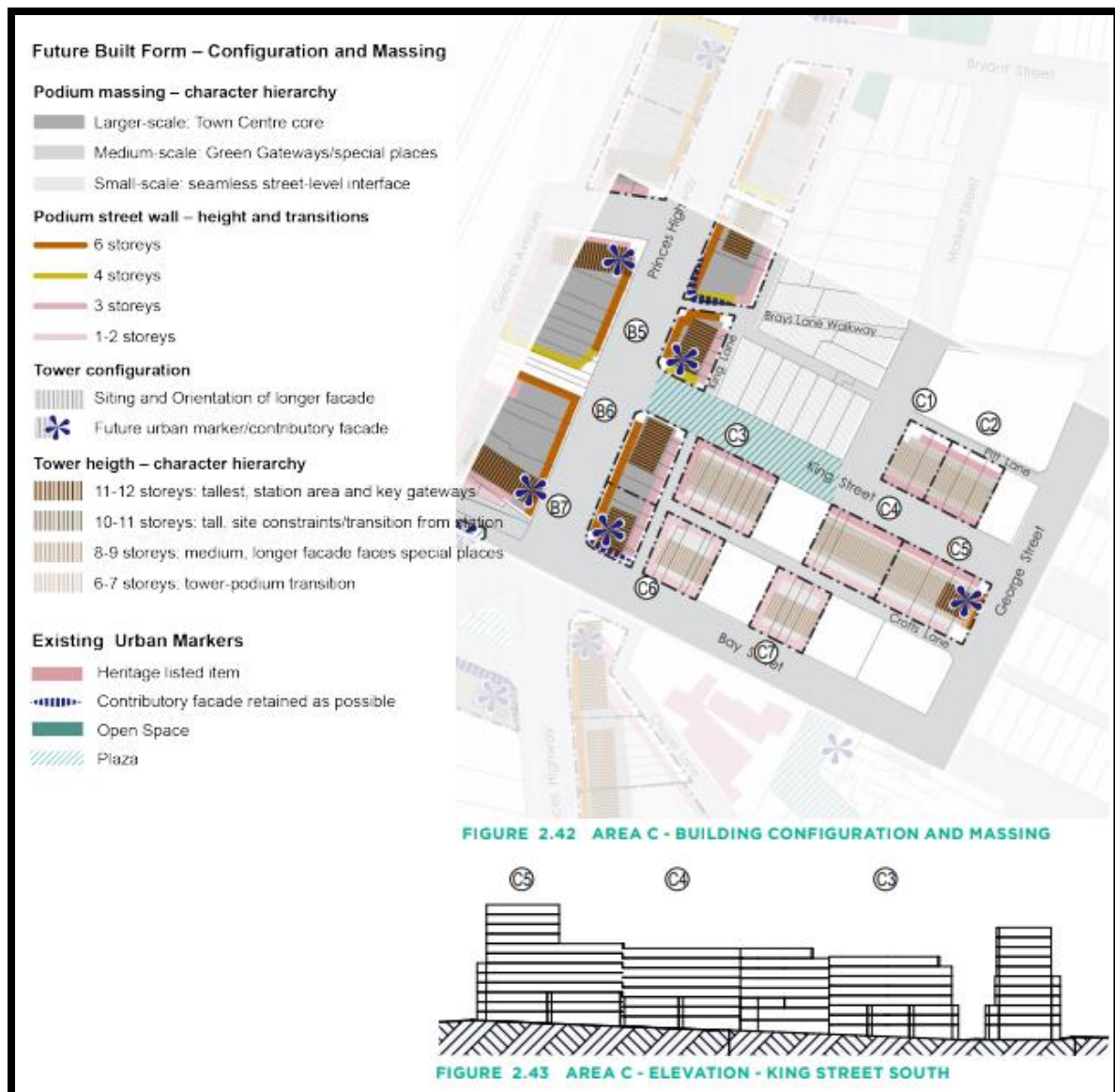


**Figure 8:** Area B Public Domain (Source: Bayside Council)

Examples of the proposed public domain enhancements for this area include through site links, façade setbacks to allow tree plantings and additional setbacks at ground floor to facilitate street activation, with particular regard for King Street and the relationship to future planning for the Civic Precinct. For more detailed information about the proposed built form and public domain improvements, refer to the Urban Design Report at **Appendix A**.

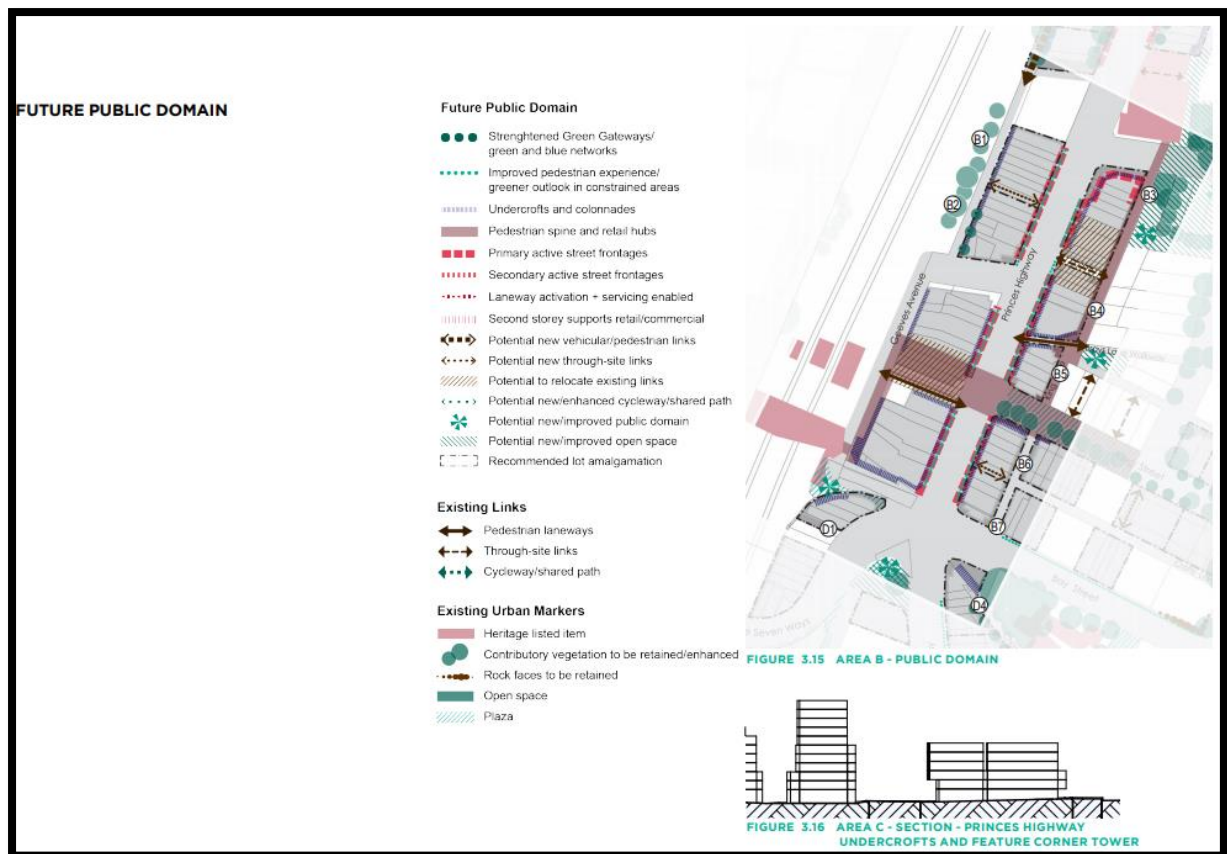
### Area C – King Street Area

The indicative future built form for Area C is shown in **Figure 9**, below:



**Figure 9:** Area C Future built form (Source: Bayside Council)

The proposed public domain for Area C is shown in **Figure 10**:



**Figure 10: Area C Public Domain** (Source: Bayside Council)

Examples of the proposed public domain enhancements for this area include through site links, façade setbacks to allow tree plantings and additional setbacks at ground floor to facilitate street activation, with particular regard for King Street and the relationship to future planning for the Civic Precinct. For more detailed information about the proposed built form and public domain improvements, refer to the Urban Design Report at **Appendix A**.

### Area D – Princes Highway and Bay Street Junction

The indicative future built form for this character area is shown in **Figure 11**, below:

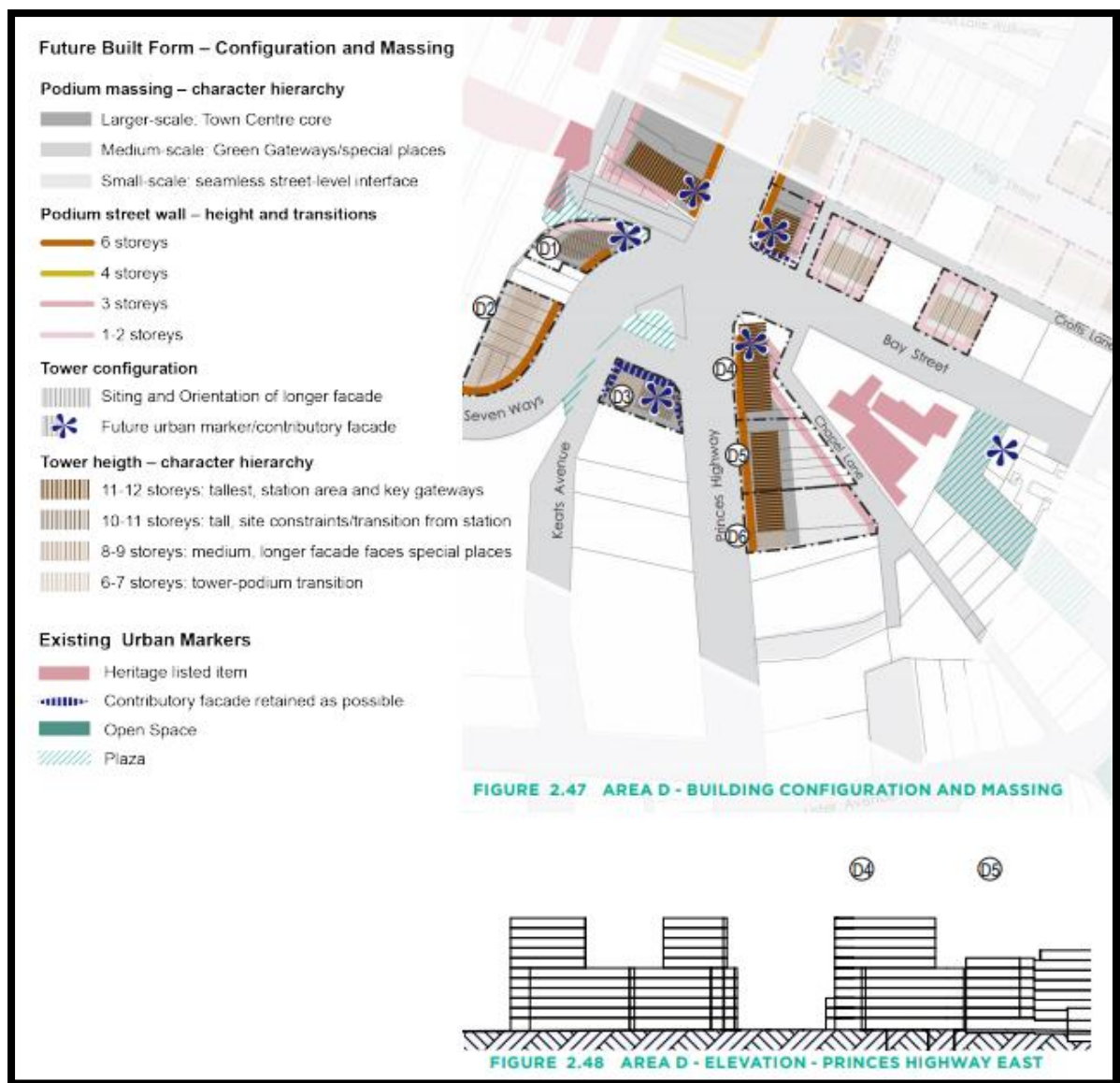
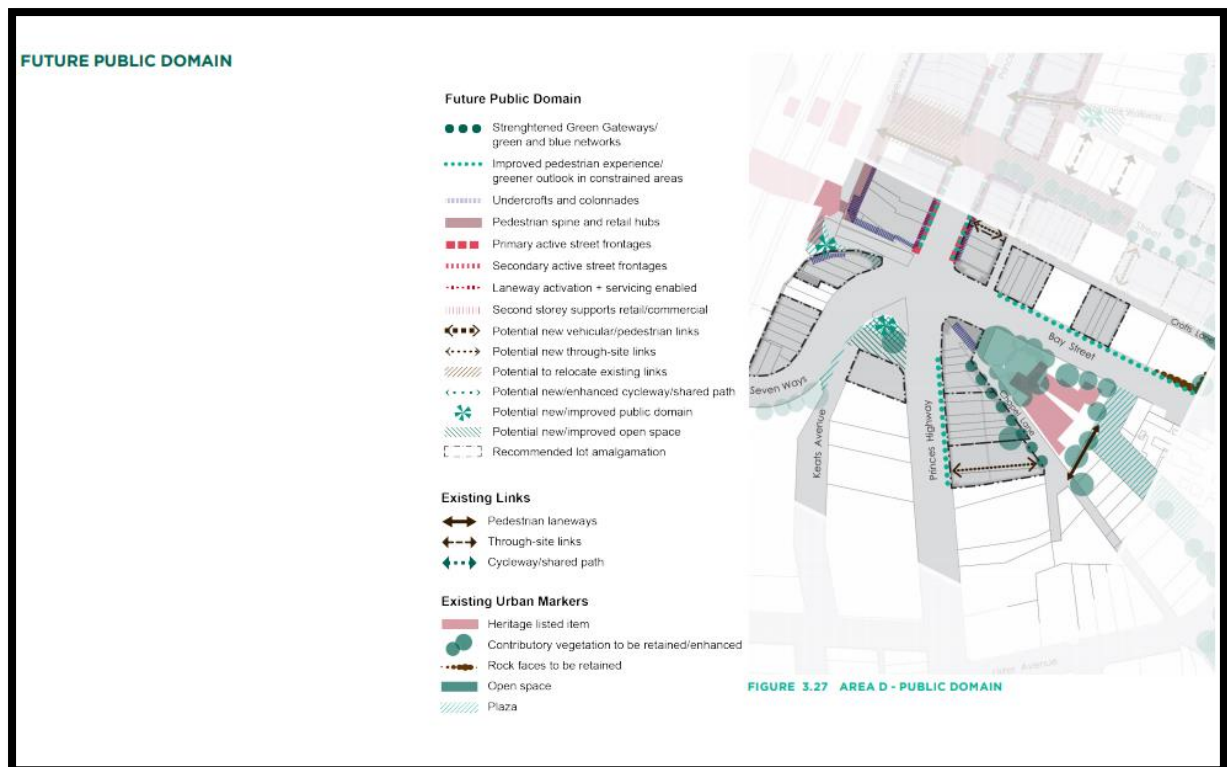


Figure 11: Area D future built form (Source: Bayside Council)

The proposed public domain for Area D is provided in **Figure 12:**

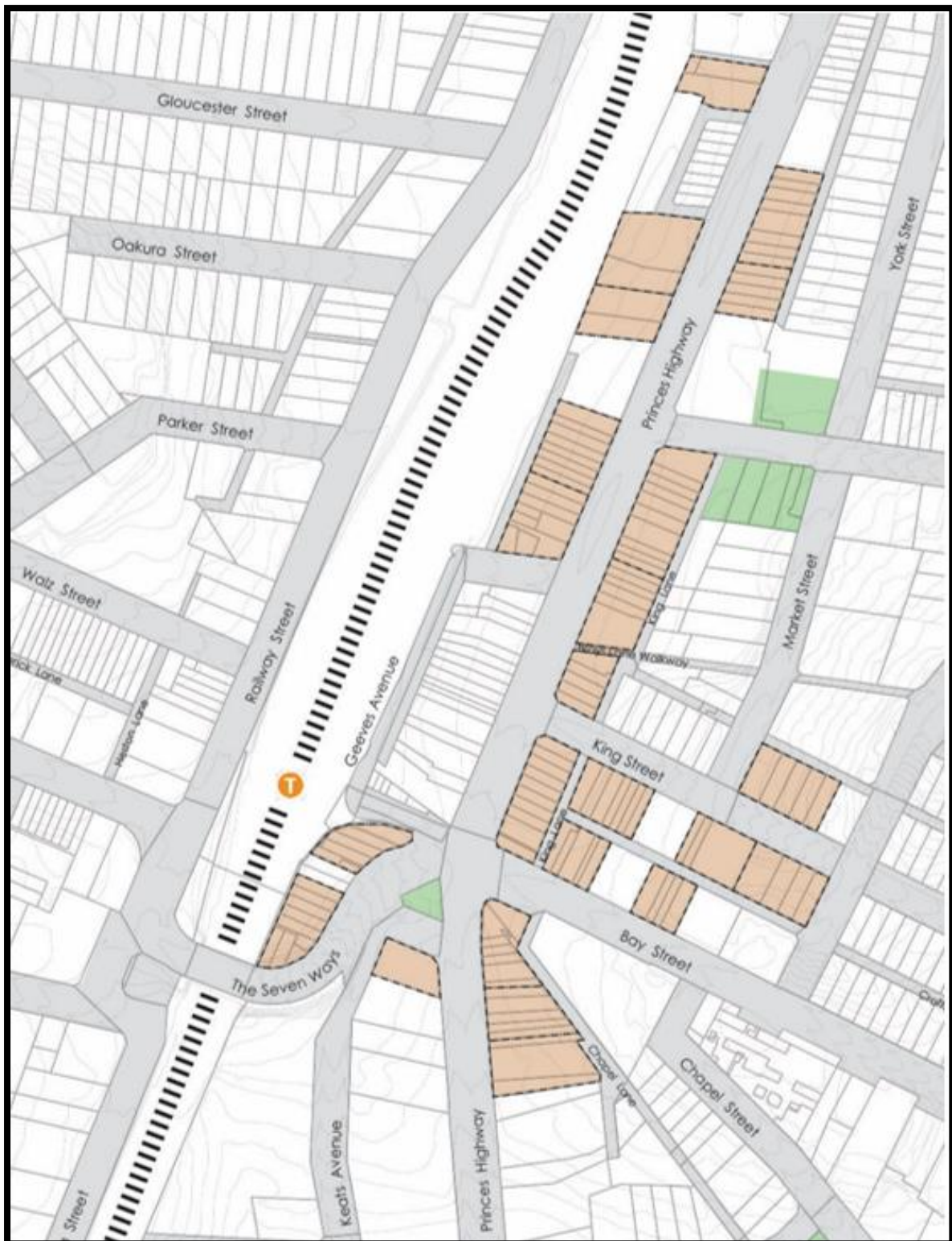




**Figure 12: Area D Public Domain** (Source: Bayside Council)

Examples of the proposed public domain enhancements for this area include through site links, façade setbacks to allow tree plantings and additional setbacks at ground floor to facilitate street activation. For more detailed information about the proposed built form and public domain improvements, refer to the Urban Design Report at **Appendix A**.

The site-specific DCP being prepared to support the draft Planning Proposal will establish preferred amalgamation patterns for undeveloped sites within the centre, as shown in **Figure 13**, below:



**Figure 13:** Preferred amalgamation pattern (Source: Bayside Council)

The amalgamation patterns form the basis of the built form strategy for redevelopment of the centre. Controls will be included in the site-specific DCP, requiring negotiation between landowners to enable a coordinated approach to redevelopment of the centre and to avoid isolated lots.

The site-specific DCP will propose a suite of provisions in relation to active street frontages; street setbacks; street wall heights; upper-level setbacks; building massing, scale and articulation; height

transition; façade design; site access and servicing; vehicular crossings and splay corners; parking; site facilities; urban greening; development on busy roads; and building typologies which aim to provide additional guidance for redevelopment of the centre and to facilitate improvements to the public domain.

### **Traffic & Transport - Walz Street:**

The Traffic Report notes that the proposed increase in the number of dwellings will not significantly impact the capacity of the road network or traffic safety.

The report also notes that consideration should be given to improving the Herbert Street/Watkin Street/Walz Street intersection. In this regard, Council is conducting investigations into improvements to this intersection.

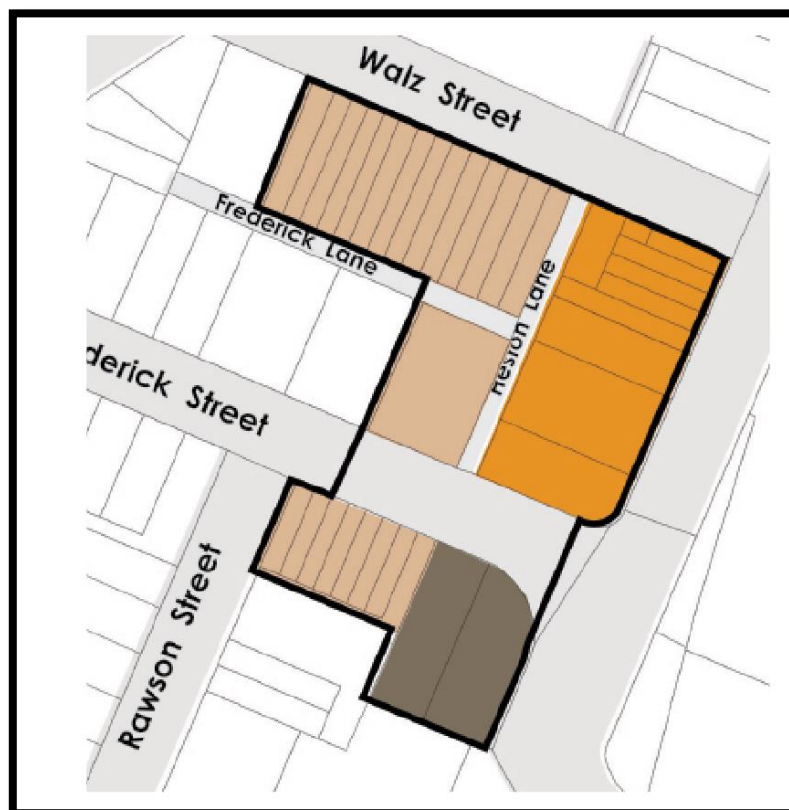
### **Urban Design**

#### **Walz Street:**

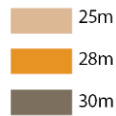
This Draft Planning Proposal is supported by a detailed Urban Design and Built Form Study (refer **Appendix B** - Urban Design Study) prepared by Council's technical staff with the intended objective of incentivising redevelopment of the precinct and to improve built form outcomes.

The Urban Design Study provides a review of the current controls, identifies opportunities and constraints, and provides recommended controls for the precinct which will be included in a site-specific DCP, and amendments to building heights in the Draft Bayside LEP 2021. It is also proposed to map the precinct on the Design Excellence Map, in reference to Clause 6.12 of the Draft Bayside LEP 2021.

Building heights are proposed to be increased along Railway Street with clearly defined towers sited along the edge of the rail corridor. Building heights are transitioned to reflect topography so as not to breach the OLS and to transition to adjoining development, as shown in **Figure 14**:

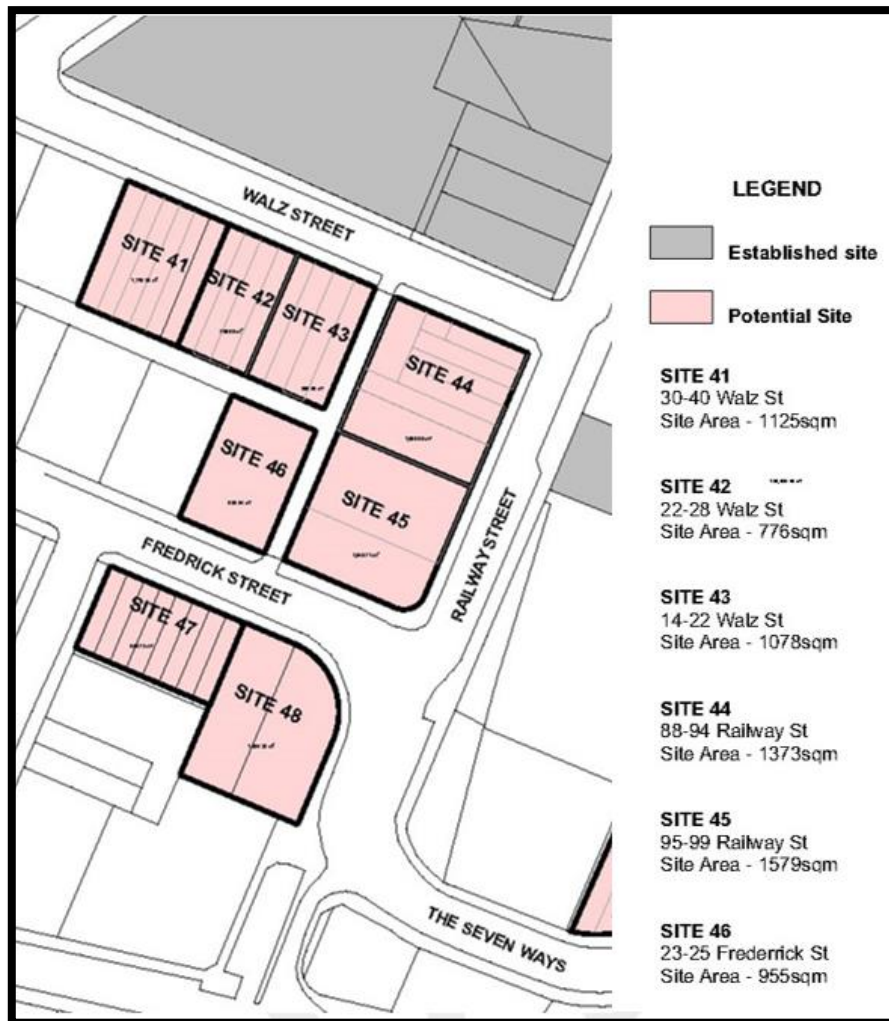






**Figure 14:** Proposed building heights (Source: Bayside Council)

The future site-specific DCP will provide strategic built form outcomes via amalgamation patterns; active street frontages; retention of existing lot widths at ground floor to preserve fine grain character; setbacks - including street wall and podium heights; and consideration of the requirements of the Apartment Design Guide in relation to such matters as building separation, floor to ceiling heights and solar access. The preferred amalgamation pattern is shown in **Figure 15**, below:



**Figure 15:** Preferred Amalgamation Pattern (Source: Bayside Council)

Public domain improvements are also identified as shown in **Figure 16**, including introducing 3 metre-wide landscaping strips along laneways and between the precinct and adjoining residential development. Active street frontage controls are also included focussing on Walz and Railway Streets as 'Primary Active Frontages'. Laneways are proposed to be improved by introducing controls Site-specific DCP and Public Domain Plan to activate these spaces.



**Figure 16:** Proposed Public Domain Plan for Walz Street  
(Source: Bayside Council)

The Urban Design Study includes detailed urban design testing to demonstrate that any future DA is able to comply with relevant policies, including State Environmental Planning Policies, technical guidelines and a site-specific DCP being prepared in support of the Draft Planning Proposal.

**Q9 How has the Draft Planning Proposal adequately addressed any social and economic effects?**

The Draft Planning Proposal will result in positive social and economic outcomes for the Bayside Local Government Area by facilitating the delivery of housing in appropriate locations, supported by future public domain improvements and provision of planned open space.

**D State and Commonwealth interests**

**Q10 Is there adequate public infrastructure for the Draft Planning Proposal?**

Council is in the process of preparing new infrastructure strategies in accordance with the Bayside Asset Management Strategy and as outlined in the Bayside LSPS. The strategies will inform provision of additional local infrastructure to meet the needs of the future population. These strategies are:

- Local Housing Strategy;
- Social Infrastructure (Open Space, recreation and community facilities);
- Transport Strategy;
- Bike Plan;
- Employment and Centres Strategy;
- Social Infrastructure (Recreation, Open Space and Community facilities); and
- Environment Strategy.

Council has also commenced the preparation of key statutory or policy documents which will assist in the implementation of local infrastructure:

- Bayside Development Contributions Plan; and
- Bayside Plan of Management.

Public Domain Plans will also provide direction and expectations about public assets.

**Q11 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

This Draft Planning Proposal has not yet been forwarded to the Minister for Planning and Public Spaces for a Gateway Determination, the appropriate State and Commonwealth public authorities have not yet been consulted. However, State and Commonwealth public authorities will be consulted in accordance with a Gateway Determination and will be given at least 28 days to comment on this Draft Planning Proposal.

It is recommended that the following government agencies be consulted as part of public agency consultation:

- Ausgrid
- Commonwealth Department of Infrastructure, Transport, Regional Development and Cities
- Department of Planning, Industry and Environment (Hazards and Risk Division)
- Department of Planning, Industry and Environment (Energy, Environment and Science Division)
- Greater Sydney Commission
- Office of Environment and Heritage - Department of Premier and Cabinet
- Railcorp
- State Emergency Services
- Sydney Airport Corporation Limited
- Sydney Water
- Transport for NSW

## **Part 4 – Mapping**

Refer to **Table 10** for an outline of the changes to the draft Bayside LEP maps.

**Table 10**  
**Proposed Map Amendments by Investigation Area**

**RTCMP Area**

Map Tile No.	Existing	Proposed
HOB_005	Area 1 – 22 metres (R2)	U4 – 34 metres (new category)
	Area 1 – 28 metres (T5)	V3 – 40 metres (new category)
	Area 1 shown outlined in bold blue on the Height of Buildings Map	Re-map to define the 'Civic Precinct' (land bound by King Lane; Market Street; and Bryant Street, including the Rockdale Town Hall) and Rockdale Transport Interchange Site
DEX_005	Areas defined by heavy black line on the Design Excellence Map	Include the area currently mapped 'Area 1' on map tile HOB_005; Nos 414 to 442 Princes Highway; and the RTCMP Area located west of the railway line.

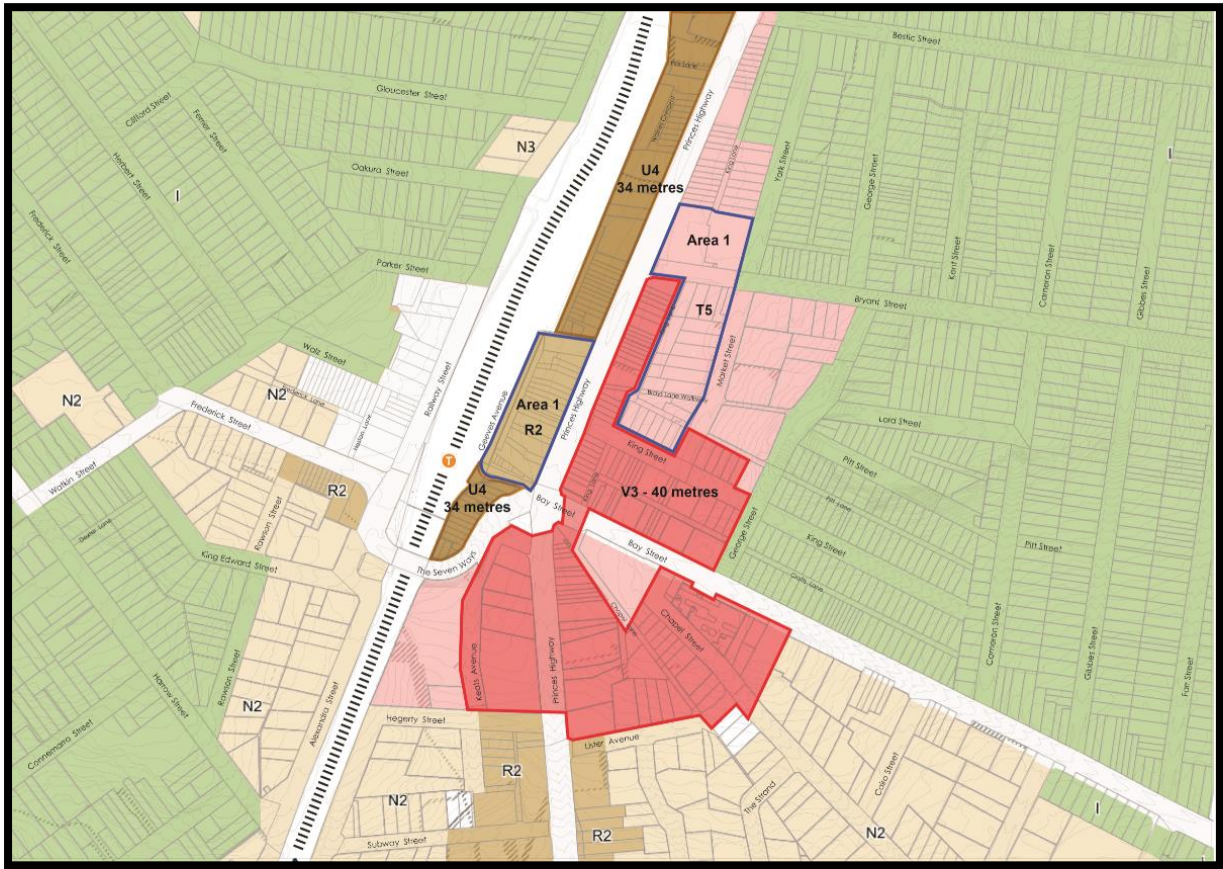
**Walz Street**

Map Tile No.	Existing	Proposed
LRA_005	Nos 3 and 5 Watkin Street: Not currently mapped	Local Open Space (RE1)
LZN_005	Nos 3 and 5 Watkin Street: R2 Low Density Residential	RE1 – Public Recreation
HOB_005	T5 – 22 metres	T1 – 25 metres T5 – 28 metres U1 – 30 metres
DEX_005	Not currently mapped	Heavy black line to include the RTCMP Area located west of the railway line.

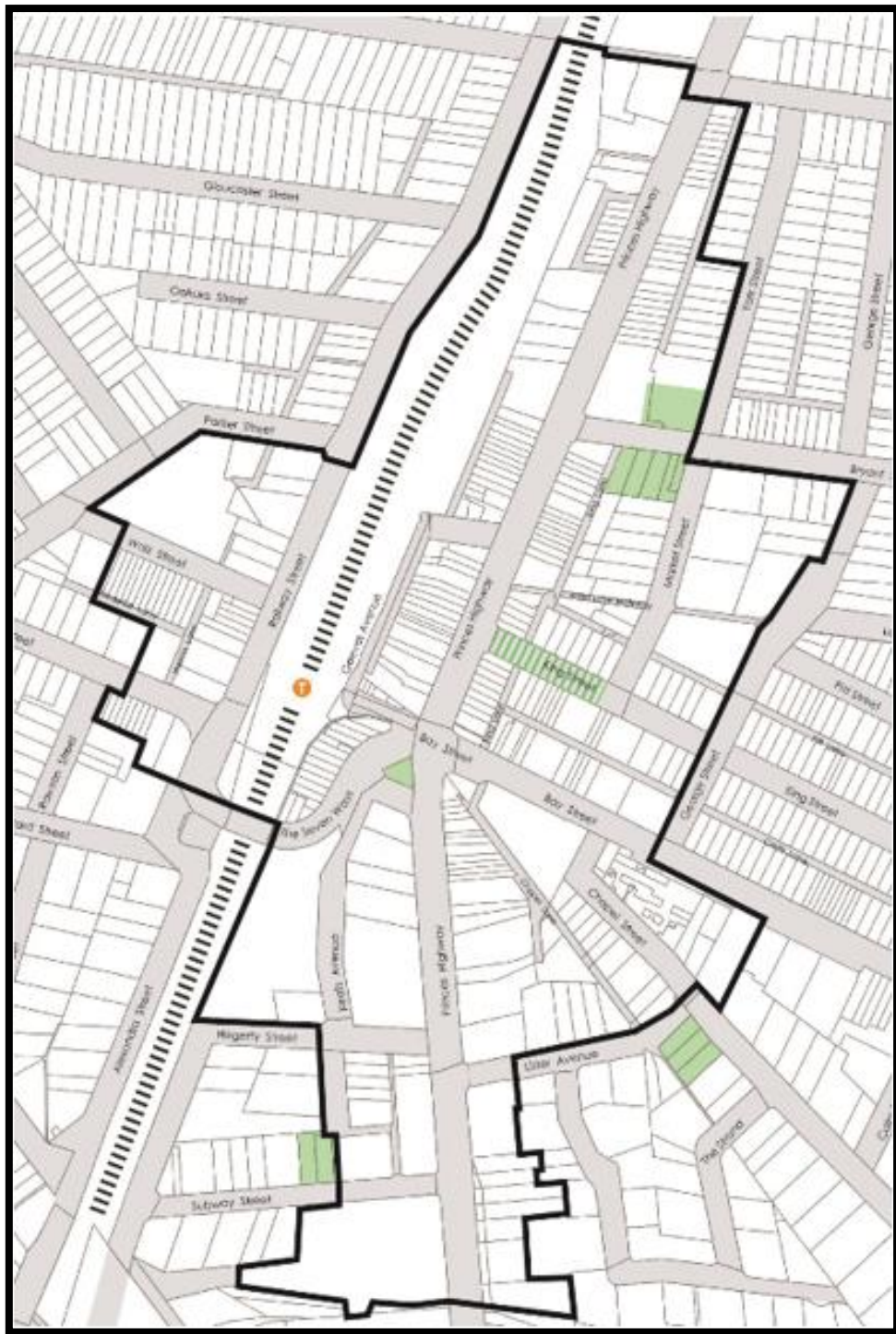


## RTCMP Area – Proposed LEP Maps

### Height of Buildings

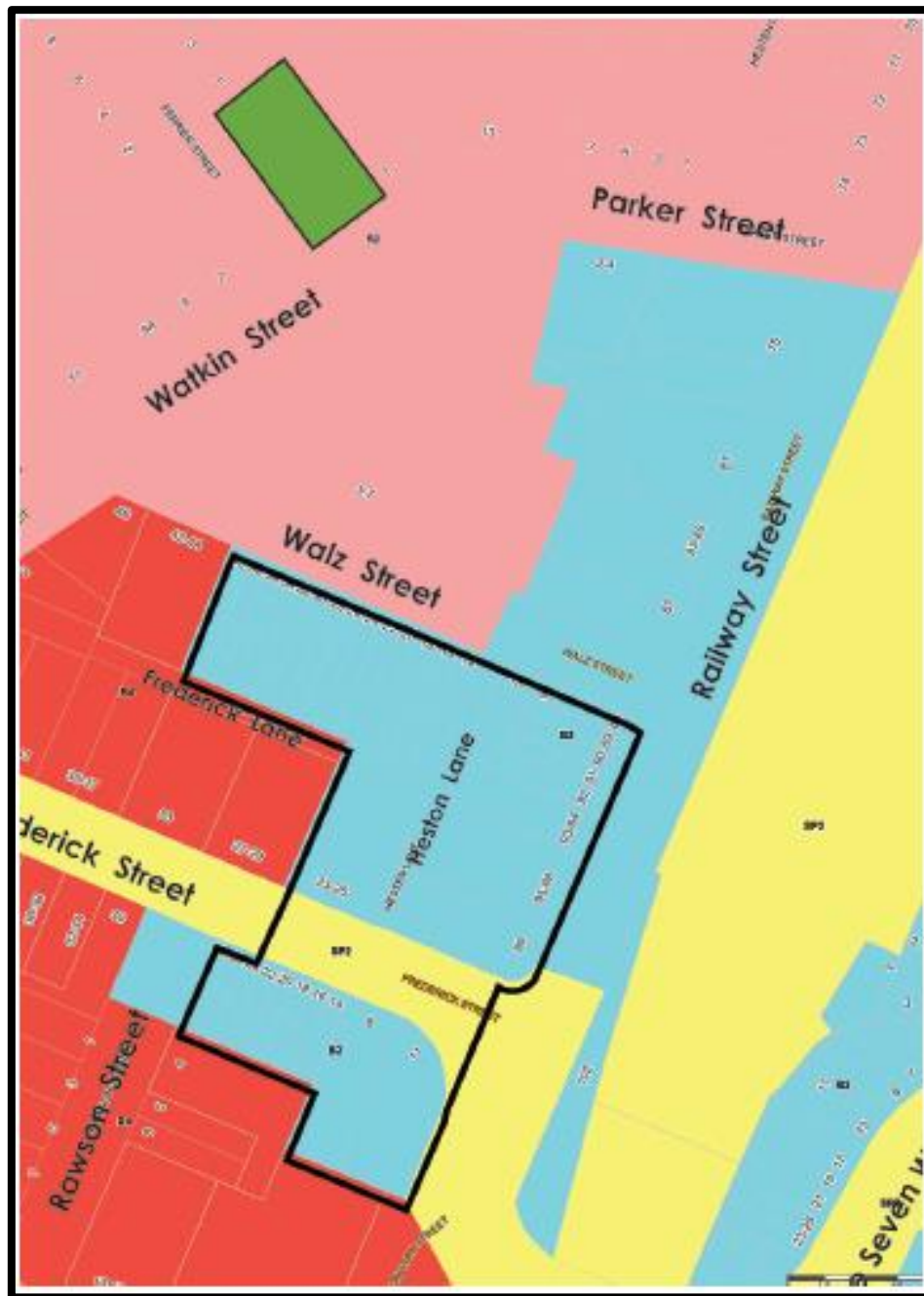


## Design Excellence



## Walz Street – Proposed LEP Maps

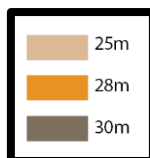
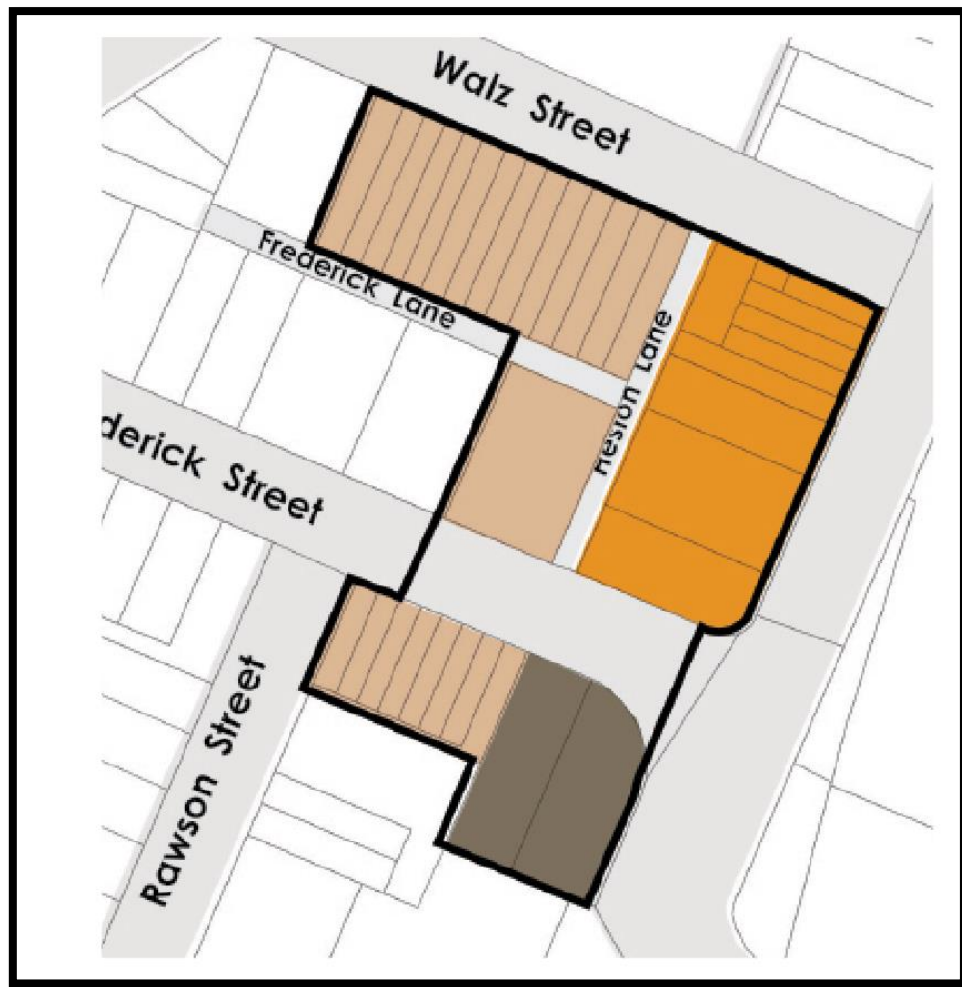
### Zoning



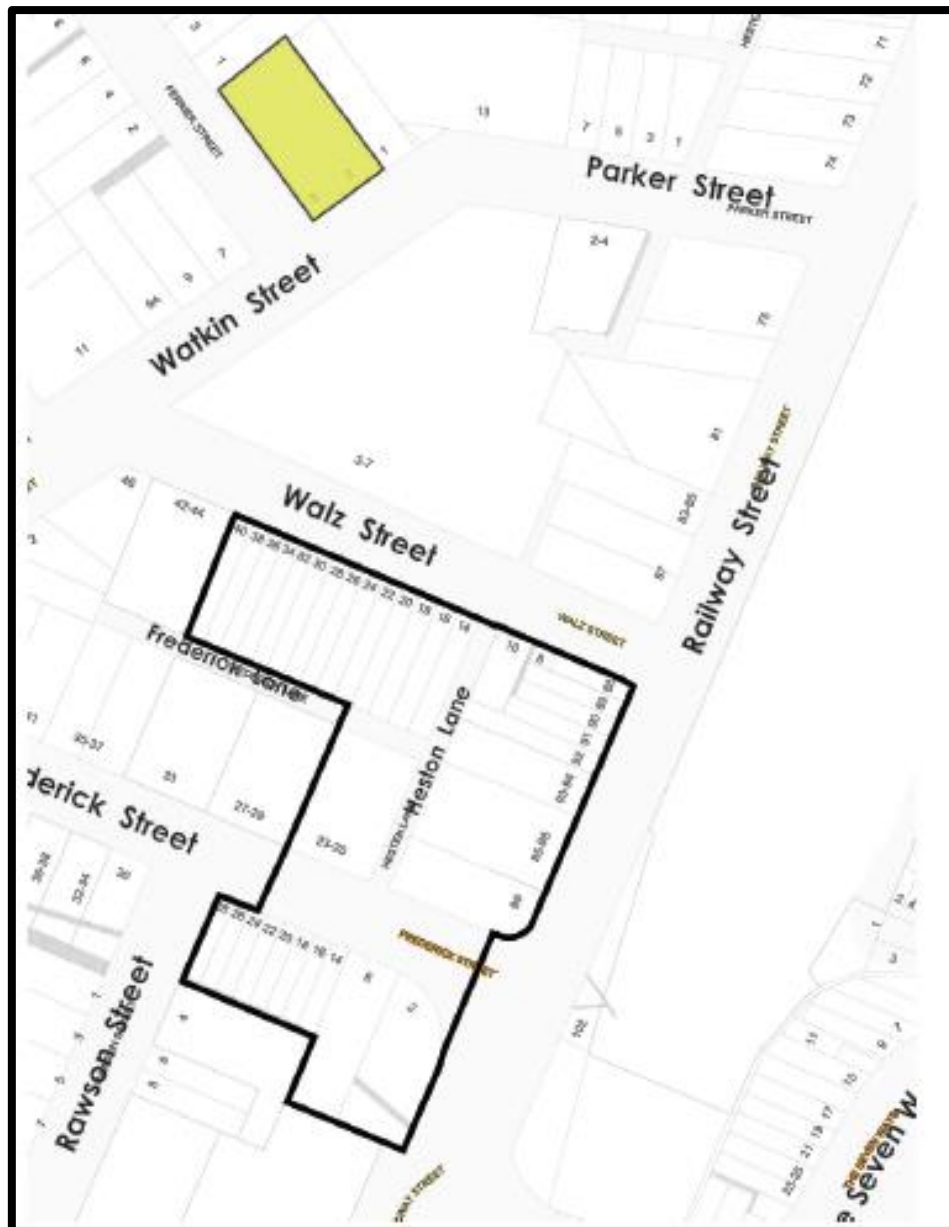
Proposed RE1 Public Recreation (3 and 5 Watkin Street, Rockdale)



## Height of Building



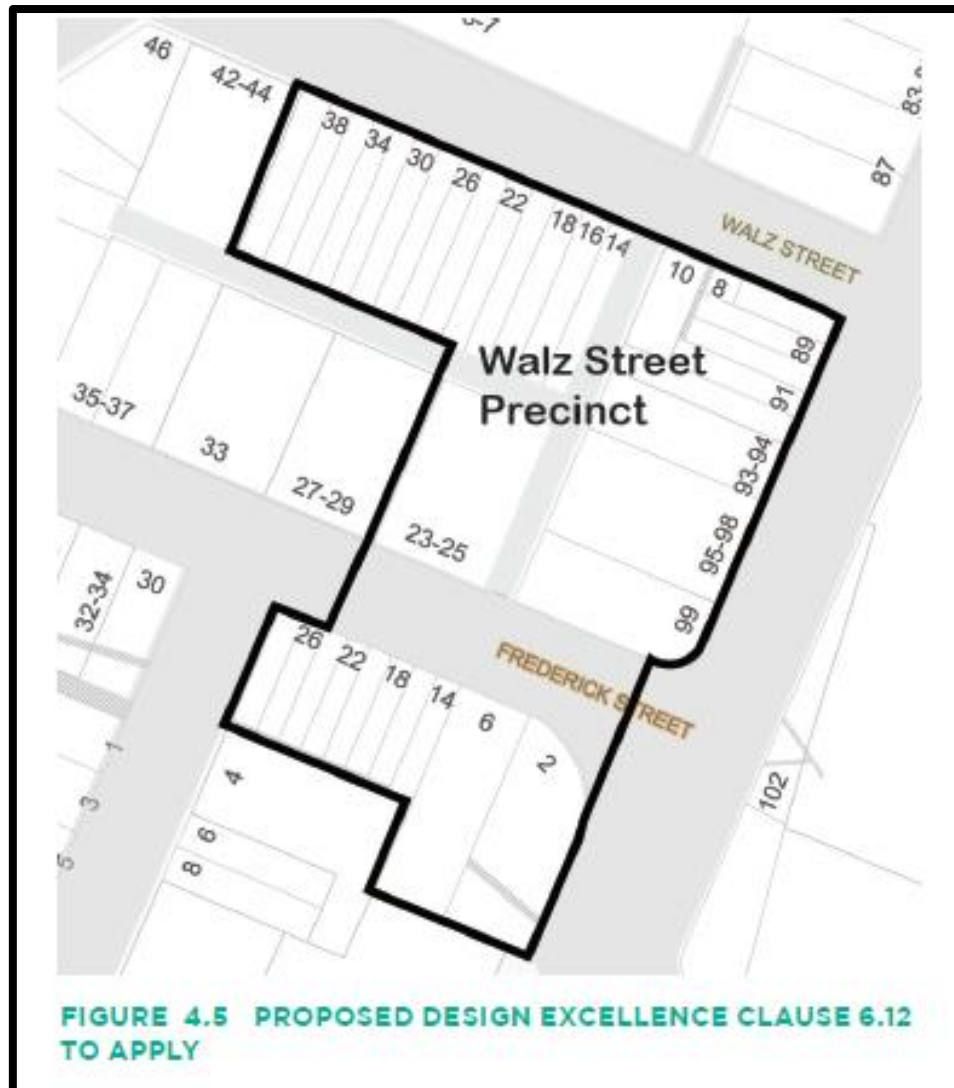
## Land Reservation Acquisition



Proposed Land Acquisition (3 and 5 Watkin Street, Rockdale)

## Design Excellence

Refer to the heading 'RTCMP Area – Proposed LEP Maps', above.



## **Part 5 - Community Consultation**

The Draft Planning Proposal will be exhibited for a period of 28 days in accordance with the provisions of the *EP&A Act 1979* and the *Environmental Planning & Assessment Regulation 2000* and any requirements of the Gateway Determination.

Public exhibition of this Draft Planning Proposal will include:

- Exhibition notice on Council's website;
- Community engagement project set up on Council's Have Your Say website;
- Notices in Council libraries;
- Written notification to all landowners and residents in the LGA. This will include letters to landowners of properties affected by a proposed change in the planning controls;
- Notification to all Talking Bayside Members;
- Notification to anyone who submitted feedback as part of Council's 'Planning Our Future' and 'Local Strategic Planning Statement' consultation projects; and
- Letters to State and Commonwealth Government agencies identified in the Gateway Determination.

## Part 6 – Project Timeline

The table below provides a proposed, approximate timeline for the project:

**Table 11 – Approximate Project Timeline**

Task	Timing
Bayside Local Planning Panel Meeting	20 May 2021
Bayside Council Meeting	9 June 2021
Submit to DPIE for Gateway Determination	11 June 2021
Anticipated commencement date (date of Gateway determination)	29 June 2021
Anticipated timeframe for the completion of required technical information	N/A
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	See below
Commencement and completion dates for public exhibition period	30 June 2021 – 28 July 2021
Timeframe for consideration of submissions	August 2021
Timeframe for the consideration of a Draft Planning Proposal post-exhibition	September 2021
Date of submission to the Department to finalise the LEP	October 2021
Anticipated date Draft Planning Proposal Authority (PPA) will make the plan (if delegated)	TBC
Anticipated date PPA will forward to the Department for notification	TBC

## **Appendix A – Urban Design Report: Rockdale Town Centre**

## **Appendix B – Urban Design Report: Walz Street**



## **Appendix C – Traffic Report**

## **Appendix D – Flooding Report**