

The **Ordinary Meeting** of  
**Bayside Council**  
will be held in the Rockdale Town Hall, Council Chambers,  
Level 1, 448 Princes Highway, Rockdale  
**on Wednesday, 09 June 2021 at 7:00 pm.**

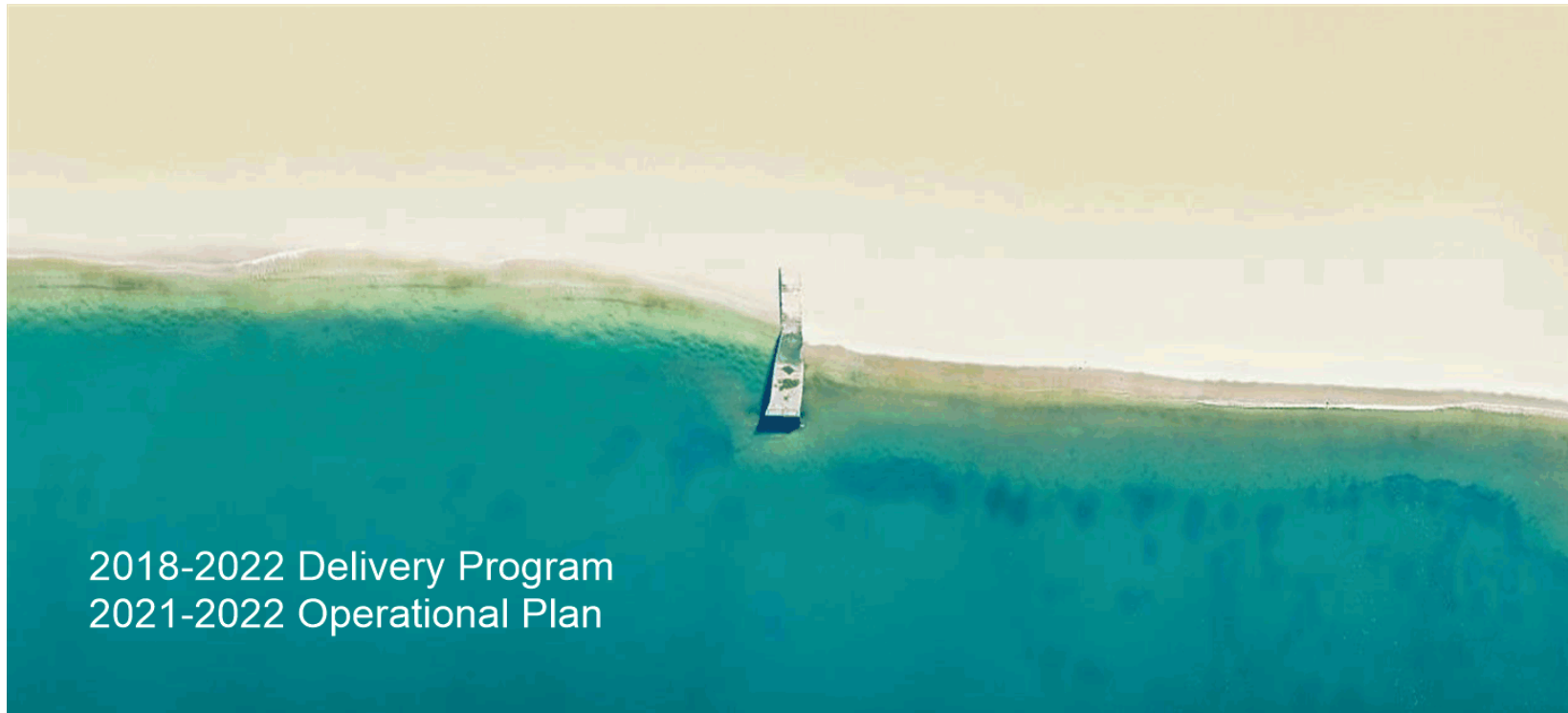
## **UNDER SEPARATE COVER ATTACHMENTS PART ONE**

### **8 REPORTS**

8.1	Adoption of 2018-2022 Delivery Program, 2021-2022 Operational Plan including Budget, Fees & Charges & City Projects Program and Long Term Financial Plan	
1	Attachment - Master Post Exhibition DPOP 2021-22 Actions, Budget & Revenue Policy .....	2
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# Bayside 2030







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## Mayor's Message



I am pleased to present Bayside Council's Delivery Program / Operational Plan for the next financial year. These documents guide our actions and set out our priorities which are reviewed each year and amended in response to community feedback, emerging priorities and opportunities for improvement.

COVID-19 restrictions, although easing, are still impacting some Council services and programs. Most of our day to day services have returned to normal, but some of our key events are still under review as we continue to comply with the NSW Health Orders.

Rate relief measures for those experiencing genuine financial hardship as a result of COVID-19 are still active, as well as our decision to waive fees for home and unit renovations under \$100,000 until the end of 2021.

Our focus when planning is on how best we can meet the needs of our community, while providing financial sustainability and integrity, a strong commitment to service, good governance and economic, cultural and environmental leadership.

I am excited that the coming year will deliver and see the start of a number of major projects which will improve the quality of life for residents. For example, work will begin on upgrading the Botany Aquatic Centre, as well as Barton Park. Both will bring much needed recreational facilities to Bayside.

Council will also invest more than \$53 million upgrading, improving and maintaining our assets across Bayside, this includes investing over \$4.8million on our playgrounds.

On behalf of myself and my fellow Councillors, I thank you for the submissions and feedback you have provided. We are all in this together. And together we can plan a better, brighter future for Bayside.



**Cr Joe Awada**  
Mayor

## Message from the General Manager



I am delighted to present the Operational Plan 2021-2022, which outlines all of the actions we are committed to delivering for Bayside and our community in the year ahead.

The Delivery program provides staff with a road map for the year ahead and I am confident we have provided a balanced, financially sound and robust plan that is within budget.

A key focus over the next 12 months will be to continue to update ageing infrastructure and ensure urban renewal projects deliver liveability and sustainability outcomes to our community. To achieve this Council will invest just over \$53 million in on our infrastructure assets to ensure Council assets are delivered and maintained in line with community expectations.

Internally Council will work towards introducing a range of new on-line services to make "doing business" with Council much easier and accessible 24/7 to residents and key stakeholders.

Moving into 2022 Council's focus is very much on improving existing services and programs and consolidating our future, however there are a number of major projects that will also be delivered such as the Bexley Town Centre Upgrade, Barton Park Recreational Precinct and the beginning of the Botany Aquatic Centre upgrade.

The full details of our plan for the next 12 months is carefully outlined in this document. During the preparation of the report Council remained mindful of the COVID-19 restrictions that are still in place. At this time the restrictions have minimal impact on delivering our day to day services, however, our events program continues to be impacted.

Our vision for Bayside is strong and Council prides itself on its commitment to serving the community and providing the best services we can.

A handwritten signature in black ink that reads "Meredith Wallace".

**Meredith Wallace**  
General Manager

# About Bayside

Bayside Council was formed in September 2016, following the amalgamation of the City of Botany Bay Council and Rockdale City Council.

Bayside is a cultural mix of communities from Australia and all over the world living in a diverse landscape of urban sprawl, medium density and high-rise development, alongside beautiful beaches, parklands and natural wetlands. The area has an emerging identity and a future filled with promise and opportunity.

Central to the area are the state significant transport hubs of Kingsford Smith International Airport in Mascot and Port Botany container terminal which provide an entry point for NSW's ever-expanding tourism industry and a central location for the distribution of goods into and around Australia.

The local government area stretches over twenty nine (29) suburbs from Bexley and Kingsgrove in the west, to Pagewood and Daceyville in the east, Arncliffe in the north through to Mascot and down to the coastal communities of Brighton Le Sands and Sandringham.

The future completion of major works including the WestConnex link and exciting urban renewal projects, and developments planned for Cooks Cove and Turrella will firmly establish Bayside as a gateway to the Sydney CBD, eastern and southern suburbs.

Changing and emerging patterns of employment coupled with improvements to existing public transport links and State Government plans for new Train Links and light rail services will strengthen Bayside's position as a location of choice for residential living.

## Who lives here

Bayside has a population of 178,396 (ABS ERP 2019) people. This is projected to increase to around 212,836 people in 2036. 47% of the community were born in Australia and 1% of these are indigenous. 73.7% are Australian citizens.

While the main language spoken at home is English, 41% of Bayside residents come from countries where English is not the first language. The main overseas countries of birth are China, Nepal, Bangladesh, England and Indonesia. 8.2% of residents do not speak English fluently. Improvements to health services and more positive attitudes to ageing have seen the number of residents aged 70 years and over increase by 1% to 10.5%. Conversely Bayside's population of people aged 25 - 34 years is significantly higher than the Greater Sydney average with 19.7% compared to 16.1%.

## Where do we live

Increasing urbanisation of the area into increasing numbers of medium and high density housing has impacted on where and how we live. Bayside is spread over 50 square km with 35.6 persons for every hectare.

There are 62,036 dwellings with an average household size of 2.65 people in every household.

In the Bayside area, 55% of households were purchasing or fully owned their home, 32.4% were renting privately, and 4.2% were in social housing. While 29.8% of these households are lived in by couple families with children, 25.7% house people living alone.

# About Council

Local government plays a key role within Australia's system of government. It is the level of government closest to the people and gives people a say in matters affecting their local area.

Bayside Council was formed in September 2016, following the amalgamation of the City of Botany Bay Council and Rockdale City Council. Bayside Council works within the laws established by NSW Parliament and the legislative framework outlined under the NSW Local Government Act 1993.

This framework gives Council broad powers to plan for and provide a wide variety of services and functions and enforce relevant federal, state and local laws for the community. These include those affecting public health, traffic, parking and animal management.

Additionally, Councils establish and maintain community infrastructure such as community buildings, libraries, sport and recreation facilities, parks, gardens and roads.

Council is constantly reviewing its policies, practices and procedures to ensure it is providing continual improvement and good governance to the community.

## Governance

### Principles of Good Governance

Good governance exists when Council makes decisions for and on behalf of its community. This means having the best possible processes in place to ensure Council is able to make the best possible decisions.

The key characteristics of good decision making are:

- ▶ **Accountability.** Local government has an obligation to report, explain and be answerable for the consequences of decisions it has made on behalf of the community it represents.
- ▶ **Transparency.** People should be able to follow and understand the decision-making process. This means that they will be able to clearly see how and why a decision was made – what information, advice and consultation Council considered, and any legislative requirements Council was required to follow.
- ▶ **Equity.** Local government should always try to serve the needs of the entire community while balancing competing interests in a timely, appropriate and responsive manner. This means that all groups, particularly the most vulnerable, should have opportunities to participate in the process.
- ▶ **Participation.** Anyone affected by or interested in a decision should have the opportunity to participate in the process for making that decision. A community's wellbeing results from all of its members feeling their interests have been considered by Council in the decision-making process.
- ▶ **Implementation.** Local government should implement decisions and follow processes that make the best use of the available people, resources and time to ensure the best possible results for their community.

### Decision Making

Effective decision-making demonstrates to the community and other stakeholders that Council is operating with transparency, probity, and in the best interests of all concerned. Sound decisions withstand scrutiny by regulators, courts and the media.

Decision-making occurs at many levels within Council – it is supported by various forums that comprise councillors, staff, community members and/or independent specialists. Council strives to have effective



decision-making processes in place that underpin excellence in governance.

There are four groupings of meetings:

- ▶ Councillor meetings (Council, GM Briefing Sessions)
- ▶ Statutory Committees (Planning Panel and Traffic)
- ▶ Advisory Committees
- ▶ Administrative Committees (Executive and Leadership)

## Community Engagement

Through the implementation of its Community Engagement Policy, Bayside Council works hard to establish opportunities for valuable two way communication with the community.

Council utilises a variety of platforms to ensure all areas of the community are able to participate in the decision making and direction of Bayside and to access information and decisions that impact on their lifestyle, wellbeing and environment.

Our methods of consultation and engagement are a consistent mix of direct mail, surveys, the use of community newspapers and community newsletters, digital platforms such as social media and Have Your Say Bayside portal.

In order to specifically target different community groups engagement methods also involve targeted strategies such as focus groups, one on one interviews and pop up stalls which vary depending on the project and the community we are trying to reach.

Council also seeks community representation from suitably qualified and experienced people on internal Council Advisory Committees and values the input provided by those representatives to help make decisions about matters impacting on the community.

## How to read this plan

The Delivery Program and Operational Plan are part of the Bayside 2030 Plan which is Council's Integrated Planning and Reporting framework. They should be read along with the Community Strategic Plan and Resourcing Strategy.

## Delivery Program

This Delivery Program shows our response to the community's long term goals, identified through community engagement and documented in the Community Strategic Plan. It is a commitment to our community from the elected Council and identifies the actions our organisation will take to work towards that commitment.

As well as the work that we do throughout the LGA, Council has an important role to play in advocating for and partnering with other agencies to achieve local outcomes.

The Delivery Program is linked to the Workforce Management Plan, Long Term Financial Plan and Asset Management Strategy. They have been developed to ensure that Council is in the best possible position to deliver community priorities while continuing to provide services at current levels.

The 2018 - 2022 Delivery Program is designed as the single point of reference for activities undertaken throughout the organisation for 2021-2022. All plans, projects, activities, funding and resource allocations are directly linked to the Delivery Program. The Delivery Program is structured on the themes outlined in the Community Strategic Plan - Bayside 2030.



The themes for the Operational Plan are:

- ▶ Theme One - In 2030 Bayside we will be a vibrant place.
- ▶ Theme Two - In 2030 our people will be connected in a smart city
- ▶ Theme Three - In 2030 Bayside will be green, leafy and sustainable
- ▶ Theme Four - In 2030 Bayside will be a prosperous community

Each theme has a number of indicators – data that can be collected and used to measure the impact of our activities as well as our operational commitments to the community.

As well as the four themes identified in the Bayside 2030 Community Strategic Plan, the Delivery Plan includes a commitment to Council's role as a trusted leader in the community.

## Operational Plan

The Council's one-year Operational Plan for 2021-2022 sits within the Delivery Program. It spells out the actions and projects that will be undertaken by the Council in 2021-2022 towards achieving the commitments made in the Delivery Program and Community Strategic Plan.

The Operational Plan also provides detailed information on the budget including a breakdown on each service area, our revenue policy which sets out the rates, charges and levies which form part of our revenue stream, our fees and charges for the services provided, and a list of capital works projects. The Operational Plan is maintained and revised annually to show progress.

# 2021/2022 Operational Plan

## Theme One -In 2030 Bayside will be a vibrant place

Built forms focus on efficient use of energy, are sympathetic to the natural landscape and make our area a great place to live. Neighbours, visitors and businesses are connected in dynamic urban environments.

### Our Operational Commitment to the Community

#### Development

- ▶ We will turn around Complying Development Certificates within 20 working days
- ▶ We will decrease the Development Assessment turn-around time
- ▶ We will decrease the average Development Assessment Pre-lodgement Time

#### Compliance

- ▶ We will make sure that reported dog attacks in the local area are recorded on the Companion Animal Act within 72 hours

- ▶ We will increase the number of regulated premises (ie food business, skin pen, hairdressers) that pass compliance regulations
- ▶ We will respond to graffiti removal requests within 72 hours

#### Public Spaces

- ▶ We will clean all beaches fortnightly
- ▶ We will ensure flood lighting of our active parks are operational
- ▶ We will ensure all Council tenants have a current lease/ license

## The Details

## My place will be special to me

Delivery Program Strategy	2021/2022 Actions
Gateway sites are welcoming and attractive	Delivery of City Projects Program
	Partner with local, state and national organisations to facilitate and achieve shared objectives that directly benefit our community
Roads rates and rubbish are not forgotten	Conduct litter collection along 8km of beachfront mechanically
	Deliver an efficient street sweeping program across the Bayside Local Government area
	Enforce Abandoned Vehicle Policy by confirmed abandoned vehicles removed from road
	Provide an effective cleaning program of town centres
	Undertake litter education campaigns
Traffic and parking are a thing of the past	Enforce NSW Road Rules School Parking Patrol Program
	Ensure regulation of timed parking in shopping centres and business centres
	Roll out opportunities for smart parking

## Our places are accessible to all

Delivery Program Strategy	2021/2022 Actions
Assets meet community expectations	Administer Council's Graffiti Removal Program in accordance with Council's policy
	Deliver Sport and Recreation services to the Community through Council's Aquatic Centres, Golf Courses, Tennis and Squash Courts & Arncliffe youth Centre
	Develop and maintain key partnerships to improve community safety
	Ensure Council's properties and facilities are fit for purpose and meet statutory requirements
	Implement a proactive maintenance program of Council facilities (pest control, cleaning, fire safety etc)

Delivery Program Strategy	2021/2022 Actions
	Implement the Bayside Asset Management Strategy
	Implement the Fire Safety Awareness and Action Program including the management of Annual Fire Safety Statements
	Investigate grants and funding opportunities to enhance Sport and Recreation facilities within Bayside LGA
	Maintain flood lighting within recreational parks
	Promote and increase usage of community facilities
	Property acquisitions and disposals are actioned in accordance with adopted strategies and Council resolutions
	Report on the leasing performance of the Bayside Real Estate Portfolio - new leases, renewals and income
	Report on the leasing performance of the Mascot Administration Building and Coronation Hall
	Undertake asset condition audits for Council owned buildings
	Undertake restoration of Council assets impacted by public authority works e.g. gas, power etc.
	Undertake the Kerb and Gutter Renewal Program
	Undertake the Road Pavement Renewal Program
Bayside provides safe and engaging spaces	Continue to support the Summer Foreshores Program
	Implement State Library NSW Local Priority Grant funded Library Initiatives
	Implement the "Safe as Houses Project" - funded by the NSW State Government
	Masterplan the former Brighton Fisherman's Club Site, Kyeemagh
	Report on the progress of the Bayside City Projects Program
Open space is accessible and provides a range of active and passive recreation opportunities to match our growing community	Deliver Sporting facilities and bookings Policy to ensure community focused sports and recreation services
	Enforce the Companion Animal Act
	Ensure all active and passive parks are well maintained and fit for purpose
	Implement the Disability Inclusion Action Plan 2021-2025

Delivery Program Strategy	2021/2022 Actions
	Maintain Council's civil assets being roads, drainage, kerb and gutter and footpaths
People who need it can access affordable housing	Establish a Community Housing Provider governance framework
	Prepare for affordable housing
SMART cities - making life better through smart use of technologies	Deploy mobile CCTV cameras in response to reports of anti-social behaviours and requests from police
	Explore opportunities to use technology to provide better outcome for the community
We welcome tourists to our city	Continued implementation of Bayside outdoor branding and signage

### Our places are people focused

Delivery Program Strategy	2021/2022 Actions
Local areas are activated with cafes, restaurants and cultural events	Conduct mandatory annual inspections of regulated premises (e.g. food businesses, skin penetration, hairdressers)
	Deliver an inclusive Bayside Council Events Program which adds value to our community and City , activates public spaces and invigorates town centres
	Deliver Sculptures @ Bayside & photography competition
	Implement Bayside Council Community Safety Strategy
	Implement programs through Council's Public Art policy
	Partner with community organisations to deliver a wide range of community events & activities
	Promote and oversee the use of footways for outdoor dining and retailing
	Support and celebrate our culturally diverse community through community led local initiatives
	Upgrade Dolls Point Beach Hut
My community and Council work in partnership to deliver better local outcomes	Amend Bayside Local Environmental Plan (LEP)
	Assets provided to Council by developers (ie. contributed assets) will be designed and constructed to a high quality and the design review times will be reduced

Delivery Program Strategy	2021/2022 Actions
	Continue to work with Department of Planning, Infrastructure & Environment to implement the Kogarah Collaboration Area with the Greater Sydney Commission
	Continue to work with Sydney Water for naturalisation of Muddy Creek
	Finalise a Bayside s.7.11 Development Contributions Plan to consolidate Rockdale and Botany Bay Plans
	Finalise the draft Bayside Development Control Plan (DCP)
	Implement Bayside Housing Strategy which facilitates housing diversity including affordable housing
	Develop & Implement the Bayside Voluntary Planning Agreement Policy
	Improve lease/licence arrangements for open space land owned by other government agencies
	Provide strategic planning advice to the organisation
	Review Community Strategic Plan to ensure alignment with Eastern City District Plan - Connecting Communities and Resilient Sydney Strategy
	Use digital platforms to maximise utilisation and better customer experience when booking all Council venues
Places have their own village atmosphere and sense of identity	Strengthen local business through engagement and collaboration
	Undertake landscape construction services throughout the LGA
Public spaces are innovative and put people first	Develop a Bayside Property Strategy that reviews all property holdings of Council as well as ensuring public benefit
	Plan, promote and deliver a range of library programs and initiatives that supports lifelong learning, connects and enriches our community's social wellbeing and encourages creativity and innovation.
	Promote and manage the use of library spaces and facilities including public PC's, study spaces and meetings rooms
	Respond to community complaints about unauthorised development, uses or unsafe structures
	Review, update and implement Bayside Park and Reserves Plan of Management - Crown Land Approval
There is an appropriate community owned response to threats	Support Bayside Local Emergency Management Committee and provide assistance to Emergency agencies

**Our places connect people**

Delivery Program Strategy	2021/2022 Actions
Our heritage and history is valued and respected	Finalise the Bayside Heritage Strategy including Indigenous Heritage Strategy
	Maintain Heritage Conservation Management Plans Register for key community facilities
	Plan and implement collaborative initiatives and exhibitions to promote Bayside's rich community history
We are one city with shared objectives and desires	Manage the Design Review Panel for development applications in accordance with legislative requirements
	Manage the Design Review Panel for Planning Proposals in accordance with legislative requirements
	Prepare submissions and reporting to Council on environmental planning instruments and policy
	Prepare submissions and reporting to Council on state significant development
	Provide a Development Advisory Service
	Provide an effective Development Assessment service

## Theme Two - In 2030 our people will be connected in a smart city

Knowledge sharing and collaboration ensures that we have the expertise and relationships to lead with integrity, adapt to change, connect vulnerable people to community and effectively respond in times of adversity and stress

### Our Operational Commitment to the Community...

#### Engagement

- ▶ We will increase resident satisfaction with the range of community groups and support networks
- ▶ We will increase the number of communication resources published to the community
- ▶ We will increase the number of residents involved in the 'Talking Bayside' Community Panel

#### Community Services

- ▶ We will adhere to National Quality Framework for education and care services

- ▶ We will increase our utilisation rates of community facilities
- ▶ We will increase our utilisation of long day care and school aged care
- ▶ We will increase our community interactions through library services (members, visitors, computer sessions)

#### Technology

- ▶ We will increase the number of smart forms and online services for the community
- ▶ We will increase our social media reach (likes and followers)



## The Details

## The community is valued

Delivery Program Strategy	2021/2022 Actions
Aboriginal culture and history is recognised and celebrated	Implement the Reconciliation Action Plan to increase interaction with our Aboriginal & Torres Strait Islander community
All segments of our community are catered for - children, families, young people and seniors	Administer Bayside Council's Community Grants and Donations Policy and programs
	Build capacity of seniors and other community groups to deliver relevant programs to their members
	Deliver a range of social and recreational programs to older people in Bayside
	Library Service Strategy and Operational Review to be undertaken
	Manage and operate a Family Day Care Service
	Meet requirements under Federal and State funding agreements in relation to Community Builders and Commonwealth Home Support Program outputs
	Partner with local services to deliver programs which address gaps in service deliver for children and young people
	Review social planning in the areas of older people & linguistically diverse communities
	Review, manage and operate Long Day Care Centres
	Support local youth through provision of youth drop-in and school holiday activities
Cultural diversity is reflected and celebrated in the city's activities	Undertake Playspace Renewal & Shade Improvement Program
	Develop and implement a Community Capacity Building program with partners to support our community through local initiatives
Flexible/care support arrangements for seniors, children and people with disabilities are available across the Bayside	Review guidelines and policies for events to ensure they are up to date
	Deliver community play sessions throughout Bayside to support families and children
Opportunities for passive and active activities are available to community members, including people with pets	Promote and deliver a Bayside Home Library Service to our vulnerable and housebound community members
	Confirm tenancies of the Rockdale PCYC Building for recreation and community uses
	Undertake reactive sportsfield renovation works

Delivery Program Strategy	2021/2022 Actions
We are a healthy community with access to active recreation and health education	Collaborate with Office of Sport to contribute to positive regional outcomes, planning and grants opportunities
	Conduct minimum of 4 Food handling Workshops with food shops across our Local Government Area
	Continue to liaise with sports groups and associations
	Research, promote and support active recreation, leisure and sporting activities and initiatives
	Support the improvement of the sporting facilities across the LGA
We can participate in cultural and arts events which reflect and involve the community	Investigate sponsorship opportunities for event provision

#### We are unified and excited about the future

Delivery Program Strategy	2021/2022 Actions
Community leadership is developed and supported	Work with key stakeholders including NSW Family and Community Services (FACS), South East Sydney Local Health District (SESLHD), community partners and NGOs to address identified gaps
We are all included and have a part to play in the city	Research, Develop and implement a recruitment inclusion strategy and action plan

#### We benefit from technology

Delivery Program Strategy	2021/2022 Actions
Council engages with us and decision making is transparent and data driven	Councillors utilise social media to engage with the community
	Develop and maintain the 'Talking Bayside' Community Panel
	Engage the community through a variety of methods as outlined in Council's Communication & Community Engagement Strategy
	Ensure all documents are produced in accordance with Council's image and branding
	Improve community engagement at Council events

Delivery Program Strategy	2021/2022 Actions
	Undertake community engagement & research activities to support the review of the new Community Strategic Plan
Technological change has been harnessed and we are sharing the benefits	Enhance our digital platforms
	Implement a Social Media Strategy including policy; framework and content management approach across all platforms
	Publish Council's events calendar - providing quarterly updates to the community
We are a digital community	Develop and commence the implementation of new 3 year ICT Strategy and IT improvement program
	Plan, source and maintain a diverse range of physical and on-line library collections and resources that support our community's educational and recreational needs
We can access information and services online and through social media	Continue to implement the Bayside Website Strategy with priority on the optimisation of online transactional
	Implement online services and smart forms for the community
	Improve online presence on Social Media
	Maintain accurate property register to reflect changes to registered strata and deposited plans
	Produce newsletters (quarterly), media releases, e-newsletters (monthly) to inform the community about Council

## Theme Three - In 2030 Bayside will be green, leafy and sustainable

The biodiversity of the area is protected and enhanced through collaborative partnerships. Vital habitats are supported to rehabilitate, thrive, adapt and recover from risks and climate events. The landscape will be preserved and regenerated to benefit a healthy environment now and in future.

### Our Operational Commitment to the Community

#### Waste

- ▶ We will increase the number of Waste App downloads
- ▶ We will increase the number of tonnes put through community recycling drop off events
- ▶ We will increase the number of schools and students participating in waste education programs

#### Sustainability

- ▶ We will provide high quality sustainability events

- ▶ We will ensure a one for one replacement of all trees removed
- ▶ We will provide flood level advice within 10 days

#### Cleansing

- ▶ We will collect litter from all town centres daily
- ▶ We will sweep every street within LGA twice per month
- ▶ We will remove illegally dumped material within 28 days

## The Details

## Our waste is well managed

Delivery Program Strategy	2021/2022 Actions
I can reduce my waste through recycling and community education	Copartner with pharmacies to safely dispose of medical sharps
	Implement Councils Waste Avoidance Resource Recovery Strategy (WARRS) 2030 + Action Plan.
	Implement initiatives that assist in reducing waste going to landfill.
	Inform residents about Councils Domestic Waste and Clean Up programs (via electronic and print media)
	Program and offer waste education programs to all primary schools and at 6 community events per annum
	Provide an effective public place litter bin program
	Seek funding through the NSW Environment Protection Authority's 'Waste Less, Recycle More Waste and Resource Recovery Initiative.
	Undertake 22 annual recycling drop off events per year
Illegal Dumping is a thing of the past	Undertake the management of essential waste and recycling services to over 62,000 households
	Ascertain hotspots through mapping and analysing reported incidents of illegal dumping
	Investigate incidents of illegal dumping and enforce compliance
	Maintain the contaminated land management and recording system through the development process
	Remove and dispose of illegally dumped materials throughout the LGA within Service Level Agreement timeframes

## We are prepared for Climate Change

Delivery Program Strategy	2021/2022 Actions
Our city is prepared and able to cope with severe weather events	Finalise Bayside West Floodplain risk management study
	Implement Botany Bay Foreshore Beach Flood Plain Risk Management Study and Plan

Delivery Program Strategy	2021/2022 Actions
	Implement Stormwater & Flood Management Strategy
	Undertake Bonar Street Stormwater Project - Stage 2
	Undertake Stormwater Drainage Rehab and Renewal Program
Waterways and green corridors are regenerated and preserved	Carry out turf maintenance of approx. 374 parks and reserves and approx. 150 lineal kilometres of grass verges
	Continue to work with Sydney Water to identify opportunities for stormwater management in Dominey Reserve
	Improve the tree canopy across LGA by undertaking tree planting in public domain & open space
	Maintain all garden areas on Council assets within LGA
	Manage and maintain all trees within LGA
	Prepare an implementation plan for the adopted Water Management Strategy
	Protect and restore the health of waterways and wetlands through planned Gross Pollutant Traps (GPTs) inspection and cleaning program
	Finalise Bayside West Floodplain risk management study
We increase our use of renewable energy	Develop ESD policy and targets for Council facilities
	Installation of water and energy efficiency initiatives in community and administrative buildings
We understand climate change and are prepared for the impacts	Actively contribute to initiatives that support resilience transformation and raised resilience-awareness in our community
	Finalise the Bayside Environmental Strategy
	Implement the community sustainability program via events and workshops

## Theme Four - In 2030 we will be a prosperous community

Business innovation, technology, flourishing urban spaces and efficient transport will attract diverse business, skilled employees and generate home based business. Growth in services to the local community will generate employment support, a thriving community and livelihoods.

### Our Operational Commitment to the Community

#### Customer Service

- ▶ We will increase the number of customer telephone enquiries resolved within first point of contact
- ▶ We will decrease the number of transfers to customer service overflow during business hours

#### Finance

- ▶ We will work towards a balanced budget
- ▶ We will ensure that our own source operating revenue can fund more than 60% of our expenditure

#### Governance

- ▶ We will ensure the Council Meeting Agenda is published 5 days before a Council meeting and Council Minutes are published 2 working days after a Council Meeting
- ▶ We will decrease the number of code of conduct complaints
- ▶ We will ensure all Councillors undertake continuing professional development and training

### The Details

#### Local housing, employment and business opportunities are generated

Delivery Program Strategy	2021/2022 Actions
Bayside will be a 30 minute city - residents work locally or work off site - no one has to travel more than 30 minutes to work	Prepare and finalise Bayside DCP amendments

#### Opportunities for economic development are recognised

Delivery Program Strategy	2021/2022 Actions
Major employers support/partner with local small business	Administer Local Area Funds
	Develop an economic development strategy to enhance economic activity across Bayside

#### The transport system works

Delivery Program Strategy	2021/2022 Actions
We can easily travel around the LGA - traffic problems and gridlock are a thing of the past	Advocate for improvements in transport
	Finalise the Bayside Employment and Economic Development Strategy to identify opportunities for activation of local areas
	Implement the Road Safety Program with annual matching funding from NSW Roads and Maritime Services
	Undertake Traffic Committee projects



## Transparent &amp; accountable governance

Delivery Program Strategy	2021/2022 Actions
Ethical Governance	Administer Bayside Council's Traffic Committee
	Deliver Councillor Induction Program
	Develop an audit plan and report on internal audits undertaken
	Develop and Implement a new Internal Audit Charter
	Effectively manage Council's enterprise risk management framework
	Establish and implement the Information & Data Management Governance Strategy
	Implement the Archival & Disposal Record Strategy
	Implement the recommendations from the Fraud & Corruption Prevention Report
	Maintain, co-ordinate and support Council's Committee system
	Manage & coordinate the delivery of all IPR documents and reports
	Provide information access proactively and/or in a timely manner
	Review and develop the contractor management framework including an ongoing corporate training program
	Review and test Council's Business Continuity Plans
	Review and test Council's IT Business Continuity Plan
	Review key governance policies following Local Government Election
	Support the Local Government Election process
	Transition to a new Audit, Risk & Improvement Committee
	Undertake Councillor Professional Development
	Undertake GM briefing session with Councillors to ensure strategic thinking and effective decision making
High Standards of Customer Service	Deliver a program of organisational service reviews

Delivery Program Strategy	2021/2022 Actions
	Deliver IT support - hardware, software and systems
	Develop & Implement a Customer Experience Strategy
	Implement business improvement initiatives across the organisation
	Improved response to public enquiries & requests relating to traffic and parking issues
	Provide flood level advice to the community
	Provide responsive customer service (counter, call centre, customer requests and complaints)
Skilled Staff	Continue to reduce employees' absenteeism caused by injury through a proactive and comprehensive return to work framework. Implement specific Injury Management strategies to effectively manage each employees' injury case
	Create a customer centric culture where all staff are providing a positive experience every time, for all of its customers
	Deliver an annual supplier and staff procurement education program
	Deliver leadership programs to develop current and future leadership capabilities and promote and encourage strong, driven and accountable leaders
	Develop and implement strategic actions as identified in the staff survey that will improve Council's culture and performance
	Develop Workforce Strategy and Plan that supports strong service delivery to the community
	Maintain a fully compliant payroll frame work, including policy and procedures of identified processes
	Review of identified human resources policies, procedures and forms that drives employee engagement and performance whilst ensuring consistent applications of terms and conditions
	Review the Bayside's Community History Collection and develop an improvement plan
	Review, research, develop and implement a work health and safety management framework to ensure that Council is compliant whilst driving a strong safety culture
	WH&S inspections carried out in accordance with annual schedule, corrective actions identified, recorded and implemented
Strong Financial Management	Develop a strategy/council endorsed position leasing of golf courses - greater than 12 months

Delivery Program Strategy	2021/2022 Actions
	Develop an advertising strategy (incl. Bus Shelter) associated with the Property Strategy
	Ensure a timely completion of Council's audited financial statements
	Establish an independent entity and board of management for Arncliffe Youth Centre
	Implement a new property management system and develop a new reporting framework
	Implement continuous improvement actions for internal financial reporting & financial operations
	Implement the rate harmonisation process
	Implement, monitor and review a new financial reporting framework
	Maintain procurement data analytics and reporting for strategic procurement decision making
	Manage and review Council's Financial Position on a continual basis
	Maximise returns on Council's investment portfolio to exceed benchmark
	Process and administer Voluntary Planning Agreements
	Provide effective management of Council's fleet
	Provide effective management of Council's stores
	Provide procurement advice to the organisation to achieve best value procurement & community outcomes
	Review and update the Long Term Financial Plan
	Review Council's financial sustainability strategies to address infrastructure asset funding shortfall
	Undertake legislative financial management and reporting

**We are prepared for a sharing economy**

Delivery Program Strategy	2021/2022 Actions
Innovative businesses are supported to locate in Bayside	Facilitate programs to develop skills for current and future business owners
Local plans and regulations have kept pace with the sharing economy	Deliver effective and competitive Complying Development (CDC) and Construction Certificate (CC) Services
	Implement new LEP/DCP in assessment of DAs
	Investigate and implement opportunities to improve development assessment processing times and customer satisfaction for development applications
	Report to the Department of Planning on the performance of the Bayside Local Planning Panel in regard to determination of Development Applications
	Undertake Building Information Certificates assessments
	Undertake swimming pool inspections to ensure that all swimming pools are inspected within a 3 year period

# Revenue Policy

## Rating Structure

For the rating year commencing 1 July 2021, the Independent Pricing and regulatory Tribunal (IPART) has determined the rate pegging limit to be 2.0%. The IPART approved rate pegging limit of 2.0% has been applied across all rating categories and sub-categories for the rating year 2021/22.

## Rates Harmonisation Introduction

At the time Bayside Council was proclaimed via an amalgamation of the former City of Botany Bay Council and former Rockdale City Council, the legislation was amended requiring all amalgamated Councils to maintain the rate path for the former Councils for a period of 4 years. This was termed as the "Rate Freeze". The "Rate Freeze" meant that the rating structures for former City of Botany Bay Council and former Rockdale were to stay in place during the 4-year period, with rates to only increase by the approved IPART rate pegging limit each year.

At the expiry of the 'rates freeze period' (30 June 2021 – as amended) all newly amalgamated councils are required to have a rates and revenue policy that complies with the Local Government Act. As Council approaches the end of the "rate freeze" period, it is required (under current legislation) that Council undertake a review of its current rating structure with the objective of establishing one rating structure to be implemented across the Bayside LGA by 1 July 2021.

The current legislation as prescribed under the Local Government Act 1993 (the Act) requires all amalgamated councils to either harmonise their rating structures on 1 July 2021 (an immediate harmonisation) or within an 8 year period (a gradual harmonisation) from 1 July 2021.

On 27 February 2021, Council submitted an application to the Independent Pricing and Regulatory Tribunal (IPART) under section 548 of the Local Government Act 1993 for IPART to consider approving an instrument to be issued to set a transitional minimum ordinary rate from 1 July 2021 for all rating categories which is equivalent to the current minimum ordinary rate for ratepayers in the former Rockdale City Council side of the Bayside Local Government Area (LGA) at \$768.52 (plus the approved IPART rate peg limit in all years during the 4 year transition period). This application was approved by IPART on 17 May 2021, for the 4 year Rate Harmonisation Path as requested by Council. The approved transitional path to be applied for is based on a straight lined 4-year transition period.

## Rates Harmonisation

As required by legislation, Bayside Council is now harmonising its rating structure across the entire LGA with the objectives of:

- ▶ Complying with relevant legislation
- ▶ Ensuring that the rate burden is being distributed in a fair and equitable way across the entire LGA
- ▶ Minimising the number of years over which certain ratepayers subsidise others due to the inconsistent rating structure of the former councils
- ▶ Maintaining the same level of rates revenue, while balancing the impact for the majority of ratepayers
- ▶ Ensuring Bayside Councils on-going long term financial sustainability

## Establishment of harmonised minimum ordinary rate (all categories)

The 2020/21 minimum rate for ratepayers for former Rockdale City Council is \$768.52, compared to \$553.62 for ratepayers from the former City of Botany Bay Council. This represents a difference of around \$215 (39%). As part of Council's approved harmonisation strategy, Council will gradually increase the Botany minimum rate of \$553.62 (over 4 years) up to the Rockdale minimum rate of \$768.52 (plus IPART rate peg) such that the minimum rates of the former councils are harmonised at the start of the 2024/25 financial year (i.e. 1 July 2024) across ordinary rating categories and sub-categories as shown below.

**Table 1**

Rating Year (Starting 1 July)	Minimum Rate – Former City of Botany Bay (\$)	Minimum Rate – Former Rockdale City (\$)
2020/21	553.62	768.52
2021/22	626.26	783.89
2022/23	689.89	803.49
2023/24	771.53	823.57
2024/25	844.16	844.16

Over the 4-year harmonisation timeline, the year on year minimum ordinary rate for the former Rockdale City Council will only increase by the annual IPART rate peg whereas the minimum ordinary rate for the former City of Botany Bay Council will increase (year on year) at a higher rate over and above the rate peg (as show in the table above) such that in the 2024/25 financial year, the minimum rates for both former councils are the same (harmonised). It should be noted that the calculations made in Table 1 have been developed using IPART's assumed rate peg of 2.5 % over the next 4 years.

## Establishment of harmonised ordinary rating categories and sub-categories

The Local Government Act requires land to be categorised according to their dominant use as either residential, farmland, mining or business where the business category is the default category. The current business and residential rating structures of the former Councils are different. While both former Councils have a single residential rating category, the former City of Botany Bay Council has multiple business subcategories compared to former Rockdale City Council which has a single ordinary business rating category.

In order to simplify and streamline the rating categories, the following new ordinary rating categories and sub-categories are to be established as part of the rates harmonisation process:

- ▶ Residential – Ordinary
- ▶ Business – Ordinary
- ▶ Business – Industrial\*
- ▶ Business - Port Botany
- ▶ Business – Mall\*
- ▶ Farmland

The boundaries of the business sub-categories are shown in Diagram 2, 3 & 4 below.

\* The creation of these business subcategories represent the most significant change when compared for the former rating categories. The boundary maps for these categories are shown in diagram 2 & 3 respectively below.

## Rate Summary

The following table provides a summary of the of the 2021/22 rates structure. It sets out:

- The number of rateable properties within each of the rating categories (and sub-categories) listed according to those to be rated at the minimum amount.
- The rate in the dollar applicable to each rating category and sub-category.
- The total rate revenue to be collected by rating category and sub-category for 2021/22.

Rate Type	Category	Land Value (\$)	Rate Income (\$)	Ad-valorem Rates (Cent in the \$) or Minimum Rate
Ordinary Minimum Rates	Residential (former Rockdale)	5,358,570,587	19,349,822	\$783.89
	Residential (former Botany)	2,849,411,688	9,288,857	\$626.26
	Business (former Rockdale)	101,897,656	530,380	\$783.89
	Business (former Botany)	46,963,269	573,848	\$626.26
	Business - Industrial	9,573,638	97,070	\$626.26
	Business - Port Botany	20,500	626	\$626.26
	Business Mall	713,800	3,131	\$626.26
	Farmland	0	0	\$783.89
Ordinary Ad-valorem	Residential (former Rockdale)	17,152,953,907	24,932,571	0.00145355
	Residential (former Botany)	7,920,275,101	7,853,714	0.0009916
	Business (former Rockdale)	1,823,646,119	4,619,108	0.0025329
	Business (former Botany)	3,005,909,584	7,774,420	0.00258638
	Business - Industrial	1,473,290,110	5,047,784	0.0034262
	Business - Port Botany	354,362,000	2,941,098	0.0082997
	Business Mall	84,674,560	234,873	0.00277383
	Farmland	4,936,000	7,165	0.0014515
Community Safety Levies (Base rate + ad-valorem)	Base Rate	n/a	226,746	\$4.85
	Residential Ad valorem	22,511,524,495	222,864	0.00000991
	Business Ad valorem	1,925,543,775	29,778	0.00001547
	Farmland Ad valorem	4,936,000	25	0.00000513

Cont/...



Rate Type	Category	Land Value (\$)	Rate Income (\$)	Ad-valorem Rates (Cent in the \$) or Minimum Rate
Infrastructure Levies (Base rate + ad-valorem)	Base Rate	n/a	3,699,486	79.13
	Residential Ad valorem	22,511,524,495	7,534,604	0.00033471
	Business Ad valorem	1,925,543,775	1,006,395	0.00052266
	Farmland Ad valorem	4,936,000	854	0.00017319
Local Area Rates	Arncliffe	26,091,984	20,939	0.00080255
	Rockdale	340,560,902	257,456	0.00075598
	Bexley	46,707,750	39,450	0.00084464
	Brighton Le Sands	112,476,594	97,667	0.00086834
	West Botany St	124,042,500	48,992	0.00039497
	Ramsgate	33,329,966	9,462	0.00028391
	Kingsgrove	50,112,710	25,648	0.00051182
	Banksia	5,197,040	2,494	0.00047996
	Ramsgate Beach - Base rate	n/a	12,744	\$260.10
	Ramsgate Beach - Ad valorem	46,365,680	12,950	0.00027932
	Mascot Local Area	75,919,700	106,325	0.0014005
	Mascot Street Scape	75,919,700	106,325	0.0014005
	<b>TOTAL RATEABLE VALUE</b>	<b>40,187,198,519</b>		
	<b>TOTAL YIELD</b>		<b>96,715,671</b>	
Note - figures quoted for ad-valorem rates may include rounding				

### Ordinary Rate Mix

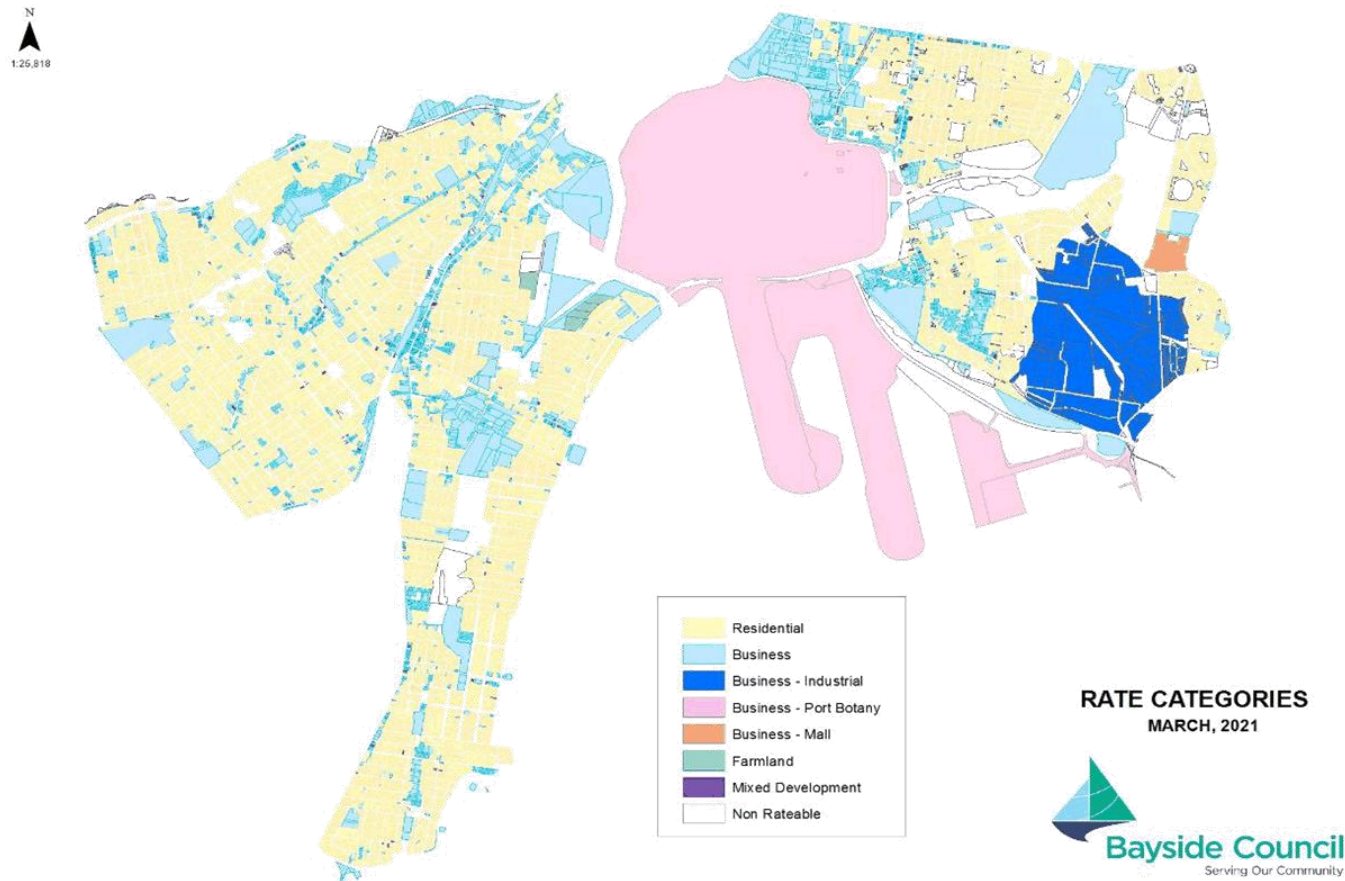
In the harmonised rating structure, the total ordinary rates have been apportioned across the categories as follows – residential 74%, business 26% with a minimal amount being collected from properties (5 in total) categorised as Farmland. Where possible, Council should endeavour to continue with this apportionment, however, these percentages may be adjusted;

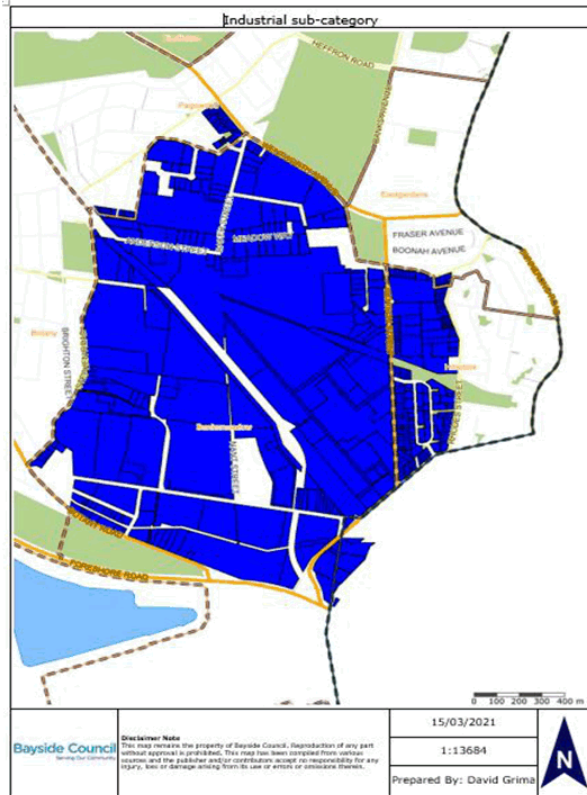
- ▶ in order to comply with legislation, or
- ▶ so as to not disadvantage properties within a rate category where there has been significant development requiring a change of use (for example where commercial properties are redeveloped as residential flat buildings).

### Port Botany Sub-Category Boundary

All rateable land with a dominant use of business on the southern side of Foreshore Road Botany & Banksmeadow. Refer to Diagram 4 below.

Diagram 1 - Bayside Council - New Rating Categories



**Diagram 2 - Industrial Sub-category boundary**

Land with a dominant use of business in the area bounded by;

- ▶ 1717 Botany Road to 1813 Botany Road Banksmeadow (odd side only),
- ▶ start to 48-50 Beauchamp Road Hillsdale
- ▶ Rhodes Street Hillsdale (odd side only),
- ▶ 19 Smith Street Eastgardens to end Smith Street (odd side only)
- ▶ Corish Circle Banksmeadow (odd side only)
- ▶ 96 Wentworth Avenue to 132Wentworth Avenue Pagewood (even side only)
- ▶ 32-52 to 70 Page Street Pagewood (even side only)
- ▶ Collins Lane Pagewood
- ▶ 2 to 26 Spring Street Pagewood (even side only)
- ▶ 20 & 22 Ocean Street Pagewood
- ▶ Stephen Road Botany (odd side only)

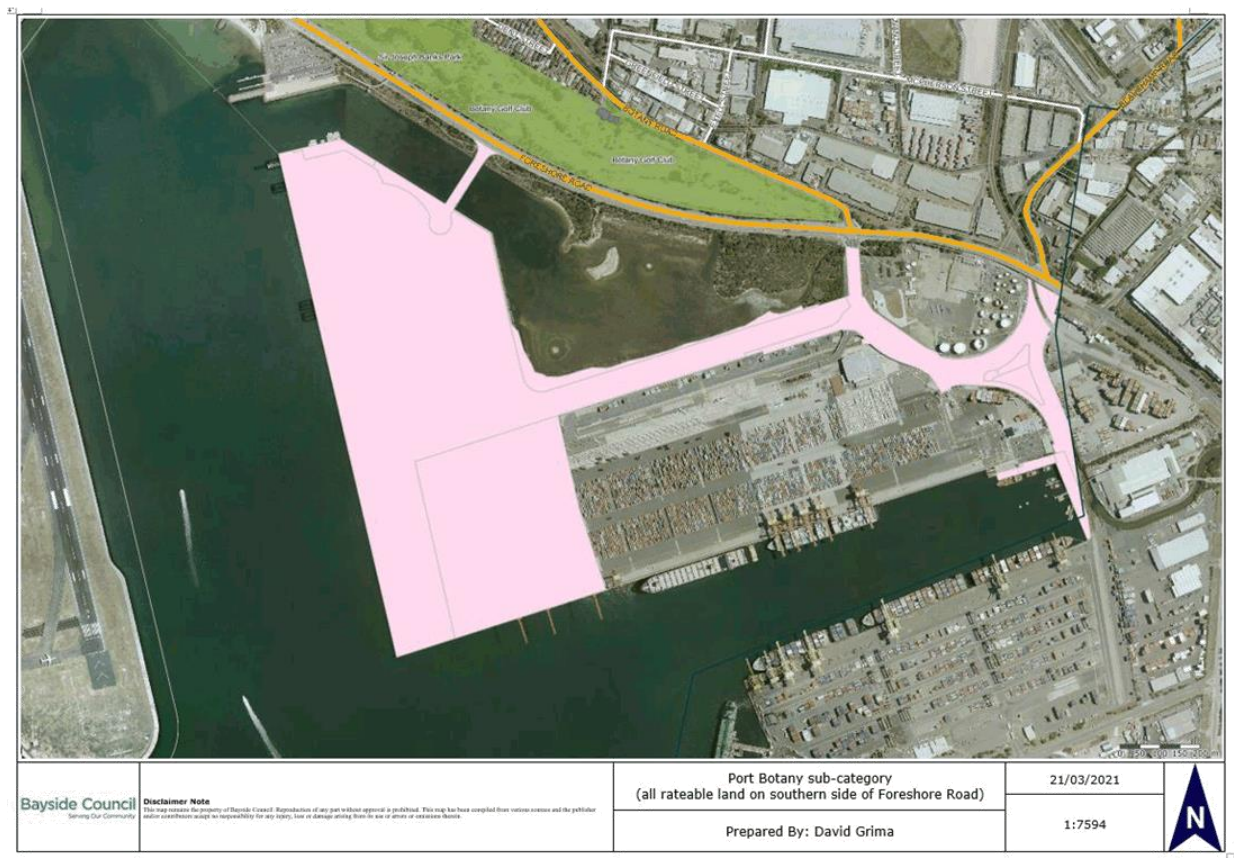
Diagram 3 – Mall Sub-Category Boundary



Land with a dominant use of business in the area bounded by;

- ▶ Wentworth Avenue Eastgardens
- ▶ Bunnerong Road Eastgardens
- ▶ Tingwell Boulevard Eastgardens
- ▶ Banks Avenue Eastgardens

Diagram 4 – Port Botany Rating Sub-Category





**Diagram 5 – Existing Rockdale Community Safety & Infrastructure Levy Boundaries**

This diagram shows the boundaries of the existing Rockdale Community Safety & Infrastructure Levies that exist across the former Rockdale City local government area.

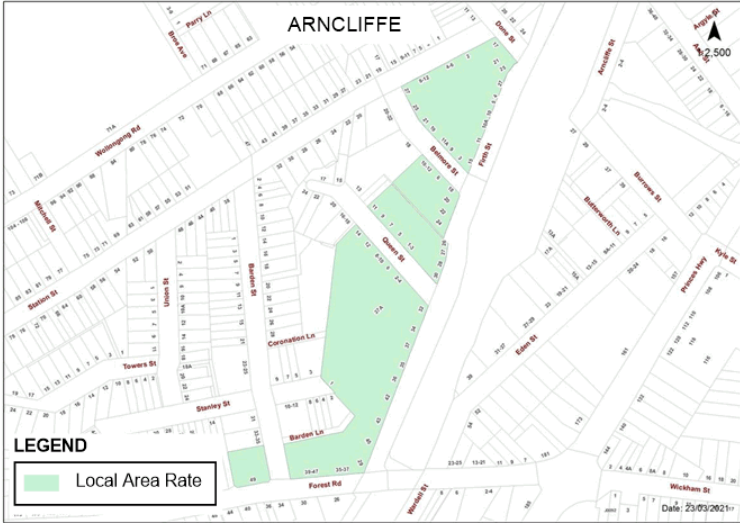
Diagram 6 – Local Area Plans

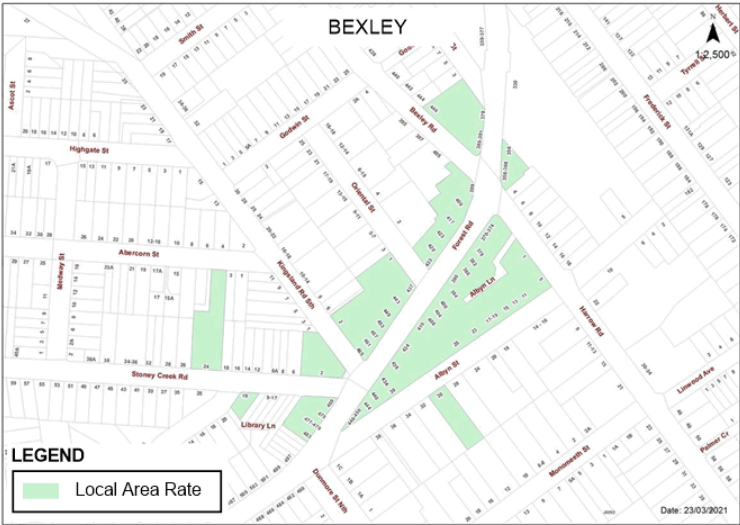
Bayside has designated commercial districts where Local Area Rates are levied on business properties to fund works in those districts.

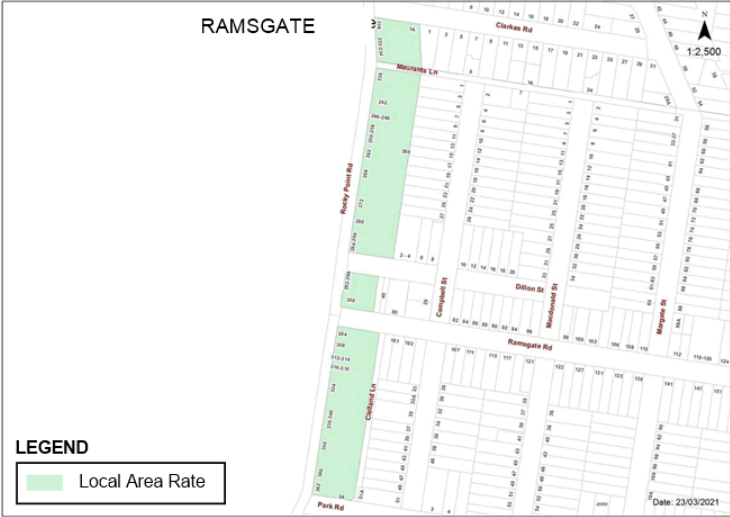
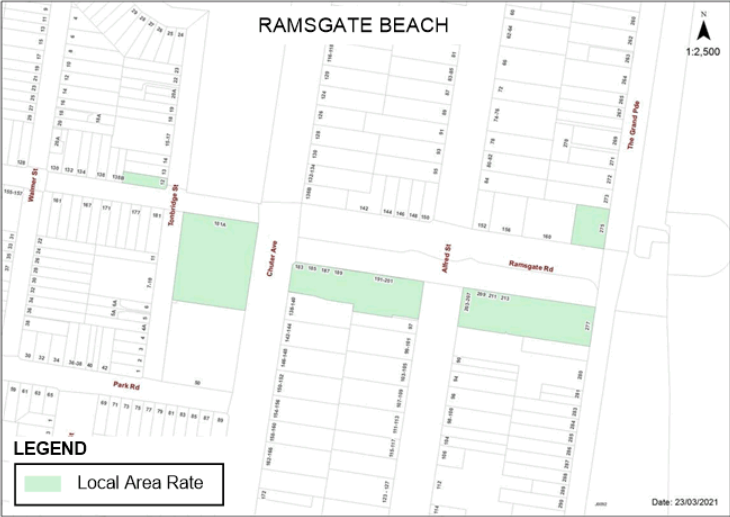












### Safer City Program (funded by the Community Safety Levy)

This levy is to be continued for all rateable properties in the former Rockdale City Council. The levy is funded by a Special Rate Variation, which came into effect on 1 July 2007 and continues in perpetuity and will yield approximately \$479,413 for the 2021/2022 rating year. The Safer City Program comprises of four key components (please refer to Diagram 5):

- ▶ Graffiti – Assess and Remove Graffiti (provides for 12,000 m<sup>2</sup> per year)
- ▶ CCTV – Maintenance Costs, and Coordination of Facility
- ▶ Safer Places – Undertake Safety Audits and Identify Improvement Measures. Works identified are to be prioritised and scheduled as part of the Capital Works Program
- ▶ Community Education – Raising Awareness through community programs.

### Asset Rehabilitation and Improvements Program (funded by the Infrastructure Levy)

This levy is to be continued for all rateable properties in the former Rockdale City Council. This levy which is funded by a Special Rate Variation, which came into effect on 1 July 2007, and which was supplemented by a further Special Rate Variation granted for the 4 years from the 1st July 2014 and will yield approximately \$12,240,485 for the 2021/2022 rating year. A detailed program listing individual projects has been developed which is reviewed annually. Please refer to Diagram 5 above for collection area.

### Local Area Rates

Special rates are levied on identified local businesses to cover the cost of any works, services, facilities or activities carried out for the benefit of specific local business areas. Rates collected are principally used for providing the following works:

- ▶ Provision and maintenance of car parking facilities
- ▶ Street scaping and beautification of shopping centres

### For Airport Land in the Bayside Council Valuation District

Income for Airport land is to be generated using an ad valorem and minimum rate equivalent to the Business – Port Botany rating category ad valorem and minimum rate adopted by Council.

## Pension Rebates

Each year Council is required to grant a pension rebate to ratepayers deemed eligible under the provisions of the Local Government Act 1993. The rebate is calculated as 50 per cent of the ordinary rates and waste charges levied, up to a maximum of \$250.00 per annum.

## Interest on Overdue Rates

Council will calculate interest at the rate announced by the Minister for the 2021/2022 year.

## Hardship Policy

Council recognises that from time to time certain ratepayers may have difficulty in paying their Council rates and charges. The Local Government Act allows Council to provide a range of assistance to these ratepayers in circumstances detailed in our Hardship Policy.

## Annual Charges Policy

### Domestic Waste Management Service Charge

Section 496 of the Act requires Council to levy a charge on each residential parcel of land for which the service is available, regardless of whether or not the garbage and recycling collection service is used. This charge is recovered via the domestic waste admin fee. Section 502 of the Act then allows Council to levy users of the service an annual waste charge dependent upon the number of waste bins being utilised. It is important to note that until such time as the services provided to residents of the new Council are harmonised, the waste fees applicable to rateable parcel of land in each former Council district will vary. The domestic waste fees proposed for the 2021/2022 rating year are:

Annual Domestic Waste Charges	Bayside West		Bayside East	
	2020/2021	2021/2022	2020/2021	2021/2022
Domestic Administration Fee	\$130.30	\$137.60	\$130.30	\$137.60
240L Domestic Waste Bin Service	\$365.15	\$370.40	\$408.40	\$417.20
Additional 240L Domestic Waste Bin Service	\$365.15	\$370.40	\$408.40	\$417.20
Strata Unit Domestic Waste Bin Service	\$365.15	\$370.40	\$408.40	\$417.20
Non-strata Unit Domestic Waste Bin Service	\$365.15	\$370.40	\$408.40	\$417.20
Additional Non-strata 240L Domestic Waste Bin Service	\$365.15	\$370.40	\$408.40	\$417.20
240L Non-rateable Waste Bin Service	\$495.45	\$508.00	\$538.70	\$554.80
Additional 240L Non-rateable Waste Bin Service	\$365.15	\$370.40	\$408.40	\$417.20

Annual Domestic Waste Charges	Bayside West		Bayside East	
	2020/2021	2021/2022	2020/2021	2021/2022
Additional 240L Red-Lidded Bin ONLY	\$295.60	\$301.60	\$295.60	\$301.60
Additional 240L Yellow-Lidded Bin ONLY	\$69.55	\$68.80	\$69.55	\$68.80
Additional 240L Green-Lidded Bin ONLY	NOT AVAILABLE		\$43.25	\$46.80

These charges only cover the cost of providing this service and are influenced by factors such as collection contract price, tipping fees, government levies and the associated costs of recycling. Council is committed to supplying a cost effective waste service and complying with objectives of the Waste Avoidance and Resource Recovery Act 2001.

Bayside Council is required by the Local Government Act to levy an annual Domestic Waste Charge (DWC) for providing domestic waste management services to each parcel of rateable residential land where the service is available. The DWC is levied through rates notices to residential properties and includes administration, collection, processing, treatment, community education and other activities associated with domestic waste services.

In 2021/2022, Bayside Council will allow residents that generate additional waste and/or recycling to request additional specific bin services, subject to published schedule of rates, to supplement their 240L domestic waste bin service.

The Domestic Waste Administration Fee is levied on all domestic properties and includes, but is not limited to, the provision of services such as the annual scheduled kerbside household clean up service, pre-booked kerbside household clean up service (only applicable to some areas of the local government area), 22 annual community recycling drop off events (includes metal, white goods, mattresses, e-waste, green-waste, car tyres, etc.), management, waste regulation, waste education, and illegal dumping removal.



## Commercial Waste and Recycling Service Charges

Bayside Council also offers standard and flexible waste and recycling collection services for non-residential properties, such as businesses or commercial premises. Business or commercial refuse (including recyclable materials) is defined as generated as part of ordinary business activities. It does not include:

- ▶ Construction and demolition waste;
- ▶ Waste defined by the NSW EPA Waste Classification Guidelines 2014 as special waste, such as clinical and related waste (including pharmaceutical and sharps), asbestos and tyres;
- ▶ Liquid waste; and
- ▶ Restricted solid waste.

A Standard Commercial Waste Service Agreement provides a weekly kerbside garbage and organics recovery (red lid) bin, and fortnightly recycling (yellow lid) bin collection service for non-residential properties.

A Flexible Commercial Waste Service Agreement provides greater flexibility and capacity than the standard kerbside collection, as bins can be picked up as many times per week as required. Larger waste bins are also available.

Please refer to Bayside Council's Commercial Waste fees and charges for 2021/2022 for specific pricing options available.

A Commercial Waste Service is an optional service that Council can provide to businesses within the local government area. As a non-residential property, a business owner has the opportunity to choose and use any third party waste collection provider and opt not to use the Commercial Waste Service options provided by Council if collected on private property. Please note that Section 68 of the Local Government Act requires any business owner and/or third party operator to seek approval from Council to place any waste in a public place and/or placement of waste storage containers in a public place.

The commercial waste fees for 2021/2022 are:

Commercial Waste and Recycling Service Charges	2020/2021 (GST exempt)	2021/2022 (GST exempt)
Kerb side collection		
240L Commercial Waste Bin Service	\$848.25	\$869.40
Additional 240L Commercial Waste Bin Service	\$848.25	\$869.40
Strata Unit Commercial Waste Bin Service	\$848.25	\$869.40
Non-strata Unit Commercial Waste Bin Service	\$848.25	\$869.40
Additional non-strata 240L Commercial Waste Bin Service	\$848.25	\$869.40
On property collection	\$848.25	\$869.40



Commercial Waste and Recycling Service Charges	2020/2021 (GST exempt)	2021/2022 (GST exempt)
240L Commercial Waste Bin Service	\$848.25	\$869.40
Additional 240L Commercial Waste Bin Service	\$848.25	\$869.40
Strata Unit Commercial Waste Bin Service	\$848.25	\$869.40
1,100L Commercial Waste Bin Service	\$2,479.50	\$2,543.20

Note: Council also provides additional commercial waste and recycling services on a per lift basis whereby bins can be emptied more often than the above mentioned scheduled service. These additional lifts will be charged in accordance with section 502 which allows Council to 'charge for a service referred to in section 496 or 501 according to the actual use of the service'. Details of these charges, which will be levied via a sundry debtor invoice payable within thirty (30) days, can be found in the Waste Section of Council's 2021/2022 Fees and Charges.

## Stormwater Levy

Council charges a Stormwater Levy to every household and business in accordance with the policy gazetted by the Minister in October 2005 to improve the management of stormwater. The maximum amounts of the Levy are set by Legislation is outside the capped rates to improve the management of stormwater within our City. The Stormwater Levy allows Council to undertake significant improvements to the stormwater system to provide a cleaner and safer environment for the benefit of owners, residents and visitors.

The stormwater levies proposed for the 2021/2022 rating year are:

Residential Properties	
Units/Strata	\$12.50 per lot
Single Dwellings	\$25.00 per assessment

Business Properties										
Units/Strata	Total fee for entire building (using calculation for business premises below) apportioned by the unit entitlement or \$5 per lot (whichever is the greater)									
Business Premises	\$25 per 350m <sup>2</sup> of site area, to a maximum of \$250 (see table below)									
Land size (m <sup>2</sup> )	Up to 350	Up to 700	Up to 1,050	Up to 1,400	Up to 1,750	Up to 2,100	Up to 2,450	Up to 2,800	Up to 3,150	3,151 & over
Charge per year	\$25	\$50	\$75	\$100	\$125	\$150	\$175	\$200	\$225	\$250

For businesses over 3,500m<sup>2</sup> the full levy will be applied and then discounted to the maximum levy of \$250 per year. This provides an incentive for larger businesses to recycle their stormwater onsite rather than off site. For those properties that choose not to recycle, Council has the option of reducing the discount and therefore increasing the levy for individual assessments.

## Section 7.11 (Formerly section 94) Developer Contributions

Section 7.11 of the Environmental Planning and Assessment Act (1979) enables Council to levy contributions for public amenities and services required as a consequence of development.

- ▶ Recreational facilities (including open space acquisitions and embellishments)
- ▶ Stormwater and Pollution Control Facilities
- ▶ Town Centre/Street scaping Improvements
- ▶ Community Facilities & Car Parking
- ▶ Roads and Traffic Management Facilities
- ▶ Plan Administration and Project Management.

## Section 7.12 (Formerly Section 94A) Fixed Development Consent Levies

Council's Plans allow for the collection of a fixed development consent levy (between ½ per cent - 1.0 per cent) on applicable development proposals that don't pay section 7.11 contributions. The contribution plans have been prepared in accordance with the Environmental Planning and Assessment Act (1979).

## Work on Private land

Council carries out work on private land on a cost recovery basis subject to the provisions of the Local Government Act (1993) unless there are extenuating circumstances and/or are part of Council's existing processes & procedures.

## Rating of Gas Mains

Council charges AGL in accordance with the rating of gas mains provisions.

## Commercial Activities

Council does not conduct any significant activities of a business or commercial nature.

## Other Fees and Charges

Apart from the Rates and Charges outlined above, the full schedule of fees and charges is available as an attachment to this document.

## Financial Assistance Provided by Council

Council may seek to advance its strategic and operational objectives by providing financial and other support to individuals, community groups and business entities. In line with Section 356 of the Local Government Act, Council may by way of resolution, contribute money or otherwise grant financial assistance. To facilitate the provision of financial assistance to individuals, community groups and business entities, Council has adopted a Community Grants & Donations Policy.

The Community Grants & Donations Program provides for the following categories of financial assistance:

- ▶ Student Excellence Award – where Council provides an annual donation to every primary and secondary school in the Bayside area to award to a student who has made a significant and positive contribution to their school environment;
- ▶ Community Grants -where community groups or business entities can apply for financial assistance to stage not-for-profit civic, community or cultural events which addresses a community need or objective identified in Council's adopted strategic and other plans;
- ▶ Donations -where members of the public or community groups can apply for one off donation under the categories of youth representation, seniors' groups and general donations;
- ▶ Fee waivers – where not for profit community organisations and clubs and in special circumstances, government entities, may be eligible for the waiver of 50% of the fee for use of Council operated venues and facilities.

In addition to these categories of financial assistance, Council has a Rental Assessment and Subsidy Policy (RASP) providing a property rental subsidy based on specific criteria under the Policy as well as a Community Facilities Occupancy Renewal Policy.

# 2021/2022 Budget

## Executive Summary

Under the New South Wales Local Government Act (LGA) 1993, Council is required to prepare and adopt an annual budget by 30 June each year.

A Financial Plan has been developed to assist Council in adopting the budget. The Plan provides information and recommendations on a number of financial issues and highlights options in terms of expected outcomes in a number of key areas such as:

- Long Term Financial Sustainability
- City Projects Program
- Sale of Assets
- Revenue Policy
- Annual Charges Policy
- Pricing Policy
- Statement of Borrowings

The budget for 2021/2022 presented in this Financial Plan has been developed through a rigorous process of consultation and review with Council and staff. The budget puts forward the framework for Council to achieve the objectives and actions in the Operational Plan 2021/2022. It fits within a longer term framework which seeks to achieve financial sustainability.

The Financial Plan has been developed within an overall planning framework which guides Council in identifying community needs and aspirations over the next four years through the Delivery Program. The Financial Plan outlines the financial resources required and how they will be used to achieve our Operational Plan outcomes.

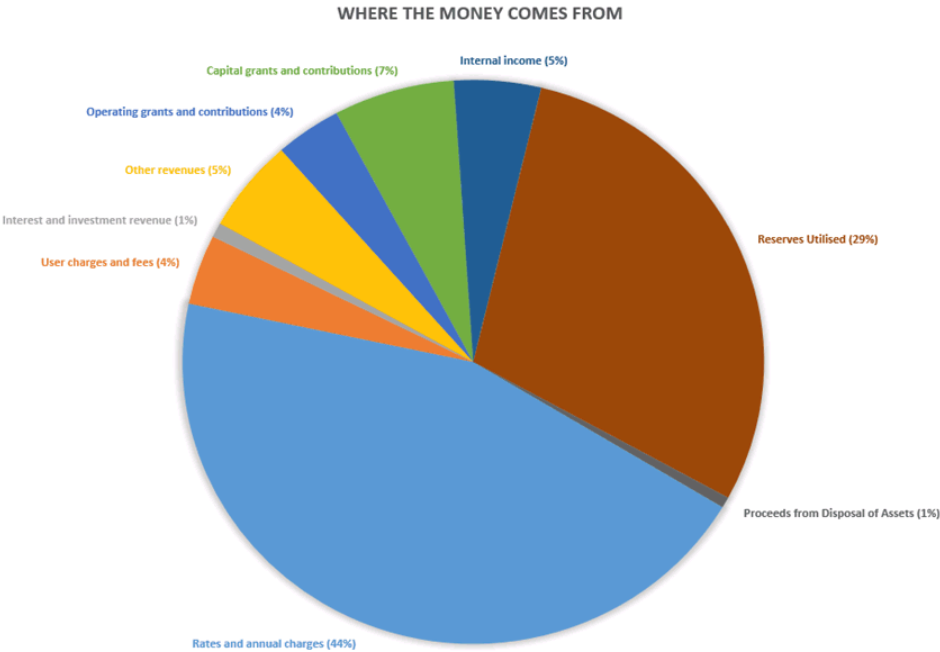
The Financial Plan forecasts a cash surplus of \$40,913 for 2021/22. This has been achieved by using the following parameters:

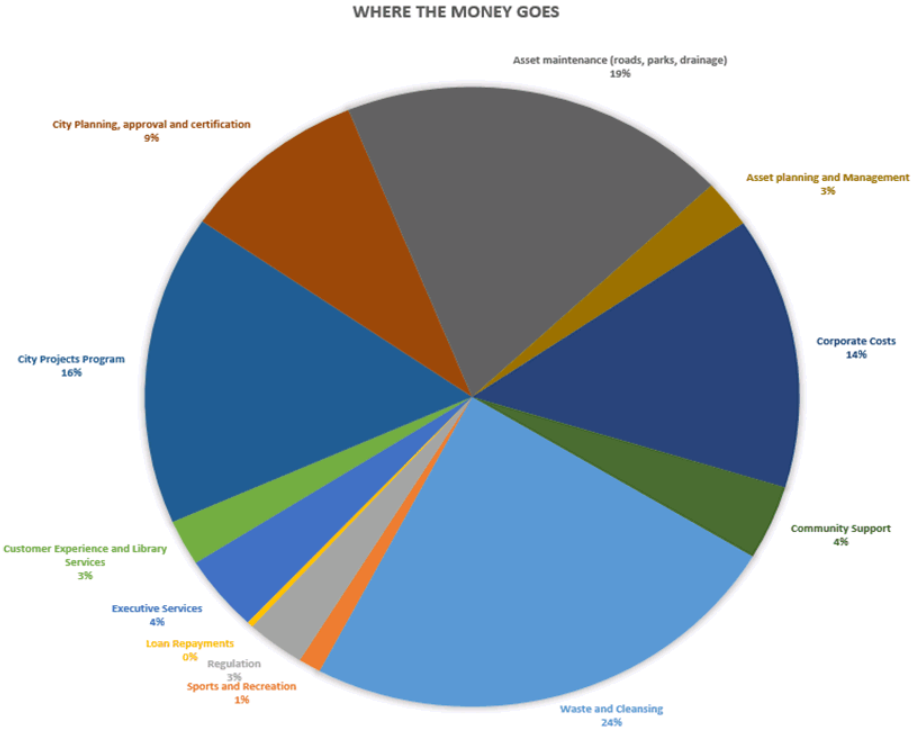
- Rate Peg set by IPART is 2.0%
- Council's approved Rates Harmonisation Strategy
- Operational income indexed by CPI at 2.1%
- Full Time Equivalent staff of 761 (excluding casuals)
- Operational expenditure indexed by the components of the LGCI of 1.8% (Local Government Cost Index)
- New external borrowings of \$1.5m in the 2021/22 budget relating to a major park upgrade.

As with the majority of councils in NSW, Bayside Council is faced with the issue of costs increasing at a greater rate than general revenue base. As an amalgamated Council, Bayside Council continues to examine strategies to address this issue.

Financial Plan Context

The following diagrams illustrate Council's revenue stream and expenditure allocation for 2021/2022. A detailed breakdown can be found in the Budget Summary section of this plan.





## Long Term Financial Sustainability

In the local government sector there are number of key performance indicators that highlight a council's long term financial sustainability, which focus on the operating result before capital revenue, infrastructure asset renewal and maintenance ratios.

The cost of goods and services increases each year by an amount greater than our income as a result of a number of income constraints (such as rate pegging and other regulations on pricing). This creates a structural financial problem referred to as the 'Income Gap'.

Council does everything within its control to manage the Income Gap by pursuing grants; maximising discounts through government supply contracts and bulk buying; working collaboratively with neighbouring councils; maximising returns on investments; striving for efficiencies and continuous improvements. While Council's 2021-22 budget is showing a cash budget surplus of \$41k, this includes the adjustment for non-cash items, funding of the capital works and the net reserve movements for the year and while this is an indication of sound financial management, it is not an indicator of long term financial sustainability.

Council's 2021-22 budget is based on an operating deficit before capital income of \$8.1m. This result is due to the decrease in investment revenue stream, due to the historically low interest rate environment, the increases in operating expenses, due to new services coming on line and forecasted depreciation expenses, due to the revaluation cycles and the new assets brought on line since the formation of Bayside Council. In essence Council is not able to fully fund its depreciation expense.

As detailed to Council in previous reports and workshops on rate harmonisation process, Council has a forecasted infrastructure maintenance funding shortfall and also does not have a source of funds for the required level of infrastructure expenditure over the next 10 years. This represents an asset maintenance and renewal expenditure funding shortfall in excess of \$120m over the life of the LTFP. In this regard, a number of improvements totalling \$1.6m annually have already been factored into this 2021/22 budget to start addressing this funding shortfall. In doing so, the budget establishes an internally restricted financial reserve called the Asset Expenditure Reserve, whereby ongoing recurrent financial improvements will be transferred via the budget process to this reserve for future expenditure on required infrastructure asset maintenance and renewal. This will not address all of the funding shortfall but will assist in making annual incremental improvements.

While in isolation the adoption of budgets with operating deficits before capital in individual years is sustainable, the continuous adoptions of these type of budgets highlights the challenges facing Council in achieving long term financial sustainability. Council will continue to implement the improvement program over future budget cycles, however it will also need to consider ongoing service reviews, review of asset management (including depreciation) and seek alternative sources of revenue.

Council will be updating its Long Term Financial Plan, using the 2021/22 budget as a base and will include three scenarios, base, optimistic and pessimistic.

## Statement of Borrowings

Council has resolved to take advantage of the low interest rate environment and borrow externally as part of finalising the funding strategy for the purpose of a major park upgrade. The borrowing principal is expected to be for a total of \$9.65m over the life of the upgrade, with the following drawdowns: \$1.5m in 2021/22; \$6.45m in 2022/23 and \$1.7m in 2023/24. The 2021/22 budget includes new borrowings of \$1.5m as well as related repayments.

Funding major capital works through debt funding will protect Council's general revenue, minimising the impact on existing levels of service delivery to the community and to support intergenerational utilisation of assets.

Council's current level of external debt is forecasted to be \$2.2m as at 30 June 2021.



## Budget Summaries

Organisation Wide Budget Summary	2020-2021 Original Budget	2020-2021 Revised Budget	2021-2022 Budget
<b>Income from Continuing Operations</b>			
Rates and Annual Charges	125,162,761	127,094,372	129,693,420
User Charges and Fees	10,427,469	12,077,108	11,635,064
Interest and Investment Revenue	5,050,307	4,153,894	2,419,828
Other Revenue	13,221,449	14,978,259	15,546,613
Operating Grants & Contributions	10,842,936	11,445,193	10,678,346
Capital Grants & Contributions	24,107,609	13,550,925	19,502,690
Internal Income	11,070,619	11,674,179	14,017,811
<b>Total Income from Continuing Operations</b>	<b>199,883,150</b>	<b>194,973,930</b>	<b>203,493,772</b>
<b>Expenses from Continuing Operations</b>			
Employee Costs	74,421,339	71,985,322	77,628,088
Borrowing Costs	123,931	123,931	100,266
Material and Contracts	48,713,084	52,607,151	48,209,523
Depreciation and Amortisation	20,278,655	25,739,986	27,850,000
Other Expenses	22,847,161	23,109,312	24,263,215
Internal Expenses	11,070,619	11,674,178	14,017,811
<b>Total Expenses from Continuing Operations</b>	<b>177,454,789</b>	<b>185,239,880</b>	<b>192,068,903</b>
<b>Operating Surplus From Continuing Operations</b>	<b>22,428,361</b>	<b>9,734,050</b>	<b>11,424,869</b>
<b>Operating surplus/(loss) from continuing operations before Capital Grants &amp; Contributions</b>	<b>(1,679,248)</b>	<b>(3,816,875)</b>	<b>(8,077,821)</b>

Organisation Wide Budget Summary (Continued)	2020-2021 Original Budget	2020-2021 Revised Budget	2021-2022 Budget
<b>Capital and Reserve Movements</b>			
Capital Expenditure	56,120,923	53,697,404	62,399,184
Loan Proceeds			(1,500,000)
Loan Repayments	719,078	719,078	897,613
Proceeds from Sale of Assets	(1,950,500)	(2,487,608)	(1,765,200)
Book Value of Assets Sold	1,950,500	2,459,750	1,765,200
Net Transfers to/(from) Reserves	(12,216,986)	(16,536,838)	(20,797,643)
<b>Net Capital and Reserve Movements</b>	<b>44,623,016</b>	<b>37,851,786</b>	<b>40,999,154</b>
<b>Net Result (Including Depreciation)</b>	<b>(22,194,655)</b>	<b>(28,117,736)</b>	<b>(29,574,287)</b>
Add back: Non-cash Items	22,229,155	28,199,736	29,615,200
<b>Cash Budget Surplus / (Deficit)</b>	<b>34,500</b>	<b>82,000</b>	<b>40,913</b>

By Directorate	GM Office	City Futures	City Life	City Performance	City Presentation	Corporate
<b>Income from continuing operations</b>						
Rates and Annual Charges	-	-	-	97,222,827	32,470,593	
User Charges and Fees	2,349	3,760,279	5,155,330	419,477	2,297,629	-
Interest and Investment Revenue	-	-	-	2,290,562	129,266	-
Other Revenue	5,000	175,500	7,259,904	7,876,329	229,880	-
Grants and Contributions - Operational	-	1,062,713	3,275,359	4,472,432	1,867,842	-
Grants and Contributions - Capital	10,093,000	6,696,000	150,000	23,690	2,540,000	-
Internal Income	273,310	-	190,554	10,945,277	2,608,670	-
<b>Total Income from Continuing Operations</b>	<b>10,373,659</b>	<b>11,694,492</b>	<b>16,031,147</b>	<b>123,250,594</b>	<b>42,143,880</b>	<b>-</b>
<b>Expenses from continuing operations</b>						
Employee Costs	7,401,523	13,073,750	19,924,222	10,937,297	26,291,296	
Borrowing Costs	-	-	-	100,266	-	-
Material and Contracts	2,938,878	2,957,835	1,992,637	6,405,397	33,914,776	-
Depreciation and Amortisation	-	-	-	3,719,000	-	24,131,000
Other Expenses	2,026,569	2,780,970	2,856,575	10,853,525	2,382,033	3,363,543
Internal Expenses	244,261	345,408	1,033,467	1,224,253	11,170,422	-
<b>Total Expenses from Continuing Operations</b>	<b>12,611,231</b>	<b>19,157,963</b>	<b>25,806,901</b>	<b>33,239,738</b>	<b>73,758,527</b>	<b>27,494,543</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>(2,237,572)</b>	<b>(7,463,471)</b>	<b>(9,775,754)</b>	<b>(90,010,856)</b>	<b>(31,614,647)</b>	<b>(27,494,543)</b>

General Manager's Directorate	Total	General Managers Office	Business Improvement and Organisational Development	Executive Services	Media Communications & Public Relations	City Projects
<b>Income from Continuing Operations</b>						
User Charges and Fees	2,349	-	-	-	2,349	-
Other Revenue	5,000	-	-	-	5,000	-
Capital Grants and Contributions	10,093,000	180,000	-	-	-	9,913,000
Internal Income	273,310	24,721	248,589	-	-	-
<b>Total Income from Continuing Operations</b>	<b>10,373,659</b>	<b>204,721</b>	<b>248,589</b>	<b>-</b>	<b>7,349</b>	<b>9,913,000</b>
<b>Expenses from Continuing Operations</b>						
Employee costs	7,401,523	553,927	4,091,339	611,083	1,145,661	999,513
Materials and Contracts	2,938,878	494,709	292,000	10,000	1,259,168	883,001
Other Expenses	2,026,569	0	237,833	778,632	1,005,830	4,274
Internal Expenses	244,261	16,980	62,582	44,557	80,543	39,599
<b>Total Expenses from Continuing Operations</b>	<b>12,611,231</b>	<b>1,065,616</b>	<b>4,683,754</b>	<b>1,444,272</b>	<b>3,491,202</b>	<b>1,926,387</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>(2,237,572)</b>	<b>(860,895)</b>	<b>(4,435,165)</b>	<b>(1,444,272)</b>	<b>(3,483,853)</b>	<b>7,986,613</b>

City Futures Directorate	Total	Directorate City Futures	City Infrastructure	Development Assessment	Strategic Planning
<b>Income from Continuing Operations</b>					
User Charges and Fees	3,760,279	-	243,890	2,939,538	576,851
Other Revenues	175,500	-	-	125,500	50,000
Operating Grants and Contributions	1,062,713	-	1,042,713	-	20,000
Capital Grants and Contributions	6,696,000	-	42,000	-	6,654,000
<b>Total Income from Continuing Operations</b>	<b>11,694,492</b>	<b>-</b>	<b>1,328,603</b>	<b>3,065,038</b>	<b>7,300,851</b>
<b>Expenses from Continuing Operations</b>					
Employee costs	13,073,750	702,537	3,241,996	6,015,982	3,113,235
Materials and Contracts	2,957,835	-	531,000	947,000	1,479,835
Other Expenses	2,780,970	15,090	2,069,049	46,482	650,349
Internal Expenses	345,408	22,719	83,923	191,290	47,476
<b>Total Expenses from Continuing Operations</b>	<b>19,157,963</b>	<b>740,346</b>	<b>5,925,968</b>	<b>7,200,754</b>	<b>5,290,895</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>(7,463,471)</b>	<b>(740,346)</b>	<b>(4,597,365)</b>	<b>(4,135,716)</b>	<b>2,009,956</b>

City Life Directorate	Total	Directorate City Life	Community Life	Compliance & Certification	Customer Experience	Sports and Recreation
<b>Income from Continuing Operations</b>						
User Charges and Fees	5,155,330	-	2,885,941	1,518,931	44,000	706,458
Other Revenue	7,259,904	527,233	50,057	5,776,649	20,000	885,965
Operating Grants and Contributions	3,275,359	-	2,730,324	-	545,035	-
Capital grants and contributions	150,000	-	150,000	-	-	-
Internal Income	190,554	-	-	-	190,554	-
<b>Total Income from Continuing Operations</b>	<b>16,031,147</b>	<b>527,233</b>	<b>5,816,322</b>	<b>7,295,580</b>	<b>799,589</b>	<b>1,592,423</b>
<b>Expenses from Continuing Operations</b>						
Employee costs	19,924,222	608,425	6,101,706	5,493,146	5,688,765	2,032,180
Materials and Contracts	1,992,637	339,955	859,253	412,752	128,401	252,276
Other Expenses	2,856,575	971,818	568,992	528,097	310,104	477,564
Internal Expenses	1,033,467	940	28,097	588,470	163,264	252,696
<b>Total Expenses from Continuing Operations</b>	<b>25,806,901</b>	<b>1,921,138</b>	<b>7,558,048</b>	<b>7,022,465</b>	<b>6,290,534</b>	<b>3,014,716</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>(9,775,754)</b>	<b>(1,393,905)</b>	<b>(1,741,726)</b>	<b>273,115</b>	<b>(5,490,945)</b>	<b>(1,422,293)</b>

City Performance Directorate	Total	Directorate	Finance	Governance and Risk	Information Technology	Procurement and Fleet	Property
<b>Income from Continuing Operations</b>							
Rates and annual charges	97,222,827	-	97,222,827	-	-	-	-
User Charges and Fees	419,477	-	265,000	1,327	-	-	153,150
Interest and Investment Revenue	2,290,562	-	2,290,562	-	-	-	-
Other Revenues	7,876,329	-	4,858,480	-	-	34,055	2,983,794
Operating Grants and Contributions	4,472,432	-	4,472,432	-	-	-	-
Capital Grants and Contributions	23,690	-	23,690	-	-	-	-
Internal Income	10,945,277	-	84,967	666,116	149,103	10,045,091	-
<b>Total Income from Continuing Operations</b>	<b>123,250,594</b>	<b>-</b>	<b>109,217,958</b>	<b>667,443</b>	<b>149,103</b>	<b>10,079,146</b>	<b>3,136,944</b>
<b>Expenses from Continuing Operations</b>							
Employee costs	10,937,297	538,734	3,259,325	2,624,608	1,840,067	1,570,409	1,104,154
Borrowing Costs	100,266	-	100,266	-	-	-	-
Materials and Contracts	6,405,397	87,423	1,315,950	1,656,626	2,928,400	52,199	364,799
Depreciation and Impairment	3,719,000	-	-	-	-	3,719,000	-
Other Expenses	10,853,525	0	851,080	3,888,976	3,015,526	2,789,488	308,455
Internal Expenses	1,224,253	18,602	29,849	78,412	17,818	1,038,179	41,393
<b>Total Expenses from Continuing Operations</b>	<b>33,239,738</b>	<b>644,759</b>	<b>5,556,470</b>	<b>8,248,622</b>	<b>7,801,811</b>	<b>9,169,275</b>	<b>1,818,801</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>90,010,856</b>	<b>(644,759)</b>	<b>103,661,488</b>	<b>(7,581,179)</b>	<b>(7,652,708)</b>	<b>909,871</b>	<b>1,318,143</b>

City Presentations Directorate	Total	Directorate City Presentation	City Works	Parks & Open Space	Waste & Cleansing Services
<b>Income from Continuing Operations</b>					
Rates and Annual Charges	32,470,593	-	-	-	32,470,593
User Charges and Fees	2,297,629	-	1,021,000	70,725	1,205,904
Interest and Investment Revenue	129,266	-	-	-	129,266
Other Revenues	229,880	-	-	29,880	200,000
Operating Grants and Contributions	1,867,842	58,000	1,243,794	-	566,048
Capital Grants and Contributions	2,540,000	-	2,440,000	100,000	-
Internal Income	2,608,670	258,448	1,375,389	458,047	516,786
<b>Total Income from Continuing Operations</b>	<b>42,143,880</b>	<b>316,448</b>	<b>6,080,183</b>	<b>658,652</b>	<b>35,088,597</b>
<b>Expenses from Continuing Operations</b>					
Employee costs	26,291,296	840,731	8,097,534	10,537,386	6,815,645
Materials and Contracts	33,914,776	5,000	6,450,480	2,317,158	25,142,138
Other Expenses	2,382,033	5,169	1,402,007	493,753	481,104
Internal Expenses	11,170,422	41,350	2,654,206	4,430,380	4,044,486
<b>Total Expenses from Continuing Operations</b>	<b>73,758,527</b>	<b>892,250</b>	<b>18,604,227</b>	<b>17,778,677</b>	<b>36,483,373</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>(31,614,647)</b>	<b>(575,802)</b>	<b>(12,524,044)</b>	<b>(17,120,025)</b>	<b>(1,394,776)</b>

Corporate Directorate	Total	Corporate Income & Expenditure
<b>Expenses from Continuing Operations</b>		
Depreciation	24,131,000	24,131,000
Other Expenses	3,363,543	3,363,543
<b>Total Expenses from Continuing Operations</b>	<b>27,494,543</b>	<b>27,494,543</b>
<b>Operating Surplus / (Deficit) from Continuing Operations</b>	<b>(27,494,543)</b>	<b>(27,494,543)</b>

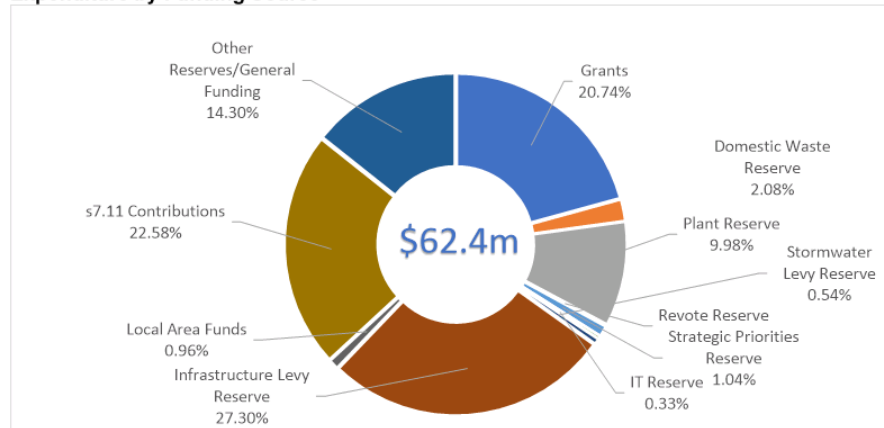


# City Projects Program

## Introduction

The City Projects Program outlines Council's plan for renewal, expansion and/or new infrastructure, property, plant and equipment (IPPE) assets. These community owned assets help to support the many services and facilities provided to the public such as parks and open space, playgrounds, footpaths, public swimming pools, roads, stormwater systems, community buildings and libraries. The investment of community funding in these assets helps to ensure the availability of these services for current and future generations of Bayside residents.

### Expenditure by Funding Source



2021/2022 by Funding Source	\$'000
Infrastructure Levy Reserve	17,035
s7.11 Contributions	14,087
Grants	12,943
Plant Reserve	6,225
Domestic Waste Reserve	1,300
Strategic Priorities Reserve	650
Local Area Funds	598
Stormwater Levy Reserve	335
IT Reserve	205
Revote Reserve	99
Other reserves/General funding	8,922
<b>TOTAL</b>	<b>62,399</b>

## Botany Pool Upgrades

### Outdoor Waterplay Concept Design



After extensive community engagement there are a number of elements that the community wanted to keep as well as new improvements including adventure slides, waterplay and a splashpad. The planned upgrades include;

1. New family friendly adventure water play facilities;
2. 3 new adventure water slides;
3. New splash pad;
4. New outdoor family friendly amenities and change;
5. New plant to operate facilities.

## Barton Park Recreational Precinct



The upgrade will provide a welcoming space with accessible facilities, good lighting, walking and cycling connections to open space along the Rockdale Wetlands Corridor. In addition, it will provide the growing populations of Arncliffe, Banksia and Wolli Creek access to a variety of recreational activities, including organised sport, family outings, bird watching, and environmental education opportunities.

1. 3 x full size turf fields with lighting;
2. New tiered grandstand with covered seating
3. Sporting amenities including changes rooms, canteen, toilets, storage, first aid room;
4. Fitness walking/running tracks and fitness equipment
5. BBQ area, picnic shelters, cycleway/sharepath and seating.



### Barton Park Recreational Precinct



Bayside Council

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### Bexley Town Centre Upgrades



The proposed upgrades are intended to revitalise the town centre by improving amenity, liveability, accessibility and safety. This will include new pavements aimed at minimising the impact on businesses from the recent extension of clear zones

1. New pavements of high quality exposed aggregate concrete
2. Pavers;
3. New street furniture and signage;
4. New trees and landscaping to screen pedestrians from busy Forest Road, lowering temperatures and creating a welcoming space for outdoor dining;
5. Landscaping and measures to improve traffic circulation in the Albryn Street Council carpark.

## Depena Playspace



We have an exciting new upgrade planned for the playspace, including updated playground equipment, nature play, new furniture and landscaping.

1. Inclusive playground equipment and furniture;
2. Nature play and sensory play;
3. Upgrades for the existing swings and slides;
4. Vibrant new shade sails and wetpour rubber;
5. Safer access from the carpark and replacement of existing fencing.

## Dolls Point Cafe



Bayside Council is planning a replacement of the existing cafe at Depena Reserve, on Russell Avenue near Malua Street, Dolls Point. A Development Application is currently being prepared and will need to be assessed and approved before the plans can be constructed.

1. The new building is proposed to include the following improvements
2. New fully accessible cafe with associated kitchen, storage and amenities
3. Outdoor dining
4. Public amenities including one accessible toilet and one unisex family toilet
5. New footpaths to connect the cafe with the playground, carpark and reserve
6. Upgrade to the carparking to improve community safety

## City Projects Program 2021-2022

	Description	TOTAL
<b>Asset Planning and Systems</b>		
<b>Asset Forward Planning</b>		
	New Community Facilities Options Assessment	
	Mascot Memorial Park Improvements	
	Kogarah Links - pedestrian connections	
		270,000
<b>Asset Minor Works</b>		
	*LRCI signage improvements	
		450,000
<b>Beaches and Waterways</b>		
<b>Foreshore Infrastructure</b>		
	Lady Robinson Beach Study	
	Sandringham Seawall - Detailed Design	
	Brighton Le Sands Boardwalk Renewal	
		528,925
<b>Buildings and Property</b>		
<b>Building - New and Improvements</b>		
	Beach Hut Dolls Point	
	Eastgardens Library Customer Service Area Improvements	
	Kingsgrove Avenue Reserve Amenities	
		1,835,000



	Description	TOTAL
Building - Renewals and Rehabilitation		
	Citywide High Priority Asbestos Actions Program	
	Brighton Baths Amenities Building	
	Seniors & Community Centre - Accessible Toilet Upgrades	
	Renewal of Rockdale Admin Building Roof, Lift and Air conditioner	
	L'Estrange Park Amenities & Embellishment	
	Kyeemagh Community Centre Rehabilita	
	Picnic Shelters Renewal (3)	
	Coronation Hall, Arncliffe Renewal	
	Rockdale Community and Civic Centre Renewal	
	Project Management of M6 Offset Works	
	Upgrade Bexley Depot Bathroom facilities	
	Upgrade Botany Depot Bathroom facilities	
	*LRCI Lydham Hall renewal	
	Botany Depot Buildings - Structural Remediation	
	Brighton Le Sands Library kitchen	
	Bexley Oval Grandstand and change room renewal	
		5,717,999
IT and Communications		
IT and Communications		
	*LRCI Smart controls	
		400,000
IT Infrastructure		
	*LRCI CCTV installations	

	Description	TOTAL
		150,000
Online Services		
	Develop e-service Capability	
		35,000
Software Application Lifecycle		
	Application Lifecycle Management	
		65,000
Library Resources		
Library Resources		
	Purchase Library Resources	
		550,000
Open Spaces		
Active Parks		
	Botany Aquatic Centre Redevelopment	
	Gardiner Park Synthetic Playing Field	
	Kendall Reserve Contamination Monitoring	
	Scarborough Park Central Field Rehab and Renewal	
	Barton Park Open Space and Recreation Renewal	
	Gilchrist Park Cricket Net Renewal	
	Cahill Park Cricket Nets	
	Tonbridge Reserve Cricket Net Renewal	
	*LRCI Bexley Road Court renewal	
	*LRCI Riverine Park fields	

	Description	TOTAL
	*LRCI Rowland Park BBQ	
	Bexley Oval Sports field lights	
	Fence renewal - Jellicoe Park	
	Hensley Synthetic field renewal	
	Cahill Park Oval irrigation	
		13,297,556
Passive Parks		
	Sculptures at Bayside Acquisition Prize	
	*LRCI picnic shelters and seating	
	*LRCI Arncliffe lookout safety fencing	
	*LRCI Cook Park exercise equipment	
	Mascot Oval fencing renewal	
	Muddy Creek demolish fishing platform	
	Rockdale Town Hall Pergola Renewal	
	Lighting path to Angelo Anestis Aquatic	
	Demolish buildings for open space West	
	Upgrade Muddy Creek to Kyeemagh Boat Ramp reserve	
	Sir Joseph Banks Park Upgrade	
	Downey Street and Mimosa Street new open space upgrade	
	Victory Reserve Upgrade	
	Dog park refurbishment - Firmstone Reserve	
	Jack Mundy Reserve Eastlakes signage	
		3,165,000

	Description	TOTAL
Playgrounds		
	Playspace Renewal - Studdert Reserve	
	Playspace Renewal - Shepherd Reserve, Bardwell Valley	
	Playspace Renewal - GB Holt Reserve	
	Playspace Renewal - Kookaburra Reserve	
	Playspace Renewal - Haig Reserve	
	Playspace Renewal - Flack Reserve	
	Playspace Renewal - Leo Smith Reserve, Ramsgate	
	Playspace Renewal - Cook Park, Monterey	
	Playspace Renewal - Kingsgrove Memorial Park	
	Playspace Renewal - Peter Depena Reserve, Dolls Point	
	Playspace Renewal - Belmore St, Arncliffe	
	Playspace Renewal - Elliot Place Reserve, Hillside	
	Playspace Renewal - Evatt Park, Bexley	
	Playspace Renewal - Todd Reserve, Mascot	
	Cahill Park Playground Shade	
	Playspace Renewal - Gardiner Park	
	Playspace Renewal - Valda Street Reserve	
	Playspace Renewal nature play Bexley Park	
		4,922,661
Plant, Fleet and Equipment		
Fleet Replacement		
	Motor Vehicle Purchases	
	Heavy Plant Purchases	
	Domestic Waste Plant Purchases	
		6,716,000

	Description	TOTAL
<b>Roads and Transport</b>		
<b>Bridges and Structures</b>		
	Bridge and Structures Renewal Program	
	Footbridge Barton Park replacement	
		675,000
<b>Pedestrian Access and Mobility</b>		
	Footpath Rehabilitation and Renewal Program	
	Scarborough Park Central and South Cycle and Pathways	
	Footpath - Rosebery Shops	
	New Footpaths (West)	
	Guess Avenue Pedestrian Improvements	
	*LRCI phase 2 Footpath Renewal	
	*LRCI footpath new	
	RSP Kyeemagh School Pedestrian Enhancement	
	RSP Birdwood Av Kerb Extensions	
	RSP Crewe Lane Bardwell Park Footpath	
	RSP Florence Av Grafton St Intersection Improvement	
	RSP Harrow Rd Hegerty St Intersection Improvements	
	RSP Banks Av Daceyville Pedestrian Improvements	
	RSP Banksia Street Pagewood Pedestrian Enhancements	
	RSP Florence Av Eastlakes Relocate Pedestrian Crossing	
	RSP Francis Street Footpath	
	RSP Bestic St Kyeemagh Sharepath	
	RSP Hatfield Av King St Mascot Kerb Extensions	
	RSP Brighton Street Pagewood Pedestrian Enhancements	
	Riverside Drive Solar Lighting Renewal	

	Description	TOTAL
	Cook Park Pathway Review	
	Lighting under M5 off Eve St shared path	
	Page Street Pedestrian Crossing lighting	
	Footpaths Arncliffe and Banksia	
	Banksmeadow Footpath Construction	
	Pedestrian Links Arncliffe to Barton Park	
		5,860,000
Road Pavements		
	Road Renewal - Slade Road	
	Road Renewal - Croydon Road, Bexley	
	Road Renewal - Queen Victoria Street, Bexley	
	Road Renewal - Chuter Ave, Monterey	
	Road Renewal - Burrows Street, Arncliffe	
	Road Renewal - Spring Lane, Arncliffe	
	Road Renewal - Eve St, Banksia	
	Road Renewal -The Grand Parade, Ramsgate Beach	
	Road Renewal - King Street, Rockdale	
	Road Renewal - Wilkins Street, Arncliffe	
	Road Renewal - Frederick St, Rockdale	
	Road Renewal - Parker St, Rockdale	
	Road Renewal - Carinya Avenue, Brighton le Sands	
	Road Renewal - Clelland Lane, Ramsgate	
	Road Renewal - Bayview St, Bexley Nth	
	Road Renewal - Austral St, Kogarah	
	Road Renewal - Mill Street, Carlton	
	Road Renewal - Slade Lane, Bardwell Park	

	Description	TOTAL
	Road Renewal - William Street, Botany	
	Road Renewal - Sarah St, Mascot	
	Road Renewal - Macarthur Avenue, Pagewood	
	Road Pavement Testing and Design	
	Capital Road Patching	
	Design of rear lane east of Rocky Point Road Ramsgate	
		2,114,830
Street Lighting		
	Bonar Street & Mt Olympus Lighting	
		283,049
Traffic and Road Safety		
	Mascot Station Precinct Traffic Improvements	
	Traffic Committee Program	
	*LRCI Bexley town centre fencing	
	*LRCI San souci traffic calming	
	*LRCI traffic facility renewal	
	Pedestrian crossing Wollongong Road near Firth St	
	RSP Wollongong and Firth Pedestrian Enhancements	
	RSP Raised Crossing Wollongong Road	
	RSP Raised Pedestrian Crossing Florence St Ramgate	
	RSP Raised Pedestrian Crossing Shaw St Kingsgrove	
	Traffic Facility Renewal	
	Bestic Street Traffic Facilities	
	Road Safety Blackspot Program	
	Parking management implementation	
		6,963,500

	Description	TOTAL
Car Parks		
	Kyeemagh Boat Ramp Lighting Upgrade	
	Overlay northern York St Carpark	
		580,000
Stormwater Drainage		
Drainage Infrastructure		
	Bonar Street Stormwater	
	Stormwater Drainage Rehab and Renewal Program	
	Springvale and Floodvale Drain Naturalisation	
	Bonar Street Stormwater Stage 2	
		5,160,000
Water Quality		
	Stormwater Quality Improvement – Coolibah Reserve Wetland	
	Muddy Creek Stormwater GPT installation	
		150,000
Town Centres		
Thriving Town Centres		
	Rockdale George Street Town Centre	
	Bexley Town Centre	
		2,509,664
Total		62,399,184

NOTE: \* All these project are funded from the Local Roads & Community Infrastructure Grant



# Bayside 2030



Delivery Program 2018-2022  
Operational Program 2021-22

Fees & Charges 2021-22

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## Pricing Principles

PRICING PRINCIPLES		CODE	PRICING BASIS	
Market	Service provided is in competition with another agency (private or public) and there is pressure to set a price which will encourage usage of the service.	M	Market Pricing	Price of the service is determined by examining alternative prices of surrounding service providers. Pricing may or may not recover full cost.
In-house	Service provided predominately for Council use but sale to external markets may defray costs.			
Public good	Service provides a broad community benefit. Impractical to charge for service on a user basis.	Z	Free (zero cost recovery)	Some services may be provided free of charge and the whole cost determined as a community obligation or public good.
Practical constraint	Service is a minor part of the overall operation of Council. Cost of collection far outweighs revenue received.			
Cost plus activity	The service is a profit making activity and the price paid by users should recover greater than the full cost of providing the service.	R	Rate of Return	This would include full cost pricing in addition to a profit margin to factor in a return to Council.
Penalty	Fee charged is greater than the full cost of the service to act as a disincentive.			
Utility	Fee charged for possession, occupation or enjoyment of Council land and air space by gas, electricity, water and telecommunications.			
Private good	Service benefits a particular user, making a contribution to their individual income, welfare or profits, without any broader benefits to the community.	F	Full cost recovery	Council recovers all direct and indirect costs of the service (including depreciation of assets).
Monopoly	Where Council has a monopoly over provision of the service and there is no community service or equity obligation.			
Development	Fee set will enable Council to develop and maintain a service.			
Contribution	Charges levied to compensate the community for an increase in demand for service or facilities as a consequence of a development proposal.			
Regulatory – non-fixed	Fees charged to cover costs incurred in legislative requirements where no community service obligation exists.			
Shared Benefit	Benefits from provision of the service accrue to the community as whole as well as individual users (Community Obligation).	P	Partial Cost Recovery	Council recovers less than the full cost (the reasons may include community obligation or legislation limits on charging).
Stimulus	A stimulus to the demand for the service is required. In the short term only part of the cost of the service is to be recovered.			
Evasion	Charging prices to recover full cost may result in widespread evasion.			
Equity	The service is targeted at low income users.			
Economic/ Social/ Community welfare	Service promotes or encourages local economic or social activity.			
Regulatory fixed	Fixed by legislation	L	Legal requirements	Price of the service is determined by legislation. Price may or may not recover full cost.

**NOTE: Statutory/Regulatory Fees**

*These fees are not under the control of Council. Council charges the fee based on the regulation or other binding constraint. This document should be interpreted to mean the regulated fee will be charged. In the event of new or amended statutory/regulatory fees being legislated subsequent to the adoption and printing of this document, Council reserves the right to apply these changes without further advice.*

## Aged Care

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Aged services - other							
Information sessions/classes			\$6.00	\$0-\$5.00	Y	Per Attendee per session	Partial Cost Recovery
Bus trips			\$7.00		N	Per Passenger per Trip	Partial Cost Recovery



**Community Services**

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Eastlakes Community Garden Registration Fee			\$10.00		Y	Per Participant	Partial Cost Recovery

## Certification

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Certification Fees</b>							
Council consultancy fee where Council has not been certifying authority or PCA			\$190.00	plus cost of Invoice + 10%	Y	Per Hour	Market Pricing
<b>Notification Fees for Building Certificates and Complying Development Certificates</b>							
Change of Commercial use in/adjacent to Residential Zone			\$178.00		N	Per Application	Partial Cost Recovery
Alterations and additions to Industrial / Commercial / Retail Premises			\$894.00		N	Per Application	Partial Cost Recovery
Alteration / Addition / Demolition or Change of Use of Heritage Item			\$168.00		N	Per Application	Partial Cost Recovery
Single Unit Dwelling & Additions			\$168.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Dual Occupancy			\$168.00		N	Per Application	Partial Cost Recovery
Town House / Villa			\$800.00		N	Per Application	Partial Cost Recovery
Residential Flat Building (Up to 3 storeys)			\$800.00		N	Per Application	Partial Cost Recovery
High-rise Residential Flat Building			\$800.00		N	Per Application	Partial Cost Recovery
Signage only			\$298.00		N	Per Application	Partial Cost Recovery
Brothels & Sex Shops			\$256.00		N	Per Application	Partial Cost Recovery
Other major development			\$1,175.00		N	Per Application	Partial Cost Recovery
<b>Construction certificate fee</b>							
<b>Domestic (e.g. dwelling and dual occupancies)</b>							
Up to \$5,000	Estimated value of construction		\$246.00		Y	Per Certificate	Market Pricing
\$5,001 - \$10,000	Estimated value of construction		\$382.00		Y	Per Certificate	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
\$10,001 - \$20,000	Estimated value of construction		\$558.00		Y	Per Certificate	Market Pricing
\$20,001 - \$40,000	Estimated value of construction		\$695.00		Y	Per Certificate	Market Pricing
\$40,001 - \$50,000	Estimated value of construction		\$832.00		Y	Per Certificate	Market Pricing
\$50,001 - \$100,000	Estimated value of construction		\$966.00		Y	Per Certificate	Market Pricing
\$100,001 - \$300,000	Estimated value of construction		\$1,103.00		Y	Per Certificate	Market Pricing
\$300,001 - \$400,000	Estimated value of construction		\$1,251.00		Y	Per Certificate	Market Pricing
\$400,001 - \$500,000	Estimated value of construction		\$1,382.00		Y	Per Certificate	Market Pricing
Exceeding \$500,001	Estimated value of construction		\$1,965.00	+ 0.12% of the value over \$500,000	Y	Per Certificate	Market Pricing
<b>Multi-Unit, Commercial, Retail and the like</b>							
Not exceeding \$100,000	Estimated value of construction		\$1,041.00		Y	Per Certificate	Market Pricing
\$100,001 - \$200,000	Estimated value of construction		\$1,251.00		Y	Per Certificate	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
\$200,001 - \$500,000	Estimated value of construction		\$1,610.00	+ 0.25% for value over \$200,000	Y	Per Certificate	Market Pricing
\$500,001 - \$1,000,000	Estimated value of construction		\$2,020.00	+ 0.20% for value over \$500,000	Y	Per Certificate	Market Pricing
\$1,000,001 - \$5,000,000	Estimated value of construction		\$3,359.00	+ 0.18% for value over \$1,000,000	Y	Per Certificate	Market Pricing
Exceeding \$5,000,001	Estimated value of construction		\$8,047.00	+ 0.12% for value over \$5,000,000	Y	Per Certificate	Market Pricing
<b>Amended construction certificate</b>							
In all other cases			\$0.00	50% of the original application fee	Y	Per Certificate	Market Pricing
Minor Amendment to Construction Certificate eg variation to window, ceiling etc			\$218.00		Y	Per Certificate	Market Pricing
Registration of amended Construction Certificate, Occupation Certificate & Subdivision			\$36.00		N	Per Certificate	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Certificate by private certifier							
<b>Construction certificates with alternative solutions</b>							
Additional assessment fee	Plus Invoice Cost of any external Consultant engaged by Council		\$0.00	Calculation in accordance with Construction Certificate scale listed above plus 20%	Y	Per Certificate	Market Pricing
Registration of construction certificate by private certifier			\$36.00		N	Per Certificate	Legal requirements
Compliance cost notice			\$252.00		N	Per Hour or Part Thereof	Legal requirements
<b>Post Principal Certifying Authority (PCA) Role Fee</b>							
Up to \$100,000	Estimated value of construction		\$2,648.00		Y	Per Development	Market Pricing
\$100,000 to \$250,000	Estimated value of construction		\$3,968.00		Y	Per Development	Market Pricing
\$250,001 to \$500,000	Estimated value of construction		\$5,293.00		Y	Per Development	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
\$500,001 to \$1,000,000	Estimated value of construction		\$6,618.00		Y	Per Development	Market Pricing
\$1,000,001 to \$5,000,000	Estimated value of construction		\$7,942.00		Y	Per Development	Market Pricing
More than \$5,000,001	Estimated value of construction		\$19,962.00	plus \$165 per hour	Y	Per Development	Market Pricing
<b>Out of Hours Construction Works</b>							
For any activity that is required to be undertaken outside normal construction hours due to public safety, traffic related reasons, or significant concrete pour, a separate Out of Hours Works Permit is required prior to commencement of any out of hours works being undertaken. An Out of Hours Works Application must be submitted for each separate event to Council a minimum of one month prior to the planned activity being undertaken.							
<b>Out of Hours construction Works Permit</b>							
Class 1a dwelling			\$150.00		N	Per Occasion	Partial Cost Recovery
Class 2-9 buildings – up to three storey building			\$450.00		N	Per Occasion	Partial Cost Recovery
Class 2-9 buildings – more than three storey building			\$550.00		N	Per Occasion	Partial Cost Recovery
Urgency fee	If a permit is required within 72 hours		\$150.00		N	Per Occasion	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Occupation Certificates</b>							
<b>Minor Works</b>							
Minor shop fit-out, dwelling, car port, minor structure			\$274.00		Y	Per Certificate	Market Pricing
<b>Major Works</b>							
Cost of works up to \$1,000,000			\$991.00		Y	Per Certificate	Market Pricing
Cost of works \$1,000,001 - \$5,000,000			\$1,478.00		Y	Per Certificate	Market Pricing
Cost of works \$5,000,001 - \$10,000,000			\$2,211.00		Y	Per Certificate	Market Pricing
Cost of works over \$10,000,001			\$6,743.00		Y	Per Certificate	Market Pricing
Occupation certificate by private certifier - administration fee			\$36.00		N	Per Certificate	Legal requirements



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Inspections Fees for Construction Certificates, Building Certificates, Occupation Certificates and Comply Development Certificates</b>							
<i><b>Residential - new dwelling</b></i>							
New residential dwelling			\$1,235.00		Y	Per Certificate	Market Pricing
Dual Occupancy			\$2,162.00		Y	Per Certificate	Market Pricing
<i><b>Residential - modifications and additions</b></i>							
Within dwelling at ground floor			\$615.00		Y	Per Certificate	Market Pricing
First floor addition			\$837.00		Y	Per Certificate	Market Pricing
Non-habitable building as per classes 1 and 10 of National Construction Code of Australia			\$309.00		Y	Per Certificate	Market Pricing
Swimming pools			\$756.00		Y	Per Certificate	Market Pricing
<i><b>Other</b></i>							
Minor works (as determined by Council)			\$133.00		Y	Per Certificate	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Reinspection fees			\$213.00		Y	Per Certificate	Market Pricing
Change of use only			\$309.00		Y	Per Certificate	Market Pricing
Signage			\$309.00		Y	Per Certificate	Market Pricing
<b>Multi-unit, commercial, retail and the like</b>							
\$0 - \$200,000			\$667.00		Y	Per Certificate	Market Pricing
\$200,001 - \$500,000			\$897.00	+ 0.25% for value over \$200,000	Y	Per Certificate	Market Pricing
\$500,001 - \$1,000,000			\$1,423.00	+ 0.22% for value over \$500,000	Y	Per Certificate	Market Pricing
\$1,000,001 - \$5,000,000			\$1,797.00	+ 0.11% for value over \$1,000,000	Y	Per Certificate	Market Pricing
\$5,000,001 - \$15,000,000			\$5,974.00	+ 0.09% for value over \$5,000,000	Y	Per Certificate	Market Pricing
Exceeding \$15,000,001			\$17,945.00	+ 0.05% for value over \$15,000,000	Y	Per Certificate	Legal requirements
<b>Other Inspection Reports and Technical Advice given on NCC</b>							
Inspections of an activity for which a local approval has been obtained			\$297.00		N	Per Hour	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Technical advice on BCA			\$297.00		Y	Per Hour	Market Pricing
Documentary evidence - inspection reports - residential			\$80.50		N	Per Report	Market Pricing
Documentary evidence - inspection reports - other			\$229.00		N	Per Report	Market Pricing
Temporary residence bond	(Retention of existing dwelling during construction of new dwelling)		\$14,720.00		N	Per Dwelling	Market Pricing
Charges for Saturday inspection			\$379.00		Y	Per Hour	Market Pricing
Reinspection fee (when work is not ready or unsatisfactory)			\$191.00		Y	Per Inspection	Market Pricing
Provision (in writing) of development and building information			\$174.00		N	Per Instance	Market Pricing
Lodgement complying development			\$36.00		N	Per Certificate	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
certificate where compliance assessed by private certifier							
<b>Building Information Certificates</b>							
<b>Building Information Certificate</b>							
Class 1 building (together with any Class 10 buildings on site) or a Class 10 building			\$250.00	plus an additional 50 cents per m <sup>2</sup> for each m <sup>2</sup> over 200m <sup>2</sup>	N	Per Certificate	Legal requirements
<b>Any other class of building as follows:</b>							
Floor area of building or part not exceeding 200m <sup>2</sup>			\$250.00		N	Per Certificate	Legal requirements
Exceeding 200m <sup>2</sup> but not exceeding 2,000m <sup>2</sup>			\$250.00	plus an additional 50 cents per m <sup>2</sup> for each m <sup>2</sup> over 200m <sup>2</sup>	N	Per Certificate	Legal requirements
Exceeding 2,000m <sup>2</sup>			\$1,165.00	plus an additional 7.50 cents per m <sup>2</sup> for each m <sup>2</sup> over 2000m <sup>2</sup>	N	Per Certificate	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Where the application relates to a part of a building and that part consists of an external wall only or does not otherwise have a floor area			\$297.00		N	Per Certificate	Legal requirements
<b>Unapproved development (additional fees)</b>							
<b>Where an application for a building certificate is made after 1st September 2008 and either development consent, a complying development certificate or a construction certificate was required but not applied for</b>							
Unauthorised Works, where a Development Consent would have been required			\$0.00	Refer to the fee scale in the Schedule of Fees & Charges	N	Per Application	Legal requirements
Unauthorised Works, where a Construction Certificate would have been required	Domestic (eg dwelling and dual occupancies)		\$0.00	Refer to the fee scale in the Schedule of Fees & Charges	Y	Per Application	Legal requirements
Unauthorised Works, where a Construction Certificate would have been required	Multi-Unit, Commercial, Retail and the like		\$0.00	Refer to the fee scale in the Schedule of Fees & Charges	Y	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Unauthorised Works, where a Complying Development Certificate would have been required	Single dwellings, garages, swimming pools, non-habitable structures and the like.		\$0.00	Refer to the fee scale in the Schedule of Fees & Charges	Y	Per Application	Legal requirements
Unauthorised Works, where a Complying Development Certificate would have been required	Dual Occupancy, Multi-unit residential, industrial and commercial.		\$0.00	Refer to the fee scale in the Schedule of Fees & Charges	Y	Per Application	Legal requirements
Fee for urgent building certificate issued within five (5) days (in addition to certificate fee)			\$134.00		N	Per Certificate	Market Pricing
Reinspection fee for certificate			\$98.00		N	Per Certificate	Market Pricing
Building certificate for missed mandatory & other inspections where DA and CC approvals have been granted			\$289.00	+ \$1,031.00 per dwelling	N	Per Certificate	Market Pricing
Assessment consultancy fee			\$2,760.00		N	Per Day or Part thereof	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
imposed by NSW Fire and Rescue							
<b>Additional Building Information Certificate</b>							
Copy of building certificate	Where certificate has been issued more than 30 days prior		\$13.00		N	Per Certificate	Market Pricing
Building Information application certificate withdrawn prior to inspection			\$0.00	50% fee retained	N	Per Certificate	Market Pricing
Building Information Certificate application withdrawn after inspection			\$0.00	100% fee retained	N	Per Certificate	Market Pricing
<b>Complying Development</b>							
<b>Complying development certificates: Single dwellings, garages, swimming pools, non-habitable structures and the like. Inspection fees (additional) also apply.</b>							
Up to \$5,000	Estimated value of construction		\$246.00		Y	Per Certificate	Market Pricing
\$5,001 - \$10,000	Estimated value of construction		\$382.00		Y	Per Certificate	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
\$10,001 - \$20,000	Estimated value of construction		\$558.00		Y	Per Certificate	Market Pricing
\$20,001 - \$40,000	Estimated value of construction		\$695.00		Y	Per Certificate	Market Pricing
\$40,001 - \$50,000	Estimated value of construction		\$832.00		Y	Per Certificate	Market Pricing
\$50,001 - \$100,000	Estimated value of construction		\$966.00		Y	Per Certificate	Market Pricing
\$100,001 - \$300,000	Based on estimated value of construction		\$1,103.00		Y	Per Certificate	Market Pricing
\$300,001 - \$400,000	Based on estimated value of construction		\$1,251.00		Y	Per Certificate	Market Pricing
\$400,001 - \$500,000	Estimated value of construction		\$1,382.00		Y	Per Certificate	Market Pricing
Exceeding \$500,001	Estimated value of construction		\$2,013.00	+ 0.12% for value over \$500,000	Y	Per Certificate	Market Pricing
<b>Complying development certificates: Dual Occupancy, Multi-unit residential, industrial and commercial. Inspection fees (additional) also apply.</b>							
Not exceeding \$100,000	Estimated value of construction		\$1,041.00		Y	Per Certificate	Market Pricing
\$100,001 - \$200,000			\$1,251.00		Y	Per Certificate	Market Pricing



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
\$200,001 - \$500,000	Estimated value of construction		\$1,610.00	+ 0.25% for value over \$200,000	Y	Per Certificate	Market Pricing
\$500,001 - \$1,000,000	Estimated value of construction		\$2,020.00	+ 0.20% for value over \$500,000	Y	Per Certificate	Market Pricing
\$1,000,001 - \$5,000,000	Estimated value of construction		\$3,359.00	+ 0.18% for value over \$1,000,000	Y	Per Certificate	Market Pricing
Exceeding \$5,000,001	Estimated value of construction		\$8,047.00	+ 0.12% for value over \$5,000,000	Y	Per Certificate	Market Pricing
<b>Swimming Pools</b>							
<b>Swimming Pools - Compliance Certificate</b>							
Application for exemption from barrier requirements			\$250.00		N	Per Application	Legal requirements
Inspection fee (includes Compliance Certificate)			\$150.00		Y	Per Inspection	Legal requirements
Re-inspection fee			\$100.00		Y	Per Inspection	Legal requirements
Token registration fee			\$10.00		Y	Per Registration	Market Pricing
Swimming pool CPR chart			\$34.00		Y	Per Item	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Essential Services</b>							
Licensed Premises Fee for Annual Fire Safety Statement			\$150.00		Y	Per Statement	Market Pricing
<b>Essential Fire Safety Services</b>							
Administration and registration fee for Annual Fire Safety Statement			\$150.00		Y	Per Statement	Partial Cost Recovery
Copy of Fire Safety statement			\$30.00		N	Per Statement	Partial Cost Recovery
Service charge (including preparation of correspondence relating to late, incomplete or deficient fire safety statements)			\$64.50		N	Per Half Hour or Part Thereof	Partial Cost Recovery
File retrieval (if required)			\$64.50		Y	Per Half Hour or Part Thereof	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Commercial use of footways</b>							
<b>Application fees</b>							
Footway dining			\$285.00		N	Per Application	Partial Cost Recovery
Sign or stand (A frame)			\$152.00		N	Per Application	Partial Cost Recovery
<b>Rate per square metre</b>							
Zone A - Rockdale town centre and Sans Souci and Ramsgate prime retail			\$221.00		N	Per Square Metre	Partial Cost Recovery
Zone B - Rockdale town centre, Sans Souci, Ramsgate secondary retail, Kogarah retail			\$172.00		N	Per Square Metre	Partial Cost Recovery
Zone C - Brighton Le Sands prime retail			\$419.00		N	Per Square Metre	Partial Cost Recovery
Zone D - Brighton Le Sands secondary retail			\$335.00		N	Per Square Metre	Partial Cost Recovery
Zone E - Kingsgrove prime retail and			\$257.00		N	Per Square Metre	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Ramsgate Beach retail							
Zone F - Kingsgrove secondary retail, Sans Souci and Ramsgate fringe retail			\$141.00		N	Per Square Metre	Partial Cost Recovery
Zone G - Rockdale town centre fringe retail, Arncliffe, Bexley, Bexley North, Bardwell Park and Wolli Creek retail			\$123.00		N	Per Square Metre	Partial Cost Recovery
Unique value locations (assessment on an individual basis with licensee to pay for initial valuation)			\$0.00	TBD m2	N	Per Valuation	Partial Cost Recovery
Zone H - Mascot Town Centre, Mascot Station, Botany, Banksmeadow, Rosebery, Pagewood and Daceyville			\$123.00		N	Per Square Metre	Partial Cost Recovery

## Child Care

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Enrolment Fee	Applies to all childcare services		\$60.00		N	Per Child	Market Pricing
Excursion fee			\$0.00	Calculated at cost	N	Per Excursion	Full cost recovery
<b>Long Day Care</b>							
<b>Hillsdale and Mascot</b>							
Infants & Toddlers Room	1/07/2021 - 30/06/2022		\$125.00		N	Per Day	Market Pricing
Preschool Room	1/07/2021 - 30/06/2022		\$119.00		N	Per Child Per Day	Market Pricing
<b>Garrigarrang Early Education &amp; Care Centre</b>							
Preschool Room	1/7/21 - 30/6/22		\$121.00		N	Per Child Per Day	Market Pricing
Infants & Toddlers Room	1/7/21 - 30/6/22		\$127.00		N	Per Child Per Day	Market Pricing
<b>Other Fees</b>							
Late fee	Charged if child is not collected by 6pm		\$21.50		N	Per 15 minutes or part thereof	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Bond - 2 weeks	Calculated as per pattern of attendance		\$0.00	Calculated number of days in care x 2 weeks	N	Per Child	Market Pricing
Cancellation fee	Applied if less than 14 days written notice provided of not commencing care. Calculated as 50% of bond.		\$0.00	Calculated at 50% of Bond	N	Per Child	Market Pricing
Withdrawal from care	With less than 14 days written notice. Calculated as 50% of bond.		\$0.00	2 weeks notice or 2 weeks fees x number of days in care	N	Per Child	Market Pricing
<b>Family Day Care</b>							
<b>Educator Fees</b>							
Permanent care		Recommended hourly range including administrative levy	\$0.00	\$12.00- \$15.00 per hour	N	Per Hour / Child	Not applicable
Permanent care		Outside core hours recommended hourly range including administration levy	\$0.00	\$12.60 - \$16.65	N	Per Hour / Child	Not applicable

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Casual care		Recommended hourly range including administrative levy	\$0.00	\$12.60 - \$16.65	N	Per Hour / Child	Not applicable
Before and after school care		Recommended hourly range including administrative levy	\$0.00	\$12.60 - \$16.65	N	Per Hour / Child	Not applicable
Weekend Care		Recommended hourly range including administrative levy	\$0.00	\$22.50 - \$46.20	N	Per Hour / Child	Not applicable
Public Holiday Care		Recommended hourly range including administrative levy	\$0.00	\$22.50 - \$46.20	N	Per Hour / Child	Not applicable
Late collection fee	Per 1/4 of an hour	Recommended hourly rate	\$0.00	\$23.00 - \$35.00	N	Per fifteen minutes or part thereof	Not applicable

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Holding fee		25% of the calculated full weekly fee	\$0.00	Variable	N	Per Child	Not applicable
Bond - 2 weeks	Calculated as per pattern of attendance		\$0.00	2 weeks' notice or number of days in care x 2 weeks	N	Per Child	Not applicable
<b>Coordination unit fees</b>							
Administration levy			\$1.35		N	Per Hour Per Child	Partial Cost Recovery
Registration Fee			\$60.00		N	Per Child	Partial Cost Recovery
Late re-enrolment fee			\$50.00		N		Partial Cost Recovery
New educator registration fee	This fee will be waived during FY 21-22		\$0.00		Y	Per educator	Free (zero cost recovery)
Educator re-registration fee			\$180.00		Y	Per registration	Partial Cost Recovery
Educator membership fee	Charged weekly for a minimum of 48		\$32.00		Y		Partial Cost Recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
(annual payment option)	weeks and maximum of 52 weeks						
Educator membership fee (quarterly payment option)	Charged weekly for 13 weeks per quarter		\$37.50		Y	Per week	Partial Cost Recovery
Late time sheet fee	Charged per day per attendance record		\$17.00		Y	Per Day per Attendance record	Partial Cost Recovery
Late educator quarterly report			\$16.00		Y	Per late report	Partial Cost Recovery
Coordination unit staff on-call fee			\$26.00		Y	Per Hour	Partial Cost Recovery

## Compliance

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Local Government Act 1993 Section 608(3) Fees</b>							
<b>Food safety inspection / re-inspection</b>							
Per half hour (minimum charge)			\$169.00		N	Per Half Hour	Partial Cost Recovery
Per hour			\$336.00		N	Per Hour	Partial Cost Recovery
<b>Other Inspections</b>							
Hair, skin, beauty salons			\$169.00		N	Per Inspection	Partial Cost Recovery
Skin penetration premises			\$169.00		N	Per Inspection	Partial Cost Recovery
Places of shared accommodation (boarding house)			\$169.00		N	Per Inspection	Partial Cost Recovery
Mortuaries			\$231.00		N	Per Inspection	Partial Cost Recovery
Noxious trades			\$231.00		N	Per Inspection	Partial Cost Recovery
Septic systems			\$231.00		N	Per Inspection	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Grey water systems			\$231.00		N	Per Inspection	Partial Cost Recovery
<b>Regulated water systems (includes inspection / audit of documentary records, operating manuals etc)</b>							
Administration Fee	Receival of Certificate of Annual Audit Completion for Cooling Towers		\$116.00		N	Per Report	Partial Cost Recovery
Administration Fee	Receival of Certificate of Risk Management Plan completion for Cooling Towers		\$116.00		N	Per Certificate	Partial Cost Recovery
Inspection fee per cooling tower or cell			\$232.00		N	Per Inspection	Partial Cost Recovery
Collection & analysis of water samples by NATA approved laboratory			\$0.00	Cost of service (Invoice plus 10%).	N	Per Service	Partial Cost Recovery
Water quality report by environmental consultant			\$0.00	Cost of service (Invoice + 10%)	N	Per Service	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Public &amp; semi public pools and spas</b>							
Inspection fee per public swimming pool and/or spa			\$231.00		N	Per Inspection	Partial Cost Recovery
Re-inspection fee - per public swimming pool and/or spa			\$169.00		N	Per Half Hour or Part Thereof	Partial Cost Recovery
Bacteriological fee (taken if chemical parameters have failed)			\$169.00		N	Per Sample	Partial Cost Recovery
<b>Issue of improvement notice or prohibition order</b>							
Regulated system (such as a water cooling system or warm water system)			\$560.00		N	Per Inspection	Legal requirements
Public swimming pools & spas, or Skin penetration			\$270.00		N	Per Inspection	Legal requirements
<b>Miscellaneous environmental health inspection / re-inspection</b>							
Environmental Audit - Under Ground Petroleum Storage System	Fee charge is per Inspection		\$231.00		N	Per inspection	Partial Cost Recovery
Miscellaneous Environmental Health inspection / re-inspection	Fee charge Per hour.		\$307.00		N	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Caravan Parks</b>							
Inspection fee per hour			\$337.00		N	Per hour	Partial Cost Recovery
Application / renewal of approval to operate caravan park or camping ground			\$919.00		N	Per Application	Partial Cost Recovery
Application / renewal of activities relating to section 68 of the Local Government Act 1993			\$307.00	+ \$1.50 for every \$1,000 over cost of project	N	Per Application	Partial Cost Recovery
<b>Food Act 2003 and associated Regulation</b>							
<b>Annual administration fee</b>							
5 or fewer FTE food handlers	Food Regulation 2015. Sect 15		\$390.00		N	Per Annum	Legal requirements
6 to 50 FTE food handlers	Food Regulation 2015. Sect 15		\$800.00		N	Per Annum	Legal requirements
51 or more FTE food handlers	Food Regulation 2015. Sect 15		\$3,500.00		N	Per Annum	Legal requirements
School canteens	Food Regulation 2015. Sect 15		\$390.00		N	Per Annum	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Child care centres	Food Regulation 2015. Sect 15		\$390.00		N	Per Annum	Legal requirements
Charities	Food Regulation 2015. Sect 15		\$0.00		N	Per Annum	Legal requirements
Vehicles			\$390.00		N	Per Vehicle	Legal requirements
<b>Food premises - temporary</b>							
Application fee - outlet			\$258.00		N	Per Application	Partial Cost Recovery
Application fee - stall			\$128.00		N	Per Application	Partial Cost Recovery
Inspection fee - outlet			\$169.00		N	Per Half Hour or Part Thereof	Partial Cost Recovery
Inspection fee - charity, not for profit			\$164.00		N	Per Half Hour or Part Thereof	Partial Cost Recovery
Inspection fee - Stall (non-commercial)			\$169.00		N	Per Half Hour or Part Thereof	Partial Cost Recovery
Inspection fee - commercial			\$169.00		N	Per Day Per Event	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Other fees</b>							
Food business Improvement Notice fee			\$330.00		N	Per Notice	Legal requirements
Registration Fee for new Regulated premises & change of ownership details (this includes retail food business, temporary food business and home based food business)			\$58.50		N	Per Registration	Partial Cost Recovery
<b>Protection of Environment Operations Act</b>							
Viewing of register or copy of register or part thereof			\$58.00		N	Per Viewing	Legal requirements
Preparation of notice under POEO Act	POEO (General) Reg.2009 - Sect.99		\$577.00		N	Per Notice	Legal requirements
Compliance cost recovery notice	(Fee = total costs incurred in connection with the clean-up action plus administrative charges)		\$0.00	Actual cost + administration charge	N		Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Impounding under Motor vehicles - Impounding Act 1993</b>							
<b>Impounding of vehicle valued over \$500 an owner is to be responsible for :-</b>							
Towing fee to impounding yard			\$281.00		N	Per Vehicle	Partial Cost Recovery
Storage Fee			\$36.00		N	Per Day	Partial Cost Recovery
Release Fee (administration fee)			\$113.00		N	Per Vehicle	Partial Cost Recovery
Towing to Auction Yard (where necessary)			\$196.00		N	Per Vehicle	Partial Cost Recovery
Removal and destruction of unwanted vehicle on request of vehicle owner (Administration Fee)			\$112.00		Y	Per Vehicle	Partial Cost Recovery
Fee to convey an impounded article to a pound			\$143.00		N	Per Article	Partial Cost Recovery
Fee to cover cost of serving a notice regarding an impounded article			\$57.00		N	Per Article	Partial Cost Recovery
Sale abandoned vehicle			\$0.00	Actual amount received	Y	Per Vehicle	Partial Cost Recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Shopping trolleys</b>							
Storage fee			\$15.50		Y	Per Trolley Per Week or Part Thereof	Legal requirements
Serving of notice on owner that item has been impounded			\$124.00		Y	Per Notice	Partial Cost Recovery
Release fee			\$36.00		N	Per Trolley	Partial Cost Recovery
<b>Other items</b>							
Administration fee			\$39.50		Y	Per Trolley	Partial Cost Recovery
Storage fee			\$15.32		Y	Per Item Per Week or Part Thereof	Partial Cost Recovery
Serving of notice on owner that item has been impounded			\$124.00		N	Per Notice	Partial Cost Recovery
Release fee per article (not including paper posters) e.g. shopping trolleys			\$80.50		N	Per Article	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Administration costs for validation of a fine</b>							
Provision of 1 to 3 colour digital photographs (A4 size)			\$45.00		N	Per Set of Photographs	Partial Cost Recovery
Each additional digital photograph (A4 size)			\$22.50		N	Per Photograph	Partial Cost Recovery
<b>Cats and dogs (Fixed by Companion Animals Regulation 2018 - )</b>							
Warning signs for dangerous, menacing and restricted breed dogs (Companion Animals Regulation 33)			\$42.00		Y	Per Sign	Partial Cost Recovery
<b>Annual Permits for non-desexed cats and dangerous/restricted dogs</b>							
Non-desexed cats	Applies to cats not desexed by 4 months of age		\$82.00	Payable to Companion Animals Fund	N	Per Animal, Per Annum	Legal requirements
Dangerous/restricted breed dogs			\$200.00	Payable to Companion Animals Fund	N	Per Animal, Per Annum	Legal requirements
<b>Lifetime registration -</b>							
Late registration fee	Optional fee if registration fee has not been paid	Late fees cannot be applied to the registration of	\$17.00		N	Per Animal	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	28 days after the date on which the animal turns six months old.	animals sold by a pound or approved rehoming organisation, animals from interstate or certain categories of dogs.					
<b>Dogs</b>							
Desexed animal (by relevant age)			\$60.00		N	Per Animal	Legal requirements
Desexed animal owned by eligible pensioner			\$26.00		N	Per Animal	Legal requirements
Desexed (sold by pound/shelter)			\$31.00		N	Per Animal	Legal requirements
Non desexed animal	Applies where the dog has not been desexed by six months of age and is not kept by a recognised breeder for breeding purposes. Applies		\$216.00		N	Per Animal	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	in addition to the applicable registration fee.						
Not Desexed (if animal is kept for breeding purposes by recognised breeder)			\$60.00		N	Per Animal	Legal requirements
Working, Service of the State, or Assistance Animals			\$0.00		N	Per Animal	Legal requirements
Not Desexed (on recommendation of vet)			\$61.50		N	Per Animal	Legal requirements
<b>Cats</b>							
Desexed or not desexed animal			\$50.00		N	Per Animal	Legal requirements
Desexed animal owned by eligible pensioner			\$26.00		N	Per Animal	Legal requirements
Desexed (sold by pound/shelter)			\$25.52		N	Per Animal	
Not Desexed (if animal is kept for breeding purposes by recognised breeder)			\$50.00		N	Per Animal	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Not Desexed (on recommendation of vet)			\$51.50		N	Per Animal	Legal requirements
<b>Distinctive collars for dangerous, menacing and restricted breed dogs (Companion Animals Regulation 34):-</b>							
Small collar (45cm)			\$46.50		Y	Per Collar	Partial Cost Recovery
Medium collar (55cm)			\$52.00		Y	Per Collar	Partial Cost Recovery
Large collar (65cm)			\$57.50		Y	Per Collar	Partial Cost Recovery
Extra large collar (85cm)			\$67.50		Y	Per Collar	Partial Cost Recovery
<b>Inspections</b>							
Certificate of compliance in relation to prescribed enclosure			\$150.00		N	Per Certificate	Legal requirements
<b>Compliance costs - orders under EP&amp;A Act</b>							
Preparation and service of notice of intention to issue an order			\$500.00		N	Per Order	Legal requirements
Investigations resulting in an order being given			\$1,000.00		N	Per Order	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Labour costs for Regulations Inspectors and Supervisors							
Regulations Inspector							
6am to 8pm			\$99.00		N	Per Hour	Partial Cost Recovery
8pm to 6am			\$265.00		N	Per Hour	Partial Cost Recovery
Public Holidays			\$260.00		N	Per Hour	Partial Cost Recovery
Regulations Supervisory Staff							
Mon-Fri 6am to 8pm			\$148.00		N	Per Hour	Partial Cost Recovery
Mon-Fri 8pm to 6am or anytime Saturday & Sunday			\$261.00		N	Per Hour	Legal requirements

## Development

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Development Application pre-lodgement services</b>							
<i>Based on estimated cost of works being undertaken</i>							
Up to \$500,000			\$716.00		Y	Per Value of Development	Market Pricing
\$500,001 to \$1,000,000			\$848.00		Y	Per Value of Development	Market Pricing
\$1,000,001 to \$2,000,000			\$955.00		Y	Per Value of Development	Market Pricing
\$2,000,001 to \$5,000,000			\$1,332.00		Y	Per Value of Development	Market Pricing
\$5,000,001 to \$20,000,000			\$2,386.00		Y	Per Value of Development	Market Pricing
More than \$20,000,000			\$4,213.00		Y	Per Value of Development	Market Pricing
<b>Development Application fees (incl. Plan First fee)</b>							
<p><i>NOTE: for staged development, the total DA fee for all stages must not exceed the fee that would be charged if the proposal was submitted as one application. Council will determine the appropriate proportion of the fee to be paid with each stage based on the amount of development proposed and the degree of assessment required.</i></p> <p>If two or more fees are applicable to a single development application (such as an application to subdivide land and erect a building on one or more lots created by the subdivision), the maximum fee payable for the development is the sum of those fees.</p>							

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Estimated cost of work for construction/demolition</b>							
Less than \$5000			\$110.00		N	Per cost of works	Legal requirements
\$5,001 - \$50,000			\$170.00	Plus an additional \$3 for each \$1,000 (or part of \$1,000) of the estimated cost.	N	Per Application	Legal requirements
\$50,001 - \$250,000			\$352.00	Plus an additional \$3.64 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$50,000.	N	Per Application	Legal requirements
\$250,001 - \$500,000			\$1,160.00	Plus an additional \$2.34 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000.	N	Per Application	Legal requirements
\$500,001 - \$1,000,000			\$1,745.00	Plus an additional \$1.64 for each \$1,000 (or part of \$1,000) by which	N	Per Application	Legal requirements



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				the estimated cost exceeds \$500,000.			
\$1,000,001 - \$10,000,000			\$2,615.00	Plus an additional \$1.44 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000.	N	Per Application	Legal requirements
More than \$10,000,000			\$15,875.00	Plus an additional \$1.19 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000.	N	Per Application	Legal requirements
<b>Development Application for dwelling house with est. cost less than \$100,000</b>							
Development Application for dwelling house with an estimated cost of less than \$100,000			\$455.00		N	Per Application	Legal requirements
<b>Development application for subdivision</b>							
New Road			\$665.00	Plus \$65.00 for each additional	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				lot created by the subdivision.			
No new Road			\$330.00	Plus \$53.00 for each additional lot created by the subdivision	N	Per Application	Legal requirements
Strata Subdivision			\$330.00	Plus \$65.00 for each additional lot created by the subdivision.	N	Per Application	Legal requirements
<b>Development Application for other development</b>							
(i.e. not involving the erection of a building, the carrying out of work, subdivision of land or demolition of a building (Clause 250 of the EPA Regulations) (maximum)			\$285.00		N	Per Application	Legal requirements
<b>Development application fee for advertising signs</b>							
The maximum fee payable for development for the purpose of one or more advertisements is the fee calculated as per a normal development application or \$285, plus \$93 for each			\$285.00	+ \$93.00 for each advertisement in excess of one	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
advertisement in excess of one, whichever is the greater as per clause 246B(2) of the EPA Regulation 2000.							
<b>Review of determination</b>							
With respect to a development application that does not involve the erection of a building, the carrying out of a work or the demolition of a work or building.	50% of the original DA fee		\$0.00	50% of the original DA fee plus \$620 if notice of the application is required to be given under Section 8.2 of the EPA Act.	N	Per review	Legal requirements
With respect to a development application that involves the erection of a dwelling-house with an estimated cost of construction of \$100,000 or less.			\$190.00		N	Per review	Legal requirements
<b>With respect to any other development application:</b>							
Up to \$5,000			\$55.00	Plus an additional \$1.50 for each \$1,000 (or part of	N	Per Review	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				\$1,000) of the estimated cost			
\$5,001 - \$250,000			\$85.00	plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost	N	Per Review	Legal requirements
\$250,001 - \$500,000			\$500.00	Plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000	N	Per Review	Legal requirements
\$500,001 - \$1,000,000			\$712.00	Plus an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000	N	Per Review	Legal requirements
\$1,000,001 - \$10,000,000			\$987.00	Plus an additional \$0.40 for each \$1,000 or part of \$1,000) by which the estimated	N	Per Review	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				cost exceeds \$1,000,000			
More than \$10,000,000			\$4,737.00	plus an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000	N	Per Review	Legal requirements
<b>Request to review a decision to reject an application under s8.2(1)(c)</b>							
Estimated cost of development is less than \$100,000			\$55.00		N	Per Request	Legal requirements
Estimated cost of development is \$100,000 or more and less than or equal to \$1,000,000			\$150.00		N	Per Request	Legal requirements
Estimated cost of development is more than \$1,000,000			\$250.00		N	Per Request	Legal requirements
Submission of amended plans prior to determination of the application - Clause 55(1) of the Regulation			\$0.00	50% of the original fee plus advertising and notification fees (as detailed in	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				Item 2, (if applicable)			
Designated development	In addition to any other fees payable under this Division, a maximum fee of \$920.00 is payable for designated development as per clause 251 of the EPA Regulations.		\$920.00		N	Per Application	Legal requirements
<b>Builders Damage Deposits for Development</b>							
Minor Developments (including but not limited to carports, change of use and minor alterations and additions)			\$1,165.00		N	Per Development	Full cost recovery
Single dwellings, Dual Occupancies, Attached Dwellings, Semi-Detached, Multi Dwelling Housing development etc. (including major alterations and additions and new			\$2,780.00		N	Per Dwelling	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
outbuildings)							
All Other Development (not within a town centre and not associated with a masterplan e.g. standard width concrete footpath)	For sites with more than one frontage, the damage deposit value for the additional frontage(s) is reduced by 50%		\$500.00		N	Per Linear Metre Development Site Frontage	Full cost recovery
All Other Development (within a town centre or associated with a masterplan / extensive public domain works e.g. full width paved footpath)	For sites with more than one frontage, the damage deposit value for the additional frontage(s) is reduced by 50%		\$1,500.00		N	Per Linear Metre Development Site Frontage	Full cost recovery
Bank guarantee fee (in lieu of cash deposit)			\$285.00		N	Per Deposit	Full cost recovery
<b>Inspection fees</b>							
Footpath inspection fee	Building and Development Applications (per street frontage)		\$165.00		N	Per Street Frontage	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Engineering Inspection Fee			\$250.00		Y	Per Inspection	Partial Cost Recovery
<b>Outstanding notices (issued under sections 735A of the LGA 1993 &amp; schedule 5(41) of the EP&amp;A Act 1979)</b>							
Outstanding health and building notices			\$174.00		N	Per notice	Full cost recovery
Plus urgency fee			\$83.00		N	Per Instance	Full cost recovery
<b>Application for suburb boundary change</b>							
Stage 1 - assessment, report to Council and liaison with Geographical Names Board			\$6,264.00		N	Per Application	Full cost recovery
Stage 2 - liaison with Geographical Names Board, gazettal and notification			\$5,157.00		N	Per Application	Full cost recovery
<b>Referral to Design Review Panel</b>							
<i>A fee of 50% of the below fees is payable for subsequent referrals to the Panel</i>							
< \$10m estimated cost of construction			\$3,000.00		N	Per Referral	Full cost recovery
> \$10,000,001 estimated cost of construction < \$50m			\$3,500.00		N	Per Referral	Full cost recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
> \$50m estimated cost of construction			\$5,000.00		N	Per Referral	Full cost recovery
Design Excellence Fee	where clause 6.14 of RLEP 2011 or clause 6.16 of BBLEP 2013 applies		\$2,145.00		N	Per Referral	Full cost recovery
Design Review Panel administration fee			\$600.00		N	Per Referral	Full cost recovery
<b>Development Control</b>							
Environmental enforcement levy			\$0.00	0.26% of the cost of works with estimated cost of works capped at \$10M	N		Partial Cost Recovery
<b>Modification of Consent - s4.55 or s4.56 Applications</b>							
<b>Minimal Environmental Impact</b>							
Minor modification for errors, mis-description or mis-calculation - s4.55(1)	Note: This fee may be waived if it is demonstrated that Council was responsible for the error		\$71.00		N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Minimal environmental impact	The maximum fee for an application under Section 4.55 (1A) or Section 4.56 (1) of the EPA Act is \$645.00 or 50% of the fee for the original development application, whichever is the lesser.		\$645.00		N	Per Application	Legal requirements
<b>NOT Minimal environmental impact</b>							
Section 4.55 (2) and 4.56 (1)	If the fee for the original application was less than \$100, 50% of original fee		\$0.00	50% of original Fee	N	Per Application	Legal requirements
If the fee for the original application was more than \$100 then:-	with respect to a development application that does not involve the erection of a building, the carrying out of a work or the		\$0.00	50% of original Fee	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	demolition of a work or building, 50% of original Fee						
If the fee for the original application was more than \$100 then:-	with respect to a development application that involves the erection of a dwelling-house with an estimated cost of construction of \$100,000 or less, \$190.00		\$190.00	plus an additional amount of not more than \$665 if notice of the application is required to be given under section 4.55 (2) or 4.56 (1) of the Act.	N	Per Application	Legal requirements
With respect to any other development application, up to \$5,000, \$55.00			\$55.00	plus an additional amount of not more than \$665 if notice of the application is required to be given under section 4.55 (2) or 4.56 (1) of the Act.	N	Per Application	Legal requirements
\$5,001 - \$250,000			\$85.00	plus an additional \$1.50 for each \$1,000 (or part of	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				\$1,000) of the estimated cost plus an additional amount of not more than \$665 if notice of the application is required to be given under section 4.55 (2) or 4.56 (1) of the Act.			
\$250,001 - \$500,000			\$500.00	plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000 plus an additional amount of not more than \$665 if notice of the application is required to be given under section 4.55 (2) or 4.56 (1) of the Act.	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
\$500,001 - \$1,000,000			\$712.00	plus an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000 plus an additional amount of not more than \$665 if notice of the application is required to be given under section 4.55 (2) or 4.56 (1) of the Act.	N	Per Application	Legal requirements
\$1,000,001 - \$10,000,000			\$987.00	plus an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000 plus an additional amount of not more than \$665 if notice of the application is	N	Per Application	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
				required to be given under section 4.55 (2) or 4.56 (1) of the Act.			
More than \$10,000,000			\$4,737.00	plus an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000 plus an additional amount of not more than \$665 if notice of the application is required to be given under section 4.55 (2) or 4.56 (1) of the Act.	N	Per Application	Legal requirements
<b>Neighbour notification fees</b>							
Change of Commercial use in/adjacent to Residential Zone			\$178.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Alterations and additions to Industrial / Commercial / Retail Premises			\$894.00		N	Per Application	Partial Cost Recovery
Alteration / Addition / Demolition or Change of Use of Heritage Item			\$168.00		N	Per Application	Partial Cost Recovery
Single Unit Dwelling & Additions			\$168.00		N	Per Application	Partial Cost Recovery
Dual Occupancy			\$168.00		N	Per Application	Partial Cost Recovery
Town House / Villa			\$800.00		N	Per Application	Partial Cost Recovery
Residential Flat Building (Up to 3 stories)			\$800.00		N	Per Application	Partial Cost Recovery
High-rise Residential Flat Building			\$800.00		N	Per Application	Partial Cost Recovery
Signage only			\$298.00		N	Per Application	Partial Cost Recovery
Brothels & Sex Shops			\$256.00		N	Per Application	Partial Cost Recovery
Other major development			\$1,175.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Development that requires advertising under Clause 252 of the EPA Regulation</b>							
Designated Development			\$2,220.00		N	Per Application	Legal requirements
Advertised development			\$1,105.00		N	Per Application	Legal requirements
Prohibited development			\$1,105.00		N	Per Application	Legal requirements
Other development requiring advertising for which an environmental planning instrument or development control plan requires notice to be given otherwise referred to those above			\$1,105.00		N	Per Application	Legal requirements
Amended drainage plan fee	If initial submission of drainage plans with DA are inadequate and require modification and resubmission of new plans the fee covers the reassessment of		\$201.00		N	Per Application	Legal requirements



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	the amended plans.						
<b>Development Application on Council land</b>							
Temporary dwelling application for permission to occupy temporary dwelling			\$210.00		N	Per Application	Market Pricing
Moveable dwelling application to be on-site during construction of new dwelling			\$191.00		N	Per Application	Market Pricing
Moveable dwelling on building site Refundable Bond			\$1,080.00		N	Per Application	Market Pricing
Where an independent assessment of a DA is required for a proposal on Council land			\$0.00	The cost of an independent consultant is to be borne by the applicant	N	Per Assessment	Market Pricing
Development Applications by Bayside Council for council events in the Bayside Council area	Note: Normal DA fees apply for Development Applications for all events by and on behalf of third parties.		\$0.00		N	Per Application	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>General inspection of stormwater drainage systems</b>							
Single dwelling / dual occupancies - initial inspection			\$176.00		N	Per Inspection	Market Pricing
Residential flat building, villas, commercial & industrial developments - initial inspection			\$291.00		N	Per Inspection	Market Pricing
<b>Extra on-site inspections</b>							
Single dwelling / dual occupancies			\$176.00		N	Per Dwelling Per Inspection	Market Pricing
Other developments			\$291.00		N	Per Inspection	Market Pricing
<b>Subdivision certificate</b>							
Including strata plans			\$472.00		N	Per Certificate	Partial Cost Recovery
Plus for each Lot			\$336.00		N	Per Lot	Partial Cost Recovery
Plus S88B checking fee			\$384.00		N	Per Lot	Partial Cost Recovery
For consolidation and/or boundary adjustment of lots			\$352.00		N	Per Lot	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Strata inspection fee			\$71.50		N	Per Inspection Per Lot	Partial Cost Recovery
Re-execution of subdivision plan			\$77.50		N	Per Lot	Partial Cost Recovery
<b>Strata title subdivision (Strata Scheme Act)</b>							
Strata title subdivision application plus additional fee per lot below			\$482.00		Y	Per Application	Partial Cost Recovery
1-10 lots			\$150.00		Y	Per Lot	Partial Cost Recovery
11-50 lots (fee per lot plus total fee for 10 lots)			\$116.00		Y	Per Lot	Partial Cost Recovery
More than 50 lots (fee per lot plus total fee for 50 lots)			\$110.00		Y	Per Lot	Partial Cost Recovery
Termination of strata scheme			\$462.00		Y	Per Sheet	Partial Cost Recovery
Re-execution of strata scheme			\$77.50		Y	Per Sheet	Partial Cost Recovery
Subdivision certificate by private certifier - administration fee			\$36.00		N	Per Certificate	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Change of property address</b>							
Application fee (per property)			\$616.00		Y	Per Property	Market Pricing
Council inspection and processing			\$252.00		Y	Per Property	Market Pricing
Notification to all public authorities			\$366.00		Y	Per Property	Market Pricing
<b>Miscellaneous fees</b>							
<b>Supply list of DAs</b>							
Annual list of DAs			\$1,369.00		N	Per Document	Market Pricing
Monthly List of DAs			\$138.00		N	Per Document	Market Pricing
Assessment, research and provision of comments in relation to Liquor Licensing matters			\$196.00		N	Per Assessment	Market Pricing
Inspection fees - Liquor Licensing matters (per Half Hour)			\$69.50		N	Per Half Hour	Market Pricing
<b>Stamping of additional plans</b>							
(requested by applicant)			\$31.00		N	Per Sheet	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Stamping of additional plans - single dwelling			\$57.50		N	Per Sheet	Market Pricing
Stamping of additional plans - other buildings			\$225.00		N	Per Sheet	Market Pricing
<b>Copies of Plans</b>							
A4 sheet			\$7.65		N	Per Sheet	Market Pricing
A3 sheet			\$15.50		N	Per Sheet	Market Pricing
A2 sheet			\$38.50		N	Per Sheet	Market Pricing
A1 sheet			\$38.50		N	Per Sheet	Market Pricing
A0 sheet			\$38.50		N	Per Sheet	Market Pricing
Plans on microfilm (Plus Search fee )			\$51.05	Plus Search fee of \$33.00 per quarter hour	N	Per Sheet	Market Pricing
Reissue of approved plans on disk upon request by applicant			\$39.00		N	Per Copy	Market Pricing
SEPP 65 design verification certificate			\$867.00		N	Per Application	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Integrated Development and Concurrence Processing Fees</b>							
Integrated Development - Processing Fee			\$140.00		N	Per Referral Authority	Legal requirements
Concurrence Processing Fee			\$143.00		N	Per Referral Authority	Legal requirements
Government Agency Approval/Concurrence Fee, paid to each authority			\$320.00		N	Per Referral Authority	Legal requirements
<b>Other Fees</b>							
Application / Activity relating to section 68 of the Local Government Act 1993			\$500.00	+ \$1.50 for every \$1,000 over cost of project	N	Per Application	Full cost recovery
88G Certificates			\$36.00		N	Per Certificate	Legal requirements
Development Application consultancy fee			\$200.00		Y	Per Hour	Market Pricing
Soil and water management warning signs			\$21.50		N	Per Item	Full cost recovery
Development Engineering consultancy fee			\$200.00		Y	Per Hour	Market Pricing
Extension of DA Consent			\$266.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Existing use rights - Legal Advice Fee			\$2,500.00		N	Per Application	Full cost recovery
Linen plan handling			\$567.00		Y	Per Plan	Partial Cost Recovery

## Events

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Markets</b>							
The General Manager has the delegation to determine market fees based on factors including, size, type, location, duration / frequency. In addition to any Market fees negotiated, Council's normal stall hire fees may apply.							
Stall Site fee		Note: General Manager may waive fees for: charitable and/or Not-for-Profit organisations. Exemption does not apply to Stall Equipment fee	\$0.00	\$30-\$400	Y	Per Day	Market Pricing
Stall Equipment Fee			\$0.00	At Cost	Y	Per Instance	Full cost recovery
Merchandise			\$0.00	\$3-\$50	Y	Per Event	Partial Cost Recovery
Security Bond			\$0.00	\$1000-\$5000	N	Per Booking	Full cost recovery
<b>Events &amp; Exhibitions</b>							
<b>Community</b>							
Per Day	8 hours		\$557.00		Y	Per Day	Partial Cost Recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Per Half Day	4 Hours		\$287.00		Y	Per Half Day	Partial Cost Recovery
<b>Commercial</b>							
Per Day	8 hours		\$4,732.00		Y	Per Day	Full cost recovery
Per Half Day	4 hours		\$2,793.00		Y	Per Half Day	Full cost recovery
Hourly Fee			\$285.00		Y	Per Hour	Full cost recovery

## Finance

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Credit card service fee		Note: The service fee includes GST where the service being paid for includes GST	\$0.00	0.50% of the value of each transaction + GST	Y	Per Transaction	Partial Cost Recovery
<b>603 Certificates</b>							
Rating certificates (set by the Minister)			\$85.00		N	Per Certificate	Legal requirements
Additional fee for urgent certificate			\$83.00		N	Per Certificate	Market Pricing
Certified copy of s.603 rate certificate	(where certificate has been issued more than 30 days prior)		\$36.00		N	Per Certificate	Full cost recovery
<b>Rates Information</b>							
In accordance with section 566(3) of the Local Government Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2021 to 30 June 2022 (inclusive) will be <b>6.0%</b> per annum.							
Provision of rates information and/or copy of rate notices - fee per year provided	Nil fee for current or immediately preceding year		\$10.00		N	Per Notice	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Dishonoured cheques and direct debits</b>							
Fee for representation of dishonoured cheque or direct debit transaction. Charged for each instance to cover both bank charges plus Council's administration costs.	No fee in first instance for ratepayers receiving a pension rebate on their rate account		\$46.00		N	Per Transaction	Full cost recovery

## Governance

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Business Papers</b>							
Copies of council or committee business papers or individual reports in those papers	An annual charge (or portion thereof) to cover the handling and postage costs, being made for Business Papers mailed to individuals, commercial or other organisations		\$401.00		N	Per Annum	Full cost recovery
<b>Subpoenas - conduct money</b>							
In addition to the below, a formal undertaking should be given to pay all reasonable expenses or loss exceeding the sum tendered incurred in locating, retrieving, compiling and copying documents.							
Conduct money - payable on application	To be applied on receipt of subpoena plus additional cost of processing		\$84.50		N	Per Application	Partial Cost Recovery
Urgency - additional fee for less than 10 business days	Recognition of change in priority and effort in		\$158.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	dealing with urgent requests.						
Staff preparation - first hour or part thereof			\$32.00		N	Per First Hour or Part Thereof	Partial Cost Recovery
Staff preparation - subsequent hours or part thereof			\$32.00		N	Per Subsequent Hour or part thereof	Partial Cost Recovery
Council officer court attendance			\$164.00		N	Per Instance	Full cost recovery
Courier	At Cost		\$0.00	At cost	Y	Per Delivery	Full cost recovery
<b>Enquiries lodged under the Government Information (Public Access) Act Individuals (legislative set)</b>							
<b>Note: Council will reduce the GIPA processing fee by 50% if the applicant provides evidence they are a holder of a Pensioner Concession Card, full time student or non-profit organisation.</b>							
(a) Access to information by person about their Personal Affairs - Application Fee	Processing Charges per hour (after first 20 hours for personal affairs applications ) Amendment of personal records due to no fault of the person		\$30.00		N	Per Hour	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
(b) GIPA Formal Application Fee (excluding personal affairs)			\$30.00		N	Per Hour	Legal requirements
GIPA Formal Processing fee (after first hour or 2 hours if 50% reduction available)			\$30.00		N	Per Hour	Legal requirements
GIPA Formal Internal Review Application Fee			\$40.00		N	Per Application	Legal requirements
GIPA informal applications, Proactive Release applications and Mandatory Proactive Release applications			\$0.00	Photocopying fees may apply	N	Per application	Legal requirements
<b>Request to purchase Council land</b>							
Administrative processing fee - relevant to non community tenancies			\$627.00		Y	Per Request	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Copying charges for requests for information</b>							
A4 plans b/w			\$0.20		N	Per Sheet	Full cost recovery
Scanning of information/ Compilation of Electronic Information	Alternate method of access by scanning or compiling electronic information		\$30.00		N	Per Application/Request	Full cost recovery
A4 plans colour			\$1.10		N	Per Sheet	Full cost recovery
A3 plans b/w			\$0.45		N	Per Sheet	Full cost recovery
A3 plans colour			\$2.10		N	Per Sheet	Full cost recovery
A2 plans			\$6.00		N	Per Sheet	Full cost recovery
A1 plans			\$8.00		N	Per Sheet	Full cost recovery
A0 plans			\$12.00		N	Per Sheet	Full cost recovery
Provision of Electronic	Alternate method of providing		\$12.00		N	Per Sheet	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Information via USB or similar medium	access to information via USB, CD-Rom or similar medium						



## Infrastructure

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Public domain construction works							
Frontage Work Application, design brief, review & approval -in conjunction with DA or CDC (EP11)							
\$0 - \$300,000 (Based on DA or CDC development value)			\$600.00		N	Based on DA or CDC development value	Full cost recovery
\$300,001 - \$20,000,000 (Based on DA or CDC development value)	Calculated at 0.1% of development value		\$0.00	Percentage based calculation - 0.1% of development cost	N	Based on DA or CDC development value	Full cost recovery
Greater than \$20,000,000 (Based on DA or CDC development value)			\$20,000.00	0.1% of construction cost to a maximum of \$20,000	N	Based on DA or CDC development value	Rate of Return
Public Domain Inspection - per inspection			\$250.00		N	Per Inspection	Full cost recovery
Public Domain Works Bond	Equal to the total value of all works within the public space - charged at cost. Note: refundable 12 months after		\$0.00	At Cost	N	Per Instance	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	Practical Completion						
<b>Vehicle Entrance Application, design, levels and inspection - in conjunction with DA or CDC (EP10)</b>							
Public Place Design Review \$0 - \$300,000			\$600.00		N	Based on DA or CDC development value	Full cost recovery
Public Place Design Review - \$300,001 - \$20,000,000	Calculated at 0.1% of development value		\$0.00	0.1% of development cost	N	Based on DA or CDC development value	Full cost recovery
Public Place Design Review - Greater than \$20,000,000			\$20,000.00	Development cost of 0.1% up to a maximum of \$20,000	N	Based on DA or CDC development value	Rate of Return
<b>Vehicle Entrance Application, design, levels and inspection - not in conjunction with DA or CDC</b>							
Application fee			\$280.00		N	Per Frontage	Partial Cost Recovery
Design & inspection fee - single unit dwellings (including levels)			\$764.00		N	Per Design & Inspection	Full cost recovery
Design & inspection fee - dual occupancies (including levels)			\$874.00		N	Per Design & Inspection	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Design & inspection fee - other development (including levels)			\$1,046.00		N	Per Design & Inspection	Full cost recovery
Vehicle entrance bond	Refundable upon satisfactory completion		\$998.00		N	Per Instance	Full cost recovery
<b>Public Domain Works Activities</b>							
Application fee for work activities on Council sites			\$280.00		N	Per Instance	Partial Cost Recovery
Public Domain Inspection - per inspection	Additional inspections as required (eg. reinspection following failure/defect; multi-stage completion; bonds etc)		\$250.00		N	Per Inspection	Full cost recovery
<b>Professional Consultancy Service</b>							
Senior Officer			\$258.00		Y	Per Hour	Partial Cost Recovery
Other Staff			\$184.00		Y	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Temporary Traffic Management Permits</b>							
<b>Road, Footpath &amp; Road Related Area Closure (EP05)</b>							
Application fee			\$144.00		N	Per Application	Partial Cost Recovery
Road / footpath closure (Per lineal metre per lane per day)			\$3.60		N	Per lineal metre per lane per day	Rate of Return
Off-street parking space closure (per space per day)			\$22.50		N	Per space per day	Rate of Return
Road, Footpath & Road Related Area Closure - Security deposit for closures greater than 1 month duration (refundable upon completion)			\$1,739.00		N	Per Instance	Full cost recovery
Road/footpath/Off-Street parking space closure	Short term closures for eligible health, community services, etc		\$0.00	Exempt	N	Per Instance	Free (zero cost recovery)

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Stand and Operate Registered Vehicle or Plant (EP03)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery
Crane / concrete truck / other work vehicle occupying one traffic lane / parking lane	Per lane per day		\$278.00		N	Per Day	Rate of Return
Crane / concrete truck / other work vehicle occupying two lanes or half road			\$555.00		N	Per Day	Rate of Return
Crane / concrete truck / other work vehicle occupying off-street car parking	Per Space per Day		\$22.50		N	Per Space per Day	Rate of Return
<b>Occupy Road with Unregistered Item (EP02)</b>							
Application fee	Application for occupying the roadway with a skip bin associated with a residential property.		\$280.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Application fee - single dwelling residence	Maximum 5 days. Applications will not be extended.		\$0.00		N	Per Application	Free (zero cost recovery)
Occupancy for skip bin (mini skip less than 2.5 cu.m)	Per Day. Up to 5 days is exempt from Application fee for single dwelling residence.		\$18.00		N	Per Day	Rate of Return
Occupancy for skip bin (large skip greater than 2.5 cu.m).	Per Day. Up to 5 days is exempt from Application fee for single dwelling residence.		\$36.00		N	Per Day	Rate of Return
Occupancy for other permissible items - road/footpath per lineal metre per day			\$3.60		N	Per Lineal Metre Per Day	Rate of Return
Occupancy for other permissible items - off-street car parking per space per day			\$22.50		N	Per Space Per Day	Rate of Return
Occupancy item - Removal charges - removal of unauthorised items by Council - charged at cost			\$0.00	At cost	N	Per Instance	Rate of Return

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Works Zone (EP01)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery
Works Zone - Roadway (per lineal metre per lane per week or part thereof with a minimum period of 10 weeks)			\$26.00		N	Per Lineal Metre Per Lane Per Week	Rate of Return
Works Zone - Off-street parking (per space per week or part thereof with a minimum period of 10 weeks)			\$153.00		N	Per Space Per Week	Rate of Return
Works Zone - Regulatory Signage - install and remove two signs plus stems			\$956.00		N	Per Instance	Rate of Return
<b>Temporary Works and Structures Permits</b>							
<b>Hoarding (EP04)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
"A" Class Hoarding - Occupation Fee - per lineal metre frontage per month or part thereof			\$39.50		N	Per Lineal Metre Frontage Per Month	Rate of Return
"B" Class Hoarding - No Sheds - Occupation Fee - per lineal metre frontage per month or part thereof			\$39.50		N	Per Lineal Metre Frontage Per Month	Rate of Return
"B" Class Hoarding - With Sheds - Occupation Fee - per lineal metre frontage per month or part thereof			\$78.50		N	Per Lineal Metre Frontage Per Month	Rate of Return
"B" Class Hoarding Security deposit (for hoardings NOT associated with DA or CDC)	Refundable upon completion		\$555.00		N	Per Lineal Metre Frontage Per Month	Rate of Return
<b>Temporary Shoring in a Public Road (EP09)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery
Installation of anchors under Council's road reserve per anchor			\$910.00		N	Per Anchor	Rate of Return
Inspection fee (per inspection)			\$250.00		N	Per Inspection	Rate of Return



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Security Deposit for applications not associated with DA or CDC			\$20,000.00		N	Per Application	Rate of Return
<b>Other Temporary Activity Permits</b>							
<b>Tower Crane (EP06)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery
Slewing fee over Council land (per month or part thereof)			\$831.00		N	Per Month	Rate of Return
<b>Temporary Access over Public Land (EP08)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery
Security Deposit (per square metre / min bond \$1,500)			\$31.00		N	Per Square Metre	Rate of Return
Public Land and/or Easement Temporary Access Fee - Passage over			\$334.00		N	Per Instance	Rate of Return
Public Land Occupancy per square metre per week			\$1.80		N	Per Square Metre Per Week	Rate of Return

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Temporary Dewatering (EP07)</b>							
Application fee			\$280.00		N	Per Application	Partial Cost Recovery
Design review and approval fee			\$228.00		N	Per Instance	Partial Cost Recovery
Permit to dewater or pump out site into Council system (minimum of 1 month) per square metre per month or part thereof			\$0.65		N	Per Square Meter Per Month	Rate of Return
Security Deposit for applications not associated with DA or CDC			\$20,000.00		N	Per Application	Rate of Return
<b>Connection to interallotment drain - single unit dwellings only</b>							
Connection to interallotment drain with development application fee - single unit dwellings only	(The levy amount is specific to each property, the charge is on a sliding scale based on 7% of the cost of the development up to full levy amount)		\$899.00	+ 7% cost of works	N	Per Connection	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	Other development (\$ per sq.m calculated on total lot area)						
Other developments (\$ per sqm rate for scheme location calculated on total lot area)			\$0.00	Full cost of levy	N	Per sqm	Partial Cost Recovery
<b>Adopted Interallotment Drainage Scheme Levies</b>							
- All Interallotment Drainage Schemes			\$25.00		N	Per Scheme	Partial Cost Recovery
<b>On site detention / retention</b>							
CCTV of Council pipe to check on condition of pipe	At cost - contracted service		\$0.00	At cost	N	Per Inspection	Partial Cost Recovery
Council pipe asset condition review and assessment (excl CCTV)			\$324.00		N	Per Assessment	Full cost recovery

## Library &amp; Customer Service

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Photocopying Charges</b>							
<b>Black and White</b>							
A4			\$0.20		Y	Per side	Full cost recovery
A3			\$0.40		Y	Per side	Full cost recovery
<b>Colour</b>							
A4			\$1.00		Y	Per side	Full cost recovery
A3			\$2.00		Y	Per side	Full cost recovery
<b>Overdue fees</b>							
Overdue Items - administration fee	Admin fee for not returning overdue items within required timeframe, as specified in Library Membership & Usage Guidelines		\$10.00		N	Per Item per Overdue Period	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Overdue Items - Replacement cost	Replacement cost of any overdue items in accordance with Library Membership & Usage Guidelines		\$0.00	Recommended Retail Price (RRP) of item plus processing fee	N	Per Item	Full cost recovery
<b>Lost or stolen library resources</b>							
Processing fee	Plus full cost of item (RRP)		\$12.50	Full cost of book	N	Per Item	Full cost recovery
Replacement charge for lost or stolen items	Overdue fees may apply also		\$0.00	Recommended Retail Price (RRP) of each item	N	Per Item	Full cost recovery
<b>Damaged library resources</b>							
Processing fee	PLUS cost of damage		\$12.50	Variable according to extent of damage	N	Per Item	Partial Cost Recovery
Repair or replacement of damaged items	Action taken will depend upon assessment of item's condition		\$0.00	Cost of repair or full RRP of item - depending upon condition assessment	N	Per Item	Free (zero cost recovery)
<b>Inter-library loan</b>							
Inter-library loan	No refundable application fee Plus any additional	Excluding HLS customers	\$4.10	Additional charges from lending libraries	Y	Per Book	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	charges from the lending library						
<b>Lending charges to libraries</b>							
<b>To libraries</b>							
Base inter lending charge			\$16.50		Y	Per Item	Partial Cost Recovery
<b>Delivery charges</b>							
Express Post (or equivalent) for copies			\$0.00	At cost	Y	At cost / cost recovery	Full cost recovery
Express Post (or equivalent) for loans up to 3kg			\$0.00	At cost	Y	Per Item	Full cost recovery
<b>Service levies</b>							
Rush			\$0.00	At cost	Y	At Cost / Cost Recovery	Full cost recovery
Express			\$0.00	At cost	Y	Per Item	Full cost recovery
<b>Membership cards</b>							
To replace lost or stolen cards			\$5.50		N	Per Card	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Library membership			\$0.00	Free	Y	Per Person	Free (zero cost recovery)
<b>Local studies</b>							
High resolution digital copy	For personal use only		\$32.00		Y	Per Copy	Partial Cost Recovery
High resolution digital copy	For publication and/or commercial use		\$0.00	Price on application	Y	Per copy	Full cost recovery
<b>Computers</b>							
Sale of USB flash drives			\$10.00		Y	Per Item	Market Pricing
Ear bud earphones			\$8.00		Y	Per Item	Market Pricing
Hourly non-member computer usage	Non-Members Only		\$3.50		Y	Per Hour	Partial Cost Recovery
Public Computer Use	Members Only		\$0.00	Free to Members	Y	Per Hour	Free (zero cost recovery)
Public Wi-Fi			\$0.00	Free	Y	Per Hour	Free (zero cost recovery)

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Programs &amp; Events</b>							
Participant fee	Charged for library events & activities		\$0.00	To be determined based on cost of activity and number of participants	Y	Per Participant Per Event	Partial Cost Recovery
<b>Publications</b>							
Other publications			\$0.00	As specified	Y	Per Item	Market Pricing
Postage			\$0.00	At cost	Y	Per Item	Full cost recovery
<b>Miscellaneous</b>							
Books sold at library author talk events			\$0.00	Recommended retail price	Y	Per Item	Market Pricing
Library marketing merchandise			\$0.00	Recommended retail price	Y	Per Item	Full cost recovery
Recyclable library bag - large			\$4.00		Y	Per Item	Market Pricing
Recyclable library bag - small			\$2.00		Y	Per Item	Market Pricing



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Customer Service</b>							
<a href="#">Photocopying &amp; Printing Charges</a>							
<b>Black &amp; White</b>							
A3			\$0.40		Y	Per Side	Full cost recovery
A4			\$0.20		Y	Per side	Full cost recovery
<b>Colour</b>							
A3			\$2.00		Y	Per side	Full cost recovery
A4			\$1.00		Y	Per side	Full cost recovery

## Parking

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Advertising of public notices	At cost plus 10% administration fee		\$0.00	At cost + 10%	N	Per Notice	Partial Cost Recovery
<b>Car share operator fees</b>							
Regulatory Signage for two signs and two stems	NOTE: Car Share requires Traffic Committee approval, and regulatory signage		\$957.00		N	Per Application	Partial Cost Recovery
Application fee			\$286.00		N	Per Application	Partial Cost Recovery
<b>Directional signs</b>							
Application Fee - Destination signage civic purposes and public institutions. No commercial enterprise			\$186.00		Y	Per Sign	Partial Cost Recovery
Installation/replacement fee - Destination signage civic purposes and public institutions. No commercial enterprise			\$501.00		Y	Per Sign	Partial Cost Recovery
<b>Driveway delineation</b>							
Marking/remarking fee	Line marking to highlight the presence of a		\$300.00		N	Per Driveway	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	driveway. Provided at the applicants expense, and typically where they experience issues with parked cars blocking their driveway.						
<b>Resident parking permits</b>							
Permit application - first car			\$30.00		N	Per Application	Partial Cost Recovery
Per additional car			\$73.50		N	Per Application	Partial Cost Recovery
Permit - exceptional circumstances			\$87.00		N	Per Application	Partial Cost Recovery
Transfer of permit or reprint of damaged permit			\$15.00		N	Per Transfer	Partial Cost Recovery
Holders of Pensioner Concession card issued by Centrelink or Gold Card issued by Dept of Veteran Affairs (one per household - this is considered as the first car)			\$0.00		N	Per Application	Partial Cost Recovery
Visitors permits (10 permits/book) (includes carer,			\$35.00		N	Per Book	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
trade, etc permit) limited to maximum 5 books per year							
Visitors permits - Pensioner Concession card issued by Centrelink (10 permits/book) limited to maximum 5 books per year			\$17.50		N	Per Book	Partial Cost Recovery
<b>Paid Parking</b>							
Meter Parking - minimum rate per hour			\$1.00		Y	Per Hour	Market Pricing
Meter Parking - maximum rate per hour			\$4.00		Y	Per Hour	Market Pricing
Daily Rate - Minimum	6+ hours		\$6.00		Y	Per Day	Market Pricing
Daily Rate - maximum	6+ hours		\$24.00		Y	Per Day	Market Pricing
Long Term Parking (per week)			\$40.00		Y	Per Week	Market Pricing
Invoice & Administration Fee - notice for failure to pay			\$45.00		N	Per Notice	Full cost recovery
<b>Coward Street Mascot Carpark</b>							
<b>Casual Parking</b>							

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
0-1 Hours			\$1.00		Y	First Hour	Market Pricing
1-2 Hours			\$2.00		Y	Per Hour after the first	Market Pricing
2-3 Hours			\$4.00		Y	Per Hour After the Second	Market Pricing
3-4 Hours			\$8.00		Y	Per Hour After the Third	Market Pricing
4-5 Hours			\$10.00		Y	Per Hour After the Fourth	Market Pricing
5-6 Hours			\$15.00		Y	Per Hour After the Fifth	Market Pricing
> 6 hours			\$20.00		Y	Per Hour After the Sixth	Market Pricing
<b>Daily Parking</b>							
Daily 6am to 6pm	Time limited parking to be applied outside of these hours		\$15.00		Y	Per Day	Market Pricing

## Property

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Standard Administration Fees</b>							
<i>No fee waivers or discounts apply to Standard Administration Fees. Standard Administration Fees are payable in addition to hire fees and are non-refundable.</i>							
Administration Fee	To be charged as an upfront cost for all applications. Non-refundable.		\$100.00		Y	Per Booking	Full cost recovery
Amendment Fee	To be charged in instances where Council Officers are manually required to edit bookings on behalf of customers.		\$50.00		Y	Per Request	Partial Cost Recovery
Late Application Fee	To be charged in instances where applications are submitted after the closing date of an EOI or similar process.		\$100.00		Y	Per Booking	Full cost recovery
Call Out Fee	To be charged in instances when a hirer requires operational support where the		\$0.00	At cost	Y	Per Call Out	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	circumstances are not the responsibility of Council						
Cleaning	To be charged in instances where a hirer has not returned a facility to Council in the way it was given to them		\$0.00	At cost	Y	Per Incident	Full cost recovery
Cost Recovery for Services Provided by Council	To be determined upon lodgment of application and charged at cost.		\$0.00	At cost	Y	Per Instance, Per Service	Full cost recovery
Staff Supervision	To be determined upon lodgment of application and charged at cost.		\$0.00	At Cost	Y	Per Booking	Full cost recovery
<b>Bonds</b>							
Key Deposit	To be charged for the allocation of all keys and access cards, each card/access card		\$60.00		N	Per Key	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	carries its own individual fee.						
Security Bond - Major	To be charged for all hire of facilities classified as 'Town Hall', 'Community Hall' and 'Senior Citizen Centre' and other facilities as defined by Council.		\$1,000.00		N	Per Booking	Full cost recovery
Security Bond - Minor	To be charged for all hire of facilities classified as 'Town Hall', 'Community Hall' and 'Senior Citizen Centre' and other facilities as defined by Council.		\$500.00		N	Per Booking	Full cost recovery
<b>Storage</b>							
Storage Fee - Community Rate	To be charged annually for the hire of storage by approved not-for-profit hirers and volunteer groups. To be charged in conjunction with an		\$100.00		Y	Per Space Per Annum	Partial Cost Recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	active booking within a facility.						
Storage Fee - Commercial Rate	To be charged annually for the hire of storage by approved commercial operators and businesses. To be charged in conjunction with an active booking within a facility.		\$1,000.00		Y	Per Space per Annum	Full cost recovery

### Community Facilities

Community Facilities: Community centres, community halls, community meeting rooms, senior citizen centres, function spaces and other community spaces as defined by Council Standard Administration Fees: Additional fees and miscellaneous costs specific to Council services, discounts and fee waivers do not apply to standard administration fees. The following categories apply to the hire of Council's Community Facilities: Category A: Full Fee - Applies to commercial, private and all other forms of hirer that are not outlined within the categories as described below. Category B: Community Fee (50% Fee Waiver) – A discount may be applied for by way of a Fee Waiver Application for of 50% discount to Category A: Full Fee hire fees. This category is only applicable for community groups and organisations who meet all items listed in the following criteria: - Are registered as not for profit organisation - Are registered and based in the Bayside Local Government Area and/or can prove by way of evidence that they are delivering an activity where the benefactors are majority residents of the Bayside Local Government Area - The activity proposed aligns with and aids in the delivery of Council's Community Strategic Plan Category C: No Charge - The following groups have been granted special exemption - The Rockdale Opera Company - The Rockdale Musical Society - The Regals Musical Society - Seniors groups when using Senior Citizen Centres or other facilities as defined by Council Standard Terms - Community Facilities • Council at its own and absolute discretion may request supporting documentation as evidence to demonstrate compliance with the Fee Waiver criteria throughout the booking process and life span of the booking • A discount/fee waiver will not apply to standard administration fees and bonds • Standard administration fees are non-refundable • A discount/fee waiver does not apply to the Community Bus • All bookings must be a minimum of 3 consecutive hours per booking for all community facilities • All fees are per space / per facility • All hire is subject to availability, Council's allocation procedures and Council's Schedule of Terms and Conditions of Hire

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Town Halls</b>							
<b>Botany Town Hall</b>							
<b>Botany Town Hall - Ground Floor</b>							
Community Activity Room - A			\$35.00		Y	Per Hour	Partial Cost Recovery
Community Activity Room A - Half A			\$17.50		Y	Per Hour	Partial Cost Recovery
Community Activity Room A - Half B			\$17.50		Y	Per Hour	Partial Cost Recovery
Community Activity Room B - Committee Room			\$35.00		Y	Per Hour	Partial Cost Recovery
Community Activity Room C - Former Post Office			\$35.00		Y	Per Hour	Partial Cost Recovery
Community Activity Room C Former Post Office - Half A			\$17.50		Y	Per Hour	Partial Cost Recovery
Community Activity Room C Former Post Office - Half B			\$17.50		Y	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Community Hall - Chambers/Lecture Room			\$40.00		Y	Per Hour	Partial Cost Recovery
Community Hall - Councillors Room			\$30.00		Y	Per Hour	Partial Cost Recovery
Commercial Kitchen			\$35.00		Y	Per Hour	Partial Cost Recovery
Court Yard			\$35.00		Y	Per Hour	Partial Cost Recovery
<b>Botany Town Hall - Level One</b>							
Auditorium - Mon-Thurs			\$0.00	Price on Application	Y	Per Hour	Partial Cost Recovery
Auditorium - Fri-Sun & Public Holidays			\$0.00	Price on Application	Y	Per Hour	Partial Cost Recovery
Auditorium Kitchen - Mon-Thurs			\$0.00	Price on Application	Y	Per Hour	Partial Cost Recovery
Auditorium Kitchen - Fri-Sun & Public Holidays			\$0.00	Price on Application	Y	Per Hour	Partial Cost Recovery
<b>Rockdale Town Hall</b>							
<b>Auditorium</b>							
Mon-Thurs			\$207.00		Y	Per Hour	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Fri -Sun & Public Holidays			\$411.00		Y	Per Hour	Full cost recovery
<b>Full bar area and/or lobby</b>							
Mon-Thurs			\$70.50		Y	Per Hour	Full cost recovery
Fri -Sun & Public Holidays			\$139.00		Y	Per Hour	Full cost recovery
<b>Rockdale Town Hall Meeting Rooms</b>							
<b>Pindari &amp; Melaleuca Rooms</b>							
Mon-Thurs			\$53.50		Y	Per Hour	Full cost recovery
Fri-Sun & Public Holidays			\$80.50		Y	Per Hour	Full cost recovery
<b>Community Centres</b>							
<b>- Kingsgrove/Bexley North Community Centre - Sans Souci Literary Institute - Other facilities as defined by Council</b>							
Hire Fee			\$35.00		Y	Per Hour Per Space	Partial Cost Recovery
<b>Community Activity Room</b>							
<b>- Alf Kay - Eastlakes Community Centre Large Meeting Room - and other facilities as defined by Council</b>							
Hire Fee			\$35.00		Y	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Community Halls</b>							
<b>- Syd Frost Hall - AS Tanner Hall - Coronation Hall (Arncliffe) - Eastlakes Community Centre Main Hall - Alf Kay Auditorium - other facilities as defined by Council</b>							
Hire Fee			\$40.00		Y	Per Hour Per Space	Partial Cost Recovery
<b>Community Meeting Rooms &amp; Seniors Centres</b>							
<b>- Arncliffe Meeting Room - Bernie Wright Meeting Room - Bexley Community Centre Meeting Room - Olga Wood Hall - Brighton Meeting Room - Coronation Hall (Arncliffe) Meeting Room + Outdoor Space - Eastlakes Community Centre - Alf Kay Small Meeting Room - Hillsdale Community Hall - Meeting Room - - Rockdale Seniors - other facilities as defined by Council</b>							
			\$30.00		Y	Per Hour Per Space	Partial Cost Recovery
<b>Function Spaces &amp; Library Meeting Rooms</b>							
Function Space Hire Fee	Eastgardens Library Rooftop Function Space		\$50.00		Y	Per Hour	Partial Cost Recovery
Meeting Room Hire Fee	Rockdale Library, Eastgardens Library and Sans Souci Library. Bookable only during library operational hours.		\$50.00		Y	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Community Bus Hire</b>							
<b>Local registered charities, non profit welfare services and senior citizens groups</b>							
Weekdays			\$39.50		Y	Per Day	Partial Cost Recovery
Weekends			\$347.00		Y	Per Weekend	Partial Cost Recovery
<b>Boarding House Tariffs</b>							
<b>Where full board and lodging is provided:</b>							
Single Accommodation			\$401.00		N	Per Week	Legal requirements
Family or shared accommodation			\$663.00		N	Per Week	Legal requirements
<b>Where less than full board or lodging is provided:</b>							
Single accommodation			\$270.00		N	Per Week	Legal requirements
Family or shared accommodation			\$446.00		N	Per week	Legal requirements
<b>Lease/ Licence</b>							
Establishment fee	All other taxes and charges to be paid		\$839.00		Y	Per Lease	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	by the lessee/licensee						
Certificates - Classification of Council Land							
Section 54 certificate			\$76.00		N	Per Certificate	Legal requirements

## Recreation

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Standard Administration Charges</b>							
<p>Recreational Facilities: Sports fields, open spaces &amp; reserves, parks, skate parks, beaches, foreshore, courts, community land, outdoor function areas, aquatic and leisure facilities and other recreational spaces as defined by Council Standard Administration Fees: Additional fees and miscellaneous costs specific to Council services, discounts and fee waivers do not apply to standard administration fees</p> <p>Standard Hire: Fees for the general public, including fees that are unlabelled or unspecified otherwise throughout this Schedule of Fees and Charges Sporting &amp; Community Hire: Fees for registered not for profit groups/organisations and sporting clubs/associations only Commercial Hire: Fees for organisations and entities trading as a registered business or for commercial purposes only Standard Terms - Recreational Facilities • Council at its own and absolute discretion may request supporting documentation as evidence to demonstrate current registration as a not for profit or sporting club, association or organisation, throughout the booking process and lifespan of the booking • Council at its own and absolute discretion will determine a sporting club, association or organisation's status as local or non-local, this status is not self-nominated or negotiated as part of the booking process • A discount/fee waiver will not apply to the use of recreational facilities by sporting clubs, associations and organisations for the purpose of sporting and recreational activities • A discount/fee waiver will not apply to fees that are already labelled as 'community hire', such rates already include a discount/fee waiver and in doing so excludes that fee from further/secondary discount • A discount/fee waiver will not apply to standard administration fees and bonds • Standard administration fees are non-refundable • Administration fees will be charged for each individual booking application, this is not an annual or singular fee applicable to multiple bookings • All fees are per space / per facility • All hire is subject to availability, Council's allocation procedures and Council's Schedule of Terms and Conditions of Hire</p>							
Application fee	To be charged as an upfront cost for all applications. Non-refundable.		\$100.00		Y	Per Booking	Partial Cost Recovery
Amendment Fee	To be charged in instances where Council Officers are manually required to edit bookings on behalf of customers.		\$50.00		Y	Per Request	Partial Cost Recovery
Late Application Fee	To be charged in instances where applications are submitted after the		\$100.00		Y	Per Booking	Partial Cost Recovery



	closing date of an EOI or similar process.						
Call Out Fee	To be charged in instances when a hirer requires operational support where the circumstances are not the responsibility of Council		\$113.00		Y	Per Call Out	Partial Cost Recovery
Cleaning Fee	To be charged in instances where a hirer has not returned a facility to Council in the way it was given to them		\$0.00	At Cost	Y	Per incident	Full cost recovery
Cost Recovery for Services Provided by Council	To be determined upon lodgment of application and charged at cost.		\$0.00	At cost	Y	Per Instance, Per Service	Full cost recovery
Line Marking	To be charged line marking requested by hirers that falls outside of Council's standard maintenance schedule.		\$200.00		Y	Per Field, Per Request	Partial Cost Recovery

Staff Supervision	To be determined upon lodgment of application and charged at cost.		\$0.00	At cost	Y	Per Booking, Per Staff Member	Full cost recovery
<b>Banner Fees</b>							
Banner Fee - Commercial	To be charged annually for the display of banners by approved not-for-profit hirers and volunteer groups. To be charged in conjunction with an active booking within a facility. One banner per hirer.		\$500.00		Y	Per Season	Full cost recovery
Banner Fee - Community	To be charged annually for the display of banners by approved commercial operators and businesses.. To be charged in conjunction with an active booking within a facility. One banner per hirer.		\$50.00		Y	Per Season	Partial Cost Recovery

<b>Bonds</b>							
Higher-Level Security Keys			\$200.00		N	Per Booking	Full cost recovery
Key Deposit	To be charged for the allocation of all keys and access cards, each card/access card carries its own individual fee.		\$60.00		N	Per Key	Full cost recovery
Security Bond - Major	To be charged for all hire of facilities classified as premium and other facilities as defined by Council.		\$1,000.00		N	Per Booking	Full cost recovery
Security Bond - Minor	To be charged for all hire of facilities classified as premium and other facilities as defined by Council.		\$500.00		N	Per Booking	Full cost recovery
<b>Lighting</b>							
Lighting Fee	Per hour.		\$14.00		Y	Per Hour, Per Field	Partial Cost Recovery
Lights Programming Fee	To be charged at cost for afterhours requests concerning		\$0.00	At cost	Y	Per Request	Partial Cost Recovery

	changes to the lighting made by the hirer and where Council is not responsible.						
<b>Storage</b>							
Storage Fee - Community	To be charged annually for the hire of storage by approved not-for-profit hirers and volunteer groups. To be charged in conjunction with an active booking within a facility.		\$100.00		Y	Per Space, Per Annum	Partial Cost Recovery
Storage Fee - Commercial	To be charged annually for the hire of storage by approved commercial operators and businesses. To be charged in conjunction with an active booking within a facility.		\$1,000.00		Y	Per Space, Per Annum	Full cost recovery
<b>Synthetic Sportsfields</b>							
<b>Synthetic Field</b>							

Admin Fee	As applicable		\$100.00		Y	Per Booking	Partial Cost Recovery
Security Bond	As applicable		\$1,000.00		N	Per Booking	Full cost recovery
Non-Local Sporting & Community Hire	Per Hour		\$100.00		Y	Per Hour	Full cost recovery
Local School Hire			\$22.50		Y	Per Hour, Per Field	Partial Cost Recovery
Non Local School Hire			\$102.00		Y	Per Hour, Per Field	Full cost recovery
Commercial Hire	Per Hour		\$184.00		Y	Per Hour	Full cost recovery
Lighting Fee	Per hour, applies from sunset onwards		\$11.00		Y	Per Hour	Partial Cost Recovery
Lights Programming Fee	As applicable		\$0.00	At Cost	Y	Per Request	Full cost recovery
Home Club Fee			\$11.00		Y	Per Hour, Per Field	Partial Cost Recovery
<b>Hensley Athletics Track &amp; Field</b>							
<b><i>Hensley Athletic Track &amp; Field - Administration Fees</i></b>							
Admin Fee	As applicable		\$100.00		Y	Per Booking	Partial Cost Recovery

Lighting	Per Hour, applies from sunset onwards.		\$45.50		Y	Per Hour	Partial Cost Recovery
Security Bond - Major	As applicable		\$1,000.00		N	Per Booking	Full cost recovery
<b>Hensley Athletics Track &amp; Field</b>							
Commercial Hire Fee	Per hour, minimum 2 hours.		\$489.00		Y	Per Hour	Market Pricing
Sporting, Schools & Community Hire	Per hour, minimum 2 hours		\$245.00		Y	Per Hour	Partial Cost Recovery
Half Day Hire - Schools	4 Hours		\$566.00		Y	Per Half Day	Partial Cost Recovery
Full Day Hire - Schools	8 Hours		\$790.00		Y	Per Day	Partial Cost Recovery
<b>Hensley Soccer Field</b>							
Sporting, Schools & Community Peak Hire	Per Hour, Saturday-Sunday		\$300.00		Y	Per Hour	Partial Cost Recovery
Sporting, Schools & Community Day Hire	Per Day, 12 hours.		\$3,063.00		Y	Per Day	Partial Cost Recovery
Sporting, Schools & Community Off-Peak Hire	Per Hour, Monday-Friday		\$200.00		Y	Per Hour	Partial Cost Recovery

Commercial Hire	Per Hour		\$412.00		Y	Per Hour	Full cost recovery
Security Bond - Major	As applicable		\$1,000.00		N	Per Booking	Full cost recovery
<b>Hensley Southern 5-a-Side Field / Warm-Up Area</b>							
Sporting & Community Hire	As applicable		\$41.00		Y	Per Hour	Partial Cost Recovery
Commercial Hire	As applicable		\$51.50		Y	Per Hour	Partial Cost Recovery
Hensley Southern Lighting Fee	Per Hour, from sunset onwards.		\$23.00		Y	Per Hour	Partial Cost Recovery
<b>Little Athletics at Hensley Athletics Track &amp; Field</b>							
Weekday Training	Minimum 2 hours, per booking		\$46.50		Y	Per Hour	Partial Cost Recovery
Weekend Competition	Minimum 4 hours, per booking		\$117.00		Y	Per Hour	Partial Cost Recovery
<b>Sporting Facilities</b>							
<b>Archery</b>							
St George Archery Hire	Per hour, includes hall & field hire simultaneously. Fee applies to St George Archery Club when at AS Tanner Hall & Field and other		\$7.70		Y	Per hour	Partial Cost Recovery

	facilities as defined by Council						
Commercial Hire	Per hour, applies to field hire only, subject to availability		\$15.50		Y	Per hour	Market Pricing
<b>Cricket Wickets</b>							
Cricket Training Nets	Non-bookable space, first-come first-serve		\$0.00	Free	Y	Per Net	Free (zero cost recovery)
<b>Synthetic / Concrete Wickets</b>							
Junior Hire - 18 & Under	Applicable to synthetic / concrete wickets for school-aged children 18 years and under		\$10.50		Y	Per Hour, Per Pitch	Partial Cost Recovery
Local Sporting & Community Hire			\$23.50		Y	Per Hour, Per Pitch	Partial Cost Recovery
Local Sporting & Community Day Hire			\$92.50		Y	Per Day, Per Pitch	Partial Cost Recovery
Non-Local Sporting, Schools & Community Hire			\$52.50		Y	Per Hour, Per Pitch	Full cost recovery
Non-Local Sporting, Schools &			\$343.00		Y	Per Day, Per Pitch	Full cost recovery



Community Day Hire							
Commercial Hire			\$63.00		Y	Per Hour, Per Pitch	Full cost recovery
<b>Grass / Turf Wickets - (Premium Facility)</b>							
<b>Cahill Park, Bexley Oval</b>							
Local Sporting, School & Community Day Hire	Per Day, 8 Hours		\$542.00		Y	Per Day, Per Pitch	Partial Cost Recovery
Local Sporting, School & Community Half Day Hire	Half Day, 4 Hours		\$271.00		Y	Per Half Day, Per Pitch	Partial Cost Recovery
Non-Local Sporting, School & Community Day Hire	Per Day, 8 Hours		\$923.00		Y	Per Day, Per Pitch	Full cost recovery
Non-Local Sporting, School & Community Half Day Hire	Half Day, 4 Hours		\$462.00		Y	Per Half Day, Per Pitch	Partial Cost Recovery
Commercial Hire	As applicable		\$158.00		Y	Per Hour, Per Pitch	Full cost recovery
<b>Grass / Turf Fields</b>							
Local Sporting & Community Hire			\$23.00		Y	Per Hour, Per Field	Partial Cost Recovery

Local Sporting & Community Day Hire	Per Day, 8 hours		\$132.00		Y	Per Day, Per Field	Partial Cost Recovery
Non-Local Sporting, Schools & Community Hire			\$67.00		Y	Per Hour, Per Field	Partial Cost Recovery
Non-Local Sporting, Schools & Community Day Hire	Per Day, 8 hours		\$333.00		Y	Per Day, Per Field	Rate of Return
Non-Local School Hire – Cross Country/Fun Runs			\$78.00		Y	Per Hour, Per Facility	Partial Cost Recovery
Commercial Hire			\$78.00		Y	Per Hour, Per Field	Full cost recovery
<b>Picnics, Events, Stalls &amp; Other Activities</b>							
<b>Dog Training</b>							
Dog Training Hire	Per Hour		\$23.50		Y	Per Hour	Partial Cost Recovery
<b>Picnics</b>							
Picnics & Orienteering - Community	Applicable to community organisations and individuals. Permit is required when 100 people or more are attending or if		\$95.50		Y	Per Booking	Partial Cost Recovery

	the activity includes any equipment such as jumping castles or marquees or the use of third party facilitators like face painters or food service staff.						
Picnics - Commercial	Applicable to commercial & corporate organisations and businesses. Permit is required when 100 people or more are attending or if the activity includes any equipment such as jumping castles or marquees or the use of third party facilitators like face painters or food service staff		\$278.00		Y	Per Booking	Full cost recovery
<b>Stall &amp; Promotions Stands</b>							
Street Stall - Application Fee	Limit of one trestle table and two chairs per application		\$82.50		Y	Per Application	Full cost recovery
<b>Weddings</b>							

Application fee	This fee is specific to the ceremony only as Council does not permit the use of recreational facilities for the purpose of wedding receptions and is limited to a 2 hour period only		\$270.00		Y	Per Booking	Partial Cost Recovery
<b>Recreational &amp; Commercial Park and Beach Hire</b>							
<b>Beachfront</b>							
3 monthly		Note: All monthly rates are for a maximum of 5 Sessions Per Week	\$628.00		Y	Per Quarter	Full cost recovery
Daily Hire			\$85.00		Y	Per Day	Full cost recovery
6 Monthly		Note - All Monthly Rates are for a maximum of 5 sessions Per Week	\$1,257.00		Y	Per Half Year	Full cost recovery
Annual		Note - Annual rates are for a maximum of 5 sessions Per Week	\$2,513.00		Y	Per Annum	Full cost recovery
Beach Volley Ball Courts Hire			\$26.00		Y	Per Hour, Per Court	Full cost recovery
<b>Circus Grounds</b>							

Daily Hire	Per day, includes electricity & water		\$1,284.00		Y	Per Day	Partial Cost Recovery
<b>Commercial Sporting and Fitness Activities</b>							
Group Fitness / Personal Training	Per 2 Hour Session		\$15.50		Y	Per Booking	Partial Cost Recovery
Group Fitness / Personal Training - Commercial - Annual Permit	Per Annum, with designated training area		\$1,709.00		Y	Per Annum	Rate of Return
<b>Triathlon / Fun Run / Cross Country</b>							
Cross Country / Fun Run - Commercial	Per Day		\$315.00		Y	Per Day	Full cost recovery
Cross Country / Fun Run - Community	Per Day		\$158.00		Y	Per Day	Full cost recovery
Commercially organised Triathlons, Biathlons (or similar events) Per Day	(up to 1000 People)		\$1,389.00		Y	Per Day	Full cost recovery
Commercially organised Triathlons, Biathlons (or similar events) Per Day	(over 1,000 people)		\$2,771.00		Y	Per Day	Full cost recovery

Commercially organised Triathlons, Biathlons (or similar events) Per Half Day	(up to 1,000 people)		\$698.00		Y	Per Half Day	Full cost recovery
Commercially organised Triathlons, Biathlons (or similar events) Per Half Day	(over 1,000 people)		\$1,389.00		Y	Per Half Day	Full cost recovery
Community Organised Triathlons, Biathlons (or similar events) Per Day	Outside LGA		\$671.00		Y	Per Day	Partial Cost Recovery
Community Organised Triathlons, Biathlons (or similar events) Per Half Day	Outside LGA		\$336.00		Y	Per Half Day	Partial Cost Recovery
<b>Aquatic Centres</b>							
<b>Botany Aquatic Centre</b>							
<b>General Usage</b>							

Adult			\$6.85		Y	Per Admission	Market Pricing
Child			\$4.80		Y	Per Admission	Market Pricing
Concession			\$4.25		Y	Per Admission	Market Pricing
Spectator fee			\$3.00		Y	Per Admission	Market Pricing
Student with school			\$4.25		Y	Per Admission	Market Pricing
Family	2 Adults & 2 Children		\$21.50		Y	Per Admission	Market Pricing
Admission booklet - adult			\$116.00		Y	Per Item	Market Pricing
Admission booklet - child			\$80.50		Y	Per Item	Market Pricing
Season pass - adult			\$400.00		Y	Per Item	Market Pricing
Season Pass - Child			\$245.00		Y	Per Item	Market Pricing
Family Season Pass			\$994.00		Y	Per Item	Market Pricing
Concession Season Pass			\$238.00		Y	Per Item	Market Pricing
Aged Pensioner - Local Resident	Within Bayside LGA		\$0.00		Y	Per Admission	Free (zero cost recovery)

Individual with Commonwealth companion card			\$0.00		Y	Per Admission	Free (zero cost recovery)
Teacher (at school carnivals and events)			\$0.00		Y	Per Admission	Free (zero cost recovery)
<b>School Carnivals</b>							
Local School Carnival - Full Day	Within Bayside LGA		\$519.00		Y	Per Day	Partial Cost Recovery
Local School Carnival - Half Day	Within Bayside LGA		\$357.00		Y	Per Half Day	Partial Cost Recovery
Local School Carnival - Additional Hour hire	Within Bayside LGA		\$136.00		Y	Per Hour	Partial Cost Recovery
Student Admission			\$3.70		Y	Per Admission	Partial Cost Recovery
Non-Local School Carnival - Full Day	Outside Bayside LGA		\$655.00		Y	Per Day	Partial Cost Recovery
Non-Local School Carnival - Half Day	Outside Bayside LGA		\$422.00		Y	Per Half Day	Partial Cost Recovery
Non-Local School Carnival- Additional Hour Hire	Outside Bayside LGA		\$153.00		Y	Per Hour	Partial Cost Recovery
<b>Night Carnivals</b>							



Weeknights 7pm-10pm			\$897.00		Y	Per Booking	Partial Cost Recovery
Weekends or Public Holidays 7pm-10pm			\$1,360.00		Y	Per Booking	Partial Cost Recovery
Botany RSL Swimming Club			\$811.00		Y	Per Booking	Partial Cost Recovery
Seas the Limit			\$811.00		Y	Per Booking	Partial Cost Recovery
<b>Day Carnivals</b>							
Day Carnival (9am-3pm)			\$1,744.00		Y	Per Booking	Partial Cost Recovery
Botany RSL Swimming Club			\$1,360.00		Y	Per Booking	Partial Cost Recovery
Seas the Limit			\$1,360.00		Y	Per Booking	Partial Cost Recovery
Exclusive use			\$4,424.00		Y	Per Booking	Partial Cost Recovery
<b>Squad Training</b>							
Lane Hire			\$71.50		Y	Per Hour	Market Pricing
Casual Usage			\$17.50		Y	Per Visit	Market Pricing
Casual Usage or Seasonal Pass	1 visit		\$12.50		Y	Per Visit	Market Pricing
10 visits			\$148.00		Y	Per Visit	Market Pricing

20 visits			\$273.00		Y	Per Visit	Market Pricing
Lane Hire	Botany RSL Swimming Club (max. 3 lanes)		\$0.00		Y	Per Entry	Free (zero cost recovery)
<b>Learn to swim classes</b>							
<b>Children</b>							
10 week term - 1 lesson per week	1st child		\$209.00		N	Per Booking	Market Pricing
10 week term - 1 lesson per week	2nd & subsequent child		\$179.00		N	Per Booking	Market Pricing
10 week term - 2 lesson per week	1st child		\$343.00		N	Per Booking	Market Pricing
10 week term - 2 lesson per week	2nd & subsequent child		\$332.00		N	Per Booking	Market Pricing
Private lesson 5 pack	30 min session		\$260.00		N	Per Booking	Market Pricing
Private lesson 10 pack	30 min session		\$527.00		N	Per Booking	Market Pricing
Private lesson 5 pack	60 min session		\$496.00		N	Per Booking	Market Pricing
Private lesson One on One	30 min session		\$58.00		N	Per Booking	Market Pricing
Private lesson Two on One	30 min session		\$79.50		N	Per Booking	Market Pricing

Private lesson Two on One	60 min session		\$144.00		N	Per Booking	Market Pricing
Private lesson 5 pack Two on One	30 min session		\$369.00		N	Per Booking	Market Pricing
Private lesson 5 pack Two on One	60 min session		\$658.00		N	Per Booking	Market Pricing
Private lessons additional students above Two on One			\$21.50		N	Per Student	Market Pricing
<b>Exercise Classes</b>							
Aquarobics			\$13.00		Y	Per Visit	Market Pricing
Aquarobics 10 Class pack			\$103.00		Y	Per Pass	Market Pricing
Aquarobics	Concession		\$9.45		Y	Per Visit	Market Pricing
Aquarobics 10 pack	Concession		\$71.50		Y	Per Card	Market Pricing
Biathlon			\$17.00		Y	Per Class	Market Pricing
Yoga			\$13.00		Y	Per Person Per Class	Market Pricing
<b>Storage Room Hire</b>							
Soccer			\$287.00		Y	Per Year	Partial Cost Recovery
Botany RSL Club			\$287.00		Y	Per Season	Partial Cost Recovery

<b>Function Area Hire</b>							
Admin Charge			\$153.00		Y	Per Booking	Partial Cost Recovery
Additional staffing costs	As applicable		\$0.00	As calculated on Award rates	Y	Per Hour per Staff Member	Full cost recovery
Security Bond - Major			\$1,000.00		N	Per Booking	Full cost recovery
Site cleaning	Full cost recovery		\$0.00	Request quote	Y	Per hire	Full cost recovery
<b>Sporting &amp; Community Hire</b>							
Small Group	Up to 100 people		\$406.00		Y	Per Booking	Partial Cost Recovery
Medium Group	101-500 people		\$780.05		Y	Per Booking	Partial Cost Recovery
Large Group	501+ people		\$1,102.00		Y	Per Booking	Partial Cost Recovery
<b>Commercial Hire</b>							
Small group	Up to 100 people		\$811.00		Y	Per Booking	Full cost recovery
Medium group	101-500 people		\$1,561.00		Y	Per Booking	Full cost recovery
Large group	501+ people		\$2,203.00		Y	Per Booking	Full cost recovery

Squash Courts							
Mutch Park Squash Centre							
Court Hire	Per Hour		\$30.00		Y	Per Hour	Market Pricing
Court Hire	Per Half Hour		\$17.50		Y	Per Half Hour	Market Pricing
School Hire	Per Hour		\$26.00		Y	Per Hour	Market Pricing
Regular Booking Hire	Per Hour. Regular booking hire is specific to 10 consecutive bookings within the calendar year, no refunds for cancellations		\$26.00		Y	Per Hour	Market Pricing
Racquet Hire	Per Racquet / Per Session.		\$5.80		Y	Per Racquet Per Session	Market Pricing
Competition Hire	Court hire and balls		\$541.00		Y	Per Session	Market Pricing
Hire of Facility	Per day. Hire of the facility is specific to the non-operational hours of the squash centre, for the purpose of squash only and is subject to Council's approval, made at its own and absolute discretion. Council may also		\$1,021.00		Y	Per Day	Market Pricing

	request to have Council staff or its agents onsite for the duration of the booking, which will incur an additional cost to be borne by the hirer.						
Additional Staffing Costs	As applicable		\$0.00	As per award rate	Y	Per Booking	Full cost recovery
<b>Tennis Courts</b>							
<b>Standard Hire</b>							
Daytime Hire			\$15.00		Y	Per Hour	Market Pricing
Evening Hire			\$20.00		Y	Per Hour	Market Pricing
<b>Special Hire</b>							
Commercial Hire			\$25.00		Y	Per Hour	Market Pricing
<b>Golf Course</b>							
<b>Banksmeadow</b>							
<b>Adults</b>							
9 Holes			\$20.00		Y	Per Session	Market Pricing
18 Holes			\$25.50		Y	Per Session	Market Pricing
Mid-Day	9 Holes		\$15.50		Y	Per Game	Market Pricing
<b>Senior/Pensioners</b>							

9 Holes			\$15.50		Y	Per Session	Market Pricing
18 Holes			\$21.50		Y	Per Session	Market Pricing
<b>Schools</b>							
9 Holes			\$7.00		Y	Per Session	Partial Cost Recovery
<b>Hire</b>							
Buggy Hire			\$6.35		Y	Per Session	Market Pricing
Golf club hire			\$27.00		Y	Per Session	Market Pricing
<b>Golf Lessons</b>							
Golf Kids Clinic	Minimum 4 children 1 hour per session (all equipment supplied)		\$127.00		Y	Per Session	Market Pricing
Group of 3 (50 minute lesson)			\$142.00		Y	Per Lesson	Market Pricing
Group of 4 (50 minute lesson)			\$169.00		Y	Per Lesson	Market Pricing
Per person for 50 minutes			\$68.50		Y	Per 50 mins	Market Pricing
Per person for 50 minutes (2 people)			\$58.00		Y	Per Lesson	Market Pricing
<b>Filming on Council Property</b>							
<b>Application Fee</b>							

Ultra-Low Filming Activity			\$0.00	Free	Y	Per Application	Free (zero cost recovery)
Low Filming Activity			\$172.00		N	Per Application	Full cost recovery
Medium Filming Activity			\$346.00		N	Per Application	Full cost recovery
High Filming Activity			\$567.00		N	Per Application	Full cost recovery
Approve parking plans or unit based plans, for filming on private property or areas not controlled by Council	As applicable		\$189.00	As applicable	N	Per Application	Full cost recovery
Major revision of filming application	As applicable		\$0.00	75% of application fee	N	Per Application	Full cost recovery
Late Application Fee	As applicable		\$128.00	As applicable	N	Per Application	Full cost recovery
<b>Assessment of traffic management plan</b>							
Low filming assessment			\$150.00		N	Per Application	Legal requirements
Medium filming assessment			\$300.00		N	Per Application	Legal requirements



High Filming assessment			\$0.00	In accordance with Council's adopted Road Closure fees	N	Per Application	Legal requirements
Cost Recovery for Services Provided by Council		Such as, but not limited to: Cleaning, providing Council barricading, power, revenue foregone, security and waste management, exclusive use of an area, connection to water and/or power, site preparation, supervision, site remediation, compensation fees for filming greater than 3 days and/or significant disruption to residents/public, staff support, advertising/consultation, security, traffic control, access, water safety, traffic management	\$0.00	To be determined upon lodgement of application	N	Per Instance	Full cost recovery

## Roads & Footpaths

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Reinstatement charges for road and footpath openings</b>							
Road Opening Permit fee	(non refundable)		\$250.00		N	Per Application	Full cost recovery
<b>Service charges - general</b>							
Charges per application where applicable			\$0.00	At cost	Y	Per Instance	Full cost recovery
Penalty fee when work undertaken without application			\$644.00		N	Per Instance	Full cost recovery
<b>Road Closures</b>							
Application fee for permanent closure of unnecessary road	(non-refundable)		\$1,000.00	Plus costs	N	Per Application	Partial Cost Recovery
<b>Service charges - roadways</b>							
Concrete pavement			\$728.00		Y	Per Square Metre	Full cost recovery
Unsealed pavement			\$173.00		N	Per Square Metre	Full cost recovery
Asphalt full depth - up to 6sqm			\$429.00		N	Per Square Metre	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Asphalt full depth - 6sqm - 30sqm			\$285.00		N	Per Square Metre	Full cost recovery
Asphalt full depth - 30sqm - 100sqm			\$204.00		N	Per Square Metre	Full cost recovery
Asphalt full depth - greater than 100sqm			\$192.00		N	Per Square Metre	Full cost recovery
<b>Minor encroachments on road reserves</b>							
Encroachments up to 10m along boundary			\$755.00		N	Per Annum	Full cost recovery
Encroachments of between 10m and 15m along boundary			\$1,160.00		N	Per Annum	Full cost recovery
Section 611 - pipeline, cables etc.			\$0.00	Fees to be determined by Valuation	N		Full cost recovery
<b>Service charges - footpaths</b>							
<b>Concrete</b>							
< 10 sqm			\$325.00		N	Per Square Metre	Full cost recovery
10-50 sqm			\$247.00		N	Per square metre	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
> 50 sqm			\$190.00		N	Per sqm	Full cost recovery
AC (asphaltic concrete)			\$276.00		N	Per Square Metre	Full cost recovery
Nature Strip - Formed on grassed area			\$126.60		N	Per Square Metre	Full cost recovery
<b>Service charges - driveways</b>							
Driveways - Residential (125mm)			\$373.00		N	Per Square Metre	Full cost recovery
(Reinforced) - Industrial (150mm)			\$411.00		N	Per Square Metre	Full cost recovery
(Reinforced) - Industrial (200mm)			\$494.00		N	Per Square Metre	Full cost recovery
<b>Segmental - Brick/Block Paving</b>							
Pavers on roadbase			\$393.00		N	Per Square Metre	Full cost recovery
Pavers on concrete base, domestic - 130mm			\$523.50		N	Per Square Metre	Full cost recovery
Pavers on concrete base, industrial - 150mm			\$527.00		N	Per Square Metre	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Kerb and Gutter</b>							
Dish crossing (standard or heavy duty at intersections)			\$450.00		N	Per Linear Metre	Full cost recovery
Pram / access ramp concrete			\$1,365.00		N	Per Ramp	Full cost recovery
Kerb only			\$280.00		N	Per Linear Metre	Full cost recovery
Gutter only (including asphalt restoration)			\$409.00		N	Per Linear Metre	Full cost recovery
Kerb & Gutter only (including asphalt restoration)			\$502.00		N	Per Linear Metre	Full cost recovery
Kerb stormwater outlet			\$139.00		N	Per Outlet	Full cost recovery
Small converter			\$343.00		N	Per Unit	Full cost recovery
Gully pit lintel - 0.9m - 1.2m			\$1,566.00		N	Per Linear Metre	Full cost recovery
Gully pit lintel - 1.8m			\$1,769.00		N	Per Linear Metre	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Gully pit lintel - 2.4m			\$1,838.00		N	Per Linear Metre	Full cost recovery
Gully pit lintel - 3.0m			\$1,903.00		N	Per Linear Metre	Full cost recovery
Administration charge for generating invoices where areas specified in permit are understated			\$133.00		N	Per Instance	Full cost recovery
<b>Vehicular entrances and reinstatement charges for restoration of surface damage</b>							
<b>Saw Cutting</b>							
Establishment fee			\$201.00		N	Per Instance	Full cost recovery
50mm deep asphaltic saw cutting			\$14.00		N	Per Lineal Metre	Full cost recovery
100mm deep asphalt saw cutting			\$18.50		N	Per Lineal Metre	Full cost recovery
25mm deep concrete saw cutting			\$28.00		N	Per Lineal Metre	Full cost recovery
100mm deep concrete saw cutting			\$31.00		N	Per Lineal Metre	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
150mm deep concrete saw cutting			\$36.25		N	Per Lineal Metre	Full cost recovery
Concrete kerb cuts (each)			\$61.50		N	Per Instance	Full cost recovery
<b>Additional Works</b>							
Additional works required within the road reserve			\$0.00	Estimate	N	Per Instance	Full cost recovery
Emergency repair of road openings			\$0.00	Cost + 20%	N	Per Instance	Full cost recovery

### Strategic Planning

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Private drainage easement review fee			\$326.00		N	Per Review	Partial Cost Recovery
<b>Flood studies / GIS drainage</b>							
Assessment of depth of gutter flow using Manning Equation for low level garages or carports (single dwellings, dual occupancies and additions only)			\$690.00		N	Per Assessment	Partial Cost Recovery
Use of Council's flood model (consultant fees extra)			\$1,048.00		N	Per Assessment	Partial Cost Recovery
<b>Flood level information</b>							
Flood / overland flow advice (standard)			\$169.00		N	Per Instance	Partial Cost Recovery
Flood advice - multiple floods (change of use)			\$211.00		N	Per Instance	Partial Cost Recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Environmental plans, codes and services</b>							
<b>Environmental Planning Instruments</b>							
Rockdale LEP 2011 Written Instrument			\$252.00		N	Per Copy	Partial Cost Recovery
Botany LEP			\$252.00		N	Per Copy	Partial Cost Recovery
<b>DCP's, Planning Policies and Codes</b>							
Rockdale or Botany DCP			\$127.00		N	Per Copy	Partial Cost Recovery
<b>Copies and extracts</b>							
A4 Sheet			\$6.55		N	Per Sheet	Partial Cost Recovery
A3 Sheet			\$13.50		N	Per Sheet	Partial Cost Recovery
Certified copies or extracts of original documents			\$53.00		N	Per Copy	Legal requirements
<b>Enquiries</b>							
Written information requiring detailed research and investigation			\$196.00		N	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Application to amend Rockdale LEP/DCP or Botany LEP/DCP</b>							
Minor requests without map			\$25,598.00		N	Per Request	Partial Cost Recovery
<b>Minor Planning Proposals (up to 2,000 sqm)</b>							
Planning proposal - Stage 1	Payable at formal lodgement of Planning Proposal - includes assessment, gateway determination & public exhibition		\$44,179.00		N	Per Proposal	Partial Cost Recovery
Planning proposal - Stage 2	Payable at conclusion of public exhibition period - includes post exhibition assessment and submission to the Department of Planning & Environment		\$21,272.00		N	Per Proposal	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Major Planning Proposals (2,000-10,000 sqm or where Manager Strategic Planning deems a site less than 2,000 sqm has added complexities)</b>							
Planning proposal - Stage 1	Payable at formal lodgement of Planning Proposal - includes assessment, gateway determination & public exhibition		\$62,735.00		N	Per Proposal	Partial Cost Recovery
Planning proposal - Stage 2	Payable at conclusion of public exhibition period - includes post exhibition assessment and submission to the Department of Planning & Environment		\$30,207.00		N	Per Proposal	Partial Cost Recovery
<b>Complex Planning Proposals (greater than 10,000 sqm)</b>							
Planning Proposal	Deed arrangement to be prepared and signed prior to lodgement of planning proposal. Agreed sum to be		\$0.00	Cost Recovery via Deed	N		Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	placed in Trust to cover indicative costs.						
<b>Additional fees</b>							
Independent traffic study - minimum \$10,000		Deed arrangement to be prepared and signed prior to lodgement of planning proposal. Agreed sum to be placed in Trust to cover indicative costs.	\$0.00	Cost recovery via Deed	N	Per Proposal	Partial Cost Recovery
Design Review Panel - minimum \$25,000			\$0.00	Request Quote	N	Per Request	Partial Cost Recovery
Urban design - minimum \$6,000			\$0.00	Request Quote	N	Per Request	Partial Cost Recovery
Other studies - various			\$0.00	Request Quote	N	Per Request	Partial Cost Recovery
Agreement			\$1,109.00		N	Per Request	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Design Excellence Competition</b>							
Administration Fee			\$0.00	0.02% of cost of development	N		Partial Cost Recovery
Council Juror/ Jury Chair fee			\$0.00	At cost	N		Partial Cost Recovery
<b>Planning Agreement requests</b>							
VPA - Notice of Intent			\$500.00		N	Per Meeting	Partial Cost Recovery
Letter of Offer - assessment			\$6,500.00		N	Per Letter of Offer	Partial Cost Recovery
Planning Agreement - Council will seek reimbursement from the applicant for any reasonable preparation costs such as, but not limited to, studies, reports, valuations, designs, and legal costs			\$0.00	At cost	N	Per Occurrence	Partial Cost Recovery
Public Notice of planning agreements			\$2,000.00		N	Per Notification	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Certificates - fees and charges</b>							
<b>Planning certificate</b>							
Section 10.7 (2) certificate			\$53.00		N	Per Certificate	Legal requirements
Section 10.7 (2) (5) certificate			\$133.00		N	Per Certificate	Legal requirements
Plus urgency fee			\$80.00		N	Per Certificate	Legal requirements
Copies of 10.7 certificates (where certificate has been issued more than 30 days prior)			\$53.00		N	Per Certificate	Legal requirements
Urgency fee (next day) copy of 10.7 certificate			\$80.00		N	Per Certificate	Legal requirements
Planning certificate section 10.7 (2) for Complying Development - Clause 3 in Schedule 4 of the Environmental			\$40.00		N	Per Certificate	Legal requirements

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Planning and Assessment Regulation 2000							

## Traffic Services

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Traffic Facilities and Controls</b>							
Emergency traffic control - Business Hours			\$3,004.00		Y	Per Shift	Full cost recovery
Emergency traffic control - Outside Business Hours			\$4,878.00		Y	Per Shift	Full cost recovery
Steel plates		Additional charge if required	\$2,313.00		Y	Per Plate	Full cost recovery
Development Engineer site visit			\$250.00		Y	Per Hour	Full cost recovery
Line marking - thermo-plastic (set-up)			\$1,221.00		Y	Per set-up	Full cost recovery
Line marking - thermo-plastic			\$8.70		Y	Per metre	Full cost recovery
Line marking air atomised or airless application (set-up)			\$1,221.00		Y	Per set-up	Full cost recovery
Line marking air atomised or airless application			\$8.70		Y	Per metre	Full cost recovery
Traffic control crew - if required		Minimum 4 hours	\$160.00		Y	Per hour	Full cost recovery



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Checking of traffic management plan			\$321.00		Y	Per Hours	Full cost recovery
<b>Traffic control barrier - hire charges</b>							
Barricade/warning lights			\$31.00		N	Per Set Per Day	Full cost recovery
Delivery and return of barricades			\$127.00		N	Per Set	Full cost recovery

## Tree Management

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Street tree removal fees</b>							
Small trees up to 2 metres in height - removal fee			\$326.00		Y	Per Tree	Partial Cost Recovery
Medium trees up to 3.5 metres in height - removal fee			\$649.00		Y	Per Tree	Partial Cost Recovery
Large trees based on contractors individual quotes (at cost + admin fee stated here)			\$326.00		Y	Per Tree	Partial Cost Recovery
Replacement tree planting fee			\$302.00		Y	Per Tree	Partial Cost Recovery
<b>Trees inspections (DAs only)</b>							
Inspection application fees			\$228.00		N	Per Tree	Partial Cost Recovery
<b>Private Tree Inspection Application Fee</b>							
Inspections (1-3 trees)			\$98.00		N	Per Tree	Partial Cost Recovery
Inspections (4-10 trees)			\$201.00		N	Per Tree	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Inspections (more than 10 trees)		Arborist tree plan required with numbered trees	\$325.70	Request quote	N	Per Tree	Partial Cost Recovery
Review of TMO determination			\$228.00		N	Per Tree	Partial Cost Recovery

## Waste

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Commercial waste &amp; recycling charge - kerb side</b>							
240L Commercial waste bin			\$13.50		N	Per Lift	Rate of Return
240L Recycling bin			\$6.65		N	Per Lift	Rate of Return
1,100L Commercial waste bin			\$48.50		N	Per Lift	Rate of Return
<b>Commercial waste &amp; recycling charge - on property</b>							
240L Commercial waste bin			\$13.50		N	Per Lift	Rate of Return
240L Recycling bin			\$6.65		N	Per Lift	Rate of Return
<b>On-call refuse removal service (inc heavy items)</b>							
<b>Non-Pensioner</b>							
Up to 1 cubic metre			\$77.00		N	Per Lift	Market Pricing
Up to 3 cubic metres			\$149.00		N	Per Lift	Market Pricing
Up to 6 cubic metres			\$229.00		N	Per Lift	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Mobile garbage bin replacement</b>							
120/240 Litre Bin replacement			\$91.50		N	Per Bin Delivered	Partial Cost Recovery
660 Litre Bin Replacement			\$308.00		N	Per Bin	Partial Cost Recovery
1100 Litre Bin Replacement			\$436.00		N	Per Bin	Partial Cost Recovery
<b>Clothing recycling bins</b>							
Placement on Council controlled / owned land			\$460.00		N	Per Bin	Full cost recovery
Penalty for placement without approval			\$460.00		N	Per Bin	Full cost recovery
<b>Removal fees</b>							
Collection and transportation			\$167.00		N	Per Bin	Full cost recovery
Depot storage fees	Daily fee		\$13.50		N	Per Day	Full cost recovery
<b>Event Waste Management</b>							
Off Peak Administration/Management Fee	This includes management, administration, and drop off / pick		\$300.00		Y	Per Delivery/pickup	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	up of bins to occur between Monday and Friday (not including Public Holiday).						
Peak Administration/Management Fee	This includes management, administration, and drop off / pick up of bins to occur on Saturday, Sunday or on a Public Holiday.		\$600.00		Y	Per Delivery/Pickup	Full cost recovery
Per Garbage Bin 240L	Each event must have a minimum of 10 public communal standard recycling bins required per event. Additional bins may be required, please refer to terms and conditions.		\$13.50		Y	Per Bin	Full cost recovery
Per Garbage Bin 660L	Each event stall is required to have one 660L bin.		\$31.50		Y	Per Bin	Full cost recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Per Garbage Bin 1100L	Larger bins are available for larger stalls.		\$48.50		Y	Per Bin	Full cost recovery
Per Recycling Bin 240L	Each event must have a minimum of 5 public communal standard recycling bins required per event. Additional bins may be required, please refer to terms and conditions.		\$6.65		Y	Per Bin	Full cost recovery

## Youth Services

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Youth group attendance fee	Price advised per activity		\$0.00	Cost Recovery	Y	Per Day	Full cost recovery
Holiday Program/ Workshops	Price advised per activity		\$0.00	Cost Recovery	Y	Per Activity	Full cost recovery
Youth week	Price advised per activity		\$0.00	Cost Recovery	Y	Per Activity	Full cost recovery

### Arncliffe Youth Centre

#### FEE STRUCTURE

All fees and charges for community facilities are subject to a minimum hire term of 2 hours, a standard term across all Bayside community facilities. All fees and charges are per space, per hour, unless advised otherwise. The standard fee is to be used in all instances where a specific fee type is not applicable.

#### FEE TYPE

**Standard Fee:** Standard Fees are the base rate for hire and are applicable in situations where a 50% Fee Waiver Application is non-eligible or declined, or where a commercial fee applies.

**Commercial Fee:** Commercial Fees are included to specifically capture commercial operations. Commercial fees apply to all registered businesses and for-profit entities. Commercial fees are calculated at two times the standard Fee.

#### SUBSIDY STRUCTURE

**Subsidised Fee - 50% Fee Waiver Application:** This is a subsidy request on application applicable to incorporated not-for-profit groups based in Bayside or who can demonstrate that their programs and services predominantly benefit Bayside residents. Subsidised fees are calculated at 50% off the standard Fee.

### Bonds

Bonds are already established in Council's 'Standard Administration Charges' for community and recreational facilities. The applications of bonds remain at the discretion of Council Officers. Bond Minor: \$500 Bond Major: \$1000



Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Music Studio</b>							
Standard Fee			\$30.00		Y	Per Hour	Market Pricing
Commercial Fee	Commercial fees apply to all registered businesses and for-profit entities.		\$60.00		Y	Per Hour	Market Pricing
Subsidised Fee	Subsidised Fee - 50% Fee Waiver Application: Is a subsidy request on application applicable to incorporated not-for-profit groups who are based in Bayside or who can demonstrate that their programs and services predominantly benefit Bayside residents.		\$15.00		Y	Per Hour	Partial Cost Recovery
<b>Arts Studio</b>							
Standard Fee			\$30.00		Y	Per Hour	Market Pricing
Commercial Fee	Commercial fees apply to all registered		\$60.00		Y	Per Hour	Market Pricing

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	businesses and for-profit entities.						
Subsidised Fee	Subsidised Fee - 50% Fee Waiver Application: Is a subsidy request on application applicable to incorporated not-for-profit groups who are based in Bayside or who can demonstrate that their programs and services predominantly benefit Bayside residents.		\$15.00		Y	Per Hour	Partial Cost Recovery
<b>Multipurpose Room</b>							
Standard Fee			\$60.00		Y	Per Hour	Market Pricing
Commercial Fee	Commercial fees apply to all registered businesses and for-profit entities.		\$120.00		Y	Per Hour	Market Pricing
Subsidised Fee	Subsidised Fee - 50% Fee Waiver Application: Is a		\$30.00		Y	Per Hour	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
	subsidy request on application applicable to incorporated not-for-profit groups who are based in Bayside or who can demonstrate that their programs and services predominantly benefit Bayside residents.						
<b>Office Spaces</b>							
Will be charged at an annual fee to be determined by Council's Property Team using Council's Rental Assessment and Subsidy Policy.							
<b>Recreational Fees &amp; Charges</b>							
<p><b>FEE TYPE Standard Fee:</b></p> <p>Standard Fee: Standard Fees is the base rate for hire and program participation and is applicable in situations where a concession, local resident / local school fee or commercial fee applies.</p> <p>Commercial Fee: Commercial Fees are included to specifically capture commercial operations. Commercial fees apply to all registered businesses and for-profit entities. Commercial fees are calculated at two times the standard fee.</p> <p><b>SUBSIDY STRUCTURE</b></p> <p>Concession Fee: Council has set concession fees for Commonwealth Health Care Card holders to access Council run programs and services to support disadvantaged groups. Concession fees apply to participation in Council-run programs and services and excludes facility hire. Proof of Commonwealth Health Care Card will be required.</p> <p>Local Resident Fee: Local residents of Bayside will have access to a subsidy off the Standard Fee. Applicants who are not eligible for a concession fee or local resident fee will be charged the standard fee. Fee applies to participation in Council-run programs and services and excludes facility hire. Proof of identity will be required, e.g. photo card, identity card, drivers licence or other qualifying evidence as nominated by Council.</p>							

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Concession: 10% off standard fee							
Local Resident / Local School: 10% off the standard fee							
<b>Multipurpose Courts</b>							
<b>Full Court - Futsal, Basketball, Volley Ball and Netball</b>							
Local resident/Local School Fee			\$67.50		Y	Per Hour Per Court	Partial Cost Recovery
Standard Fee			\$75.00		Y	Per Hour Per Court	Partial Cost Recovery
Commercial Fee			\$150.00		Y	Per Hour Per Court	Market Pricing
<b>Half Court - Futsal, Basketball, Volley Ball and Netball</b>							
Commercial operators must hire a full court, there is no half court hire for commercial operators.							
Local Resident / Local School Fee			\$33.75		Y	Per Hour Per Half Court	Partial Cost Recovery
Standard Fee	Non-resident / Non-local sporting group		\$37.50		Y	Per Hour Per Half-Court	Partial Cost Recovery
<b>Badminton Court &amp; Table Tennis Table</b>							
Concession			\$18.00		Y	Per Hour Per Court/ table	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Local resident / Local School Fee			\$18.00		Y	Per Hour Per Court/table	Partial Cost Recovery
Commercial			\$40.00		Y	Per Hour Per Court/table	Partial Cost Recovery
Standard Fee			\$20.00		Y	Per Hour Per Court	Partial Cost Recovery
<b>Sporting Event/ Competition Court Hire</b>							
Price determined by Council upon application, price range \$75 - \$150 per hour, per court. Excludes concession or subsidy.							
<b>Casual Entry</b>							
Note: Courts are available for casual basketball and netball sessions. Casual entry is restricted to specific times and/or programs, as defined by Council and based on centre availability. Conditions around casual entry are subject to change at Council's own and absolute discretion. Please contact the centre for more information and availability.							
Concession			\$6.30		Y	Per Participant	Partial Cost Recovery
Local Resident / Local School Fee			\$6.30		Y	Per Participant	Partial Cost Recovery
Standard Fee			\$7.00		Y	Per Participant	Partial Cost Recovery
<b>Council Run Programs and Services</b>							
Where a price scale is shown, the fee is to be determined by Council as part of program planning.							
A subsidy off the nominated price of Council run programs and services applies for the participant should they be a local resident or concession (healthcare cardholder). Group bookings cannot be made under a subsidised fee.							
Concession: 10% off standard fee							

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
Local Resident / Local School: 10% off the standard fee							
<b>Learn to Play Programs (Children &amp; Youth 0-25)</b>							
Casual			\$0.00	\$5-\$20	Y	Per Session/Per Participant	Partial Cost Recovery
Term			\$0.00	\$50-\$200	Y	Per Term / Per Participant	Partial Cost Recovery
<b>Social Sports Programs (Adult 25+)</b>							
Casual			\$0.00	\$10-\$30	Y	Per Session/Per Participant	Partial Cost Recovery
Term			\$0.00	\$100-\$200	Y	Per Term / Per Participant	Partial Cost Recovery
<b>Sporting Competition Fees</b>							
Player Registration Fee			\$0.00	\$70-\$100	Y	Per Competition, payable by player	Partial Cost Recovery
Team Match Fee			\$0.00	\$70-\$100	Y	Per Match, payable by the team	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Group Fitness Programs &amp; Classes (Youth 12-25)</b>							
Casual			\$0.00	\$10-\$20	Y	Per Session/Per Participant	Partial Cost Recovery
Term			\$0.00	\$100-\$200	Y	Per Term / Per Participant	Partial Cost Recovery
<b>Group Fitness Programs &amp; Classes (Adult 25+)</b>							
Casual			\$0.00	\$15-\$30	Y	Per Session/Per Participant	Partial Cost Recovery
Term			\$0.00	\$100-\$200	Y	Per Term / Per Participant	Partial Cost Recovery
<b>School Holidays Programs, Incursions &amp; Clinics (Youth 12-25)</b>							
Casual			\$0.00	\$1-\$200	Y	Per Session/Per Participant	Partial Cost Recovery
<b>General/ Community &amp; Sporting Programs and Activities</b>							
Casual			\$0.00	\$1-\$200	Y	Per Session/Per Participant	Partial Cost Recovery

Fee Name	Fee Description	Additional Information	Base Fee Including GST	Variable Fee	GST Applicable	Unit	Pricing Policy
<b>Kiosk/Reception Sales</b>							
Excludes concession or subsidy							
Equipment Hire			\$3.50		Y	Per Item	
Equipment Sales			\$0.00	\$1-\$500	Y	Per Item	
Goods, Food and Drinks			\$0.00	\$1-\$100	Y	Per Item	Market Pricing



## Annex: Developer Contributions

Note: An index to Contribution fees will be applied.

Description
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The Secretary's Practice Note: Local Infrastructure Contributions January 2019 identifies caps on contribution plan charges. This practice note should be read in conjunction with the relevant Contribution plan to determine the applicable charge.

### Current Development Contribution Plans

#### **City of Botany Bay Development Contributions Plan 2016 - Amendment 1**

This plan is effective from 19 June 2018

#### **City of Botany Bay s94A Development Contributions Plan 2016**

This plan is effective from 22 June 2016

#### **Rockdale Contribution Plan 2004 (Amendment No. 5)**

This plan is effective from 4 November 2010

#### **Rockdale Section 94A Development Contributions Plan 2008**

This plan is effective from 1 July 2008

#### **Ramsgate Commercial Centre Development Contributions Plan 2006**

This plan is effective from 19 October 2006

Developer Contributions

Description	
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Wolli Creek and Bonar Street Precinct Urban Renewal Contribution Plan 2019

This plan is effective from 20 November 2019

Arncliffe and Banksia Local Infrastructure Contributions Plan 2020

This plan is effective from 26 August 2020

## Developer Contributions

Description
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### Superceded Development Contribution Plans

#### City of Botany Bay Section 94 Contributions Plan 2005-2010

This plan is effective from 10 January 2006 to 21 June 2016

#### City of Botany Bay Development Contributions Plan 2016

This plan is effective from 22 June 2016 - 18 June 2018

#### Mascot Station Precinct Section 94 Contributions Plan

This plan is effective from 6 August 2002 - 21 June 2016

#### Rockdale Contribution Plan 2004 (Amendment No. 4)

This plan is effective from 16 July 2009 to 3 November 2010

#### Rockdale Section 94 Contribution Plan 2004 (Amendment No.3)

This plan is effective from 31st October 2008 to 15 July 2009

#### Rockdale Section 94 Contributions Plan 2004 (Amendment No.2)

This plan is effective from 19 October 2006 to 30 October 2008

## Developer Contributions

Description
<b>Rockdale Section 94 Contribution Plan 2004 (Amendment No.1)</b> This plan is effective from 21 September 2006 to 18 October 2006
<b>Rockdale Section 94 Contribution Plan 2004 (Original)</b> This plan is effective from 1 June 2004 to 20 September 2006
<b>Rockdale Contributions Plan 2016 - Urban Renewal Area</b> This plan is effective in Wolli Creek and Bonar St Precinct for applications lodged on or after 30 March 2016 until 19 November 2019

## **Draft Planning Proposal**

### **Amendment 1 to Bayside Local Environmental Plan 2020:**

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



May 2021

*Draft Planning Proposal – Bayside Local Environmental Plan*

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<b>Version 1.0 – 4 May 2021</b>	For Bayside Local Planning Panel Meeting 20 May 2021

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## 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 four investigation areas subject to the Draft Planning Proposal:

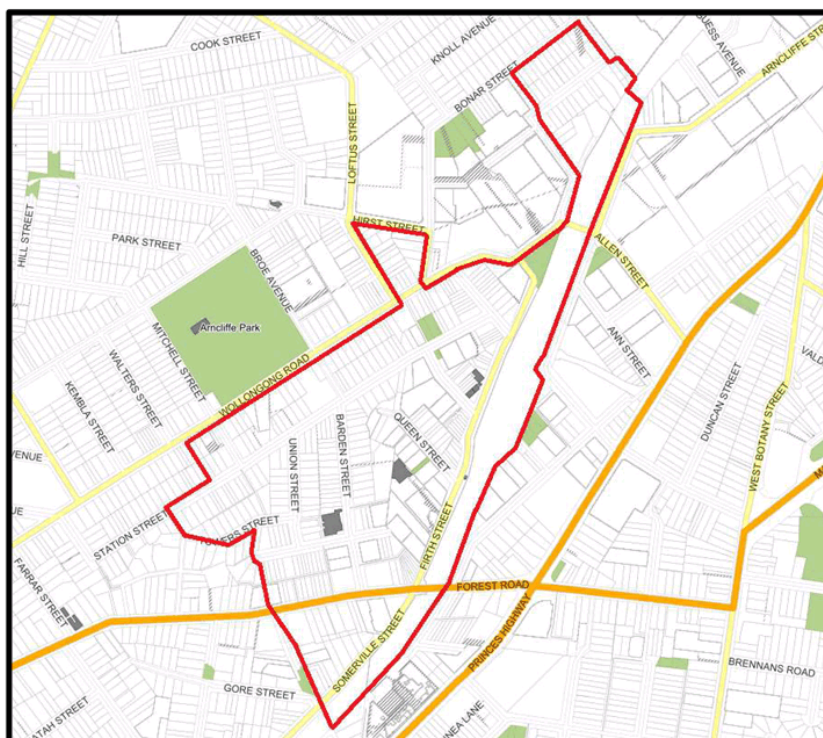
- Arncliffe West,
- Bay Street, Rockdale
- Rockdale Town Centre; and
- Walz Street.

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#### Arncliffe West Investigation Area

The Arncliffe West investigation area includes all of the land originally exhibited as part of the *State Environmental Planning Policy Arncliffe and Banksia Precincts 2018*, but not included in the amendments to zoning and planning controls as part of that LEP process which was completed in 2018 by the (then) NSW Minister for Planning.

The Arncliffe West Investigation Area is identified in the DPIE's *Bayside West Bayside West 2036 Plan*, as illustrated in **Figure 1**:



**Figure 1:** Arncliffe West Investigation Area boundary

An aerial photograph of the Arncliffe West Investigation Area is provided in **Figure 2**:



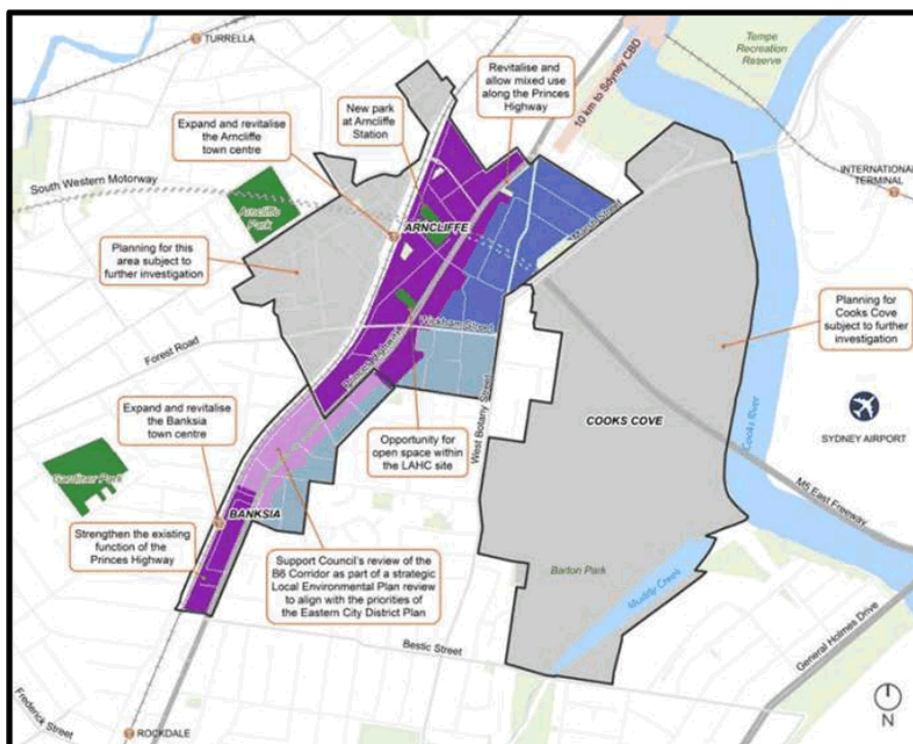
*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*



**Figure 2:** Arncliffe West Investigation Area boundary over aerial photograph

The Bayside West Bayside West Precincts 2036 Plan was published by the DPIE in August 2018, and outlines the strategic direction for land use and infrastructure planning in the nominated Planned Precincts of Arncliffe, Banksia and Cooks Cove. Precinct planning for Banksia and the eastern section of Arncliffe was carried out under this process, and resultant planning controls were included in an amending State Environmental Planning Policy (SEPP), which amended the Rockdale Local Environmental Plan 2011 (LEP). These amendments provide capacity for an additional 3,500 dwellings in Arncliffe and Banksia. The Bayside West Precincts 2036 Plan did not amend controls for land west of the railway line, but deferred this area for further investigation to be carried out by Bayside Council. Planned Precinct boundaries and strategic directions under this Plan are illustrated in **Figure 3**:

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**Figure 3:** Planned Precincts and strategic directions under Bayside West Precincts 2036 Plan (DPIE and AECOM 2018)

The Bayside West Precincts 2036 Plan also identified a number of upgrades to regional and local infrastructure and services to cater for the anticipated uplift, including responsible authorities and methods of delivery. Further, a Special Infrastructure Contribution (SIC) was established across the three Planned Precincts. Under the SIC, any additional residential development within these precincts, including Arncliffe West, will be required to make contributions to be administered by the DPIE.

Following the release of the Bayside West Bayside West 2036 Plan, Council commenced land use planning investigations for this area. Council's Local Strategic Planning Statement (LSPS), adopted in March 2020, identified 'Arncliffe West' as a short-term (1-5 years) opportunity for rezoning subject to further investigation. This process has since been superseded with accelerated timeframes under the State Government's Public Spaces Legacy Program.

The Arncliffe West Investigation Area contains several distinct character areas, including the B4 Mixed Use zone adjacent to Arncliffe Station and along Firth Street; B1 Neighbourhood Centre zones at the corner of Firth Street and Forest Road, and along Wollongong Road; and low to medium-density R2 and R3 zoned residential neighbourhoods, with small lot subdivision patterns in between. Current buildings rise as high as 5-6 storeys in the B4 Mixed Use zone. Aside from the occasional older residential flat building or shoptop housing, the remainder of the precinct is predominantly comprised of single or two-storey detached or semi-detached dwellings. The current maximum permissible building height in the B4 zone is 16m, while adjoining residential areas and B1-zoned land have height controls of 13-14.5m. The remaining R2 and R3-zoned land has a height control of 8.5m.

The topography varies across the precinct, with multiple high points and some areas of significant slope. Land to the north-east near Wollongong Road is lower-lying, while the highest points occur



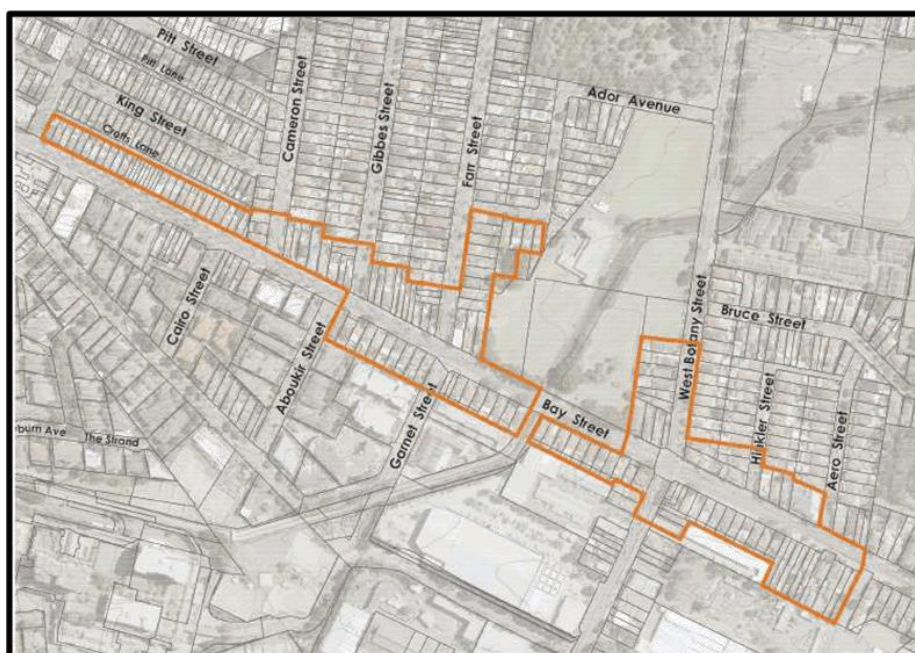
*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

along a ridgeline that generally coincides with Forest Road. There is an overland flow path overlapping with parts of Arncliffe West to the north and north-east, while isolated flood planning areas occur on other sites across the precinct.

There are a number of local heritage items affecting limited parts of the precinct. Arncliffe Station is a State heritage item, while tree plantings along Firth Street are of local significance.

#### Bay Street Investigation Area

The Bay Street Investigation Area has a total area of approximately 58,498sqm, and is located along Bay Street and surrounds in Brighton Le Sands. The Precinct is shown below in **Figure 4**:



**Figure 4** – Aerial Photo of the Subject Site

The Bay Street investigation area forms the majority of the corridor between the local centres (as defined in the Eastern City District Plan – ECDP) of Brighton Le Sands and Rockdale. A large portion of the investigation is located within the 800m walkable catchment to Rockdale Railway Station, while the remainder is serviceable by public bus services, being one of the best serviced routes in the Bayside LGA, and Eastern City District.

The Precinct is located along Bay Street, in between the suburbs of Brighton Le Sands and Rockdale. Rockdale Town Centre and Brighton Le Sands are approximately 2km apart. Rockdale is the civic centre of Bayside and a major transport hub, whilst Brighton Le Sands is a coastal centre and includes Cook Park and Lady Robinson Beach, as well as numerous cafes and restaurants. Bay Street provides a direct connection between these two centres. Rockdale Plaza is located within 1km walking distance of the Precinct, offering a range of shops and services to future residents. Muddy Creek runs through McCarthy Reserve and a portion of Bay Street located on the southern side.

The southern side of the Bay Street Precinct consists predominantly of a single strip of low density residential housing adjoining an IN2 Light Industry zone to the south and an R4 High Density Residential Zone to the south-west.

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The northern side of Bay Street Precinct consists predominantly of low density residential dwellings within an R2 Low Density Residential zone. McCarthy Reserve is located on the northern side of Bay Street, in between West Botany Street and Farr Street, providing green relief between Rockdale and Brighton Le Sands. Existing buildings to the west of McCarthy Reserve currently operate as retail premises currently operate as retail premises under existing use rights.

An SP2 Special Uses zone is located at the eastern end of Bay Street, forming an interface between Bay Street and Brighton Le sands. The SP2 zone was established to accommodate a future transport corridor with a metro station servicing Brighton Le Sands. However, there is currently little detail regarding the nature or exact location of the station.

Rockdale Town Centre Investigation Area

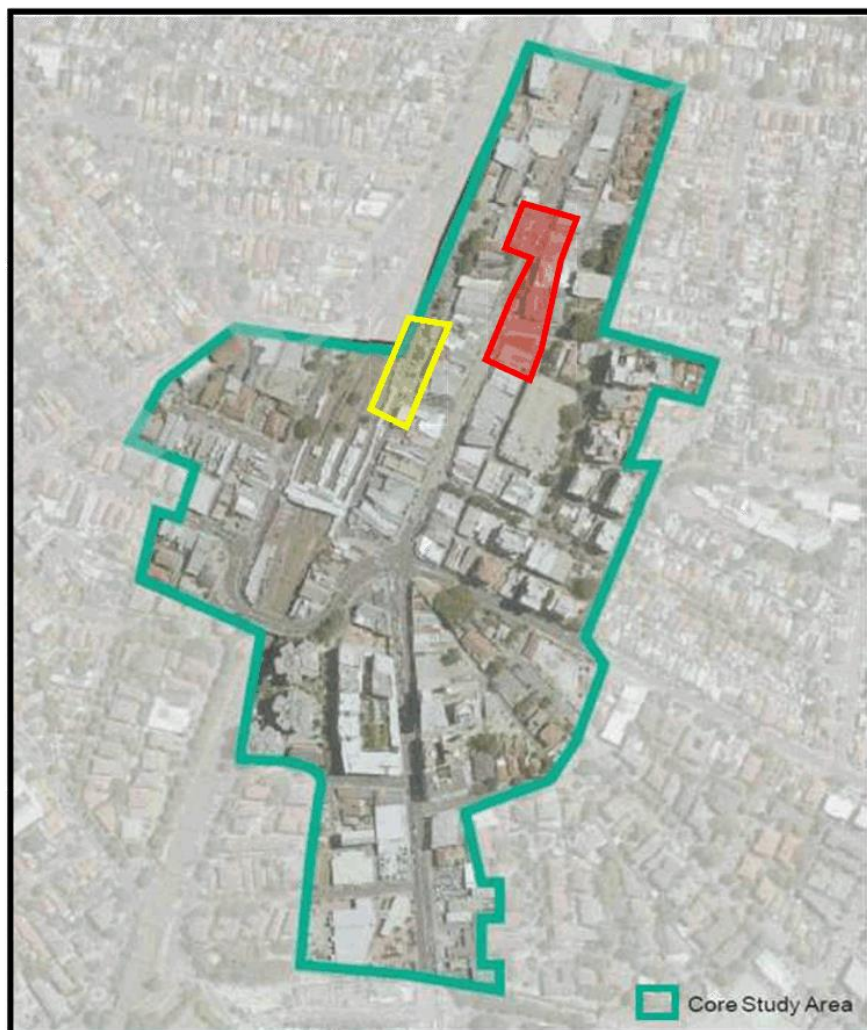
The Rockdale Town Centre Masterplan 2012 (RTCMP) established a vision for the Rockdale Town Centre, and was adopted by the former Rockdale City Council on 5 December 2012.

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 5** below.

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**Figure 5:** 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.

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

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 5**, 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 5**, 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 6**, situated to the west of Rockdale Railway Station and within the broader RTCMP area shown outlined in bold green in **Figure 6**.

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*



**Figure 6:** 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 7**:



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program



**Figure 7: 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.



*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## **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 several investigation areas that are the subject of this Draft Planning Proposal:

- Arncliffe West
- Bay Street
- RTCMP area
- Walz Street

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

## 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 specific investigation areas.

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>Arncliffe West</b>	<p>Amend the Land Zoning Map as follows:</p> <ul style="list-style-type: none"> <li>- Land between 46 and 94 Wollongong Road and between 19 and 75 Station Street: change to R4;</li> <li>- Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road: change to R4.</li> </ul> <p>Amend the Height of Buildings Map as follows:</p> <ul style="list-style-type: none"> <li>- Land zoned B4: <ul style="list-style-type: none"> <li>o At 19-27 Done Street, 4-10, 10A, 11, 15, 18-25, Part 25A and 26-30 Firth Street and 3-11, 6 and 11A Belmore Street: change to T3 (28m)</li> <li>o At 1-3 and 5 Queen Street: change to T2 (27m)</li> <li>o At 7 and 9 Queen Street: change to 23.5m (new category)</li> </ul> </li> <li>- Land between 36 and 114 Wollongong Road and between 19 and 75 Station Street: change to 14m (new category);</li> <li>- Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road: change to 14m (new category);</li> </ul> <p>Amend the Floor Space Ratio Map as follows:</p> <ul style="list-style-type: none"> <li>- Land zoned B4: <ul style="list-style-type: none"> <li>o At 11, 15, 18-25, Part 25A and 26-30 Firth Street, 3-11, 6 and 11A Belmore Street and 1-3 and 5 Queen Street: change to V3 (3.4:1)</li> <li>o At 19-27 Done Street and 4-10 and 10A Firth Street: change to 2.7:1 (new category)</li> </ul> </li> <li>- Land between 36 and 114 Wollongong Road and between 19 and 75 Station Street: change to P1 (1.25:1)</li> <li>- Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road: change to P1 (1.25:1);</li> <li>- Land zoned R4 at 17 Done Street, 2-22 Station Street, 18 Belmore Street, 2-24 and 11-13 Queen Street, 32-38, 35, 37, 37A and 43 Firth Street, 1-9</li> </ul>

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<p><b>Bay Street</b></p> <p><b>Rockdale Town Centre Masterplan Area</b></p>	<p>and 2-12 Stanley Street and 31-35 Barden Street: change to P1 (1.25:1)</p> <ul style="list-style-type: none"> <li>- Rezone the site from R2 Low Density Residential to R3 Medium Density Residential, R4 High Density Residential, B4 Mixed Use.</li> <li>- Amend the maximum height of buildings from 8.5m to a mix of 9.5m, 14m, 24m and 27m.</li> <li>- Amend the maximum floor space ratio from 0.5:1 to a mix of 0.7:1, 1.2:1 and 2:1.</li> <li>- Amend the Land Reservation Acquisition Map to identify 117 and a portion (approximately 79.72 sqm) of 126 Bay Street, Rockdale for acquisition for road purposes.</li> <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 site.</li> <li>- Applying the following heights for areas currently mapped 'Area 1': <p>U4 – 34 metres (currently R2 – 22 metres)</p> <p>V3 – 40 metres (currently T5 – 28 metres)</p> </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>
<p><b>Walz Street</b></p>	<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

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- 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 the nearby Rockdale and Brighton Le Sands centres.

## 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
<b>Infrastructure and collaboration</b>		
<b>1. A city supported by infrastructure</b>	<b>Objective 1:</b> Infrastructure supports the three cities	<u>Arncliffe West</u> The Draft Planning Proposal proposes to intensify residential capacity within a 10-minute walk of Arncliffe railway station, supporting the delivery of the 30-minute city. The proposal will also benefit from an increase in peak-time train services visiting Arncliffe through the State

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		<p>Government's More Trains, More Services program, which also includes currently under-construction improvements to Arncliffe railway station.</p> <p><u>Bay Street</u> The Draft Planning Proposal proposes changes to the planning controls to support medium density change. The proposed uplift is anticipated to be able to be supported by existing and proposed infrastructure in this area. The surrounding bus network capacity will be subject to further consultation with TfNSW.</p> <p><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> <p><u>Walz Street</u> 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>Arncliffe West</u> The Draft Planning Proposal will benefit from schedules of works already identified for the Arncliffe Planned Precinct and outlined in the Bayside West Bayside West Precincts 2036 Plan and Council's recently adopted Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1). However, most of the identified upgrades favour development to the east of the precinct and Council has previously expressed concerns to DPIE over a shortcoming in accessible open space in Arncliffe West. This is discussed in more detail later in this report.</p> <p>On balance, the Draft Planning Proposal is generally consistent with Objective 2.</p> <p><u>Bay Street</u> The intensification of the subject site has been identified in Bayside Housing Strategy for housing growth as part of 'Brighton Le Sands and surrounds'. As such, master planning and infrastructure planning is occurring for this area to ensure future growth is supported by appropriate infrastructure.</p>

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		<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 Rockdale Town Centre Masterplan.</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 Rockdale Town Centre Masterplan.</p>
	<p><b>Objective 3:</b> Infrastructure adapts to meet future needs</p>	<p><b>Arncliffe West</b> 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 through to 2036. This will include investigating any opportunities for shared use of existing infrastructure.</p> <p>While Arncliffe contains a number of community and cultural uses, the broader catchment (including recent high-density residential developments in Wolli Creek) suffers from a relative undersupply compared to other parts of the LGA. To cater for current and forecast need, it is imperative that Council and other stakeholders work proactively to ensure scheduled upgrades and new facilities are delivered in a timely manner through the planning process.</p> <p>On balance, the proposed amendments for Arncliffe West are consistent with this Objective.</p> <p><b>Bay Street</b> 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. The Strategy considers the adaptability of infrastructure.</p> <p><b>RTCMP Area</b> 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</p>

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		<p>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> 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>Arncliffe West</u> The Draft Planning Proposal is broadly consistent with this Objective. Refer to responses to previous Objectives.</p> <p><u>Bay Street</u> The Draft Planning Proposal will utilise existing rail (Rockdale Station) and bus infrastructure (Bus stops along Bay Street) to service the transport needs of future residents. Improvements to the public domain, including a new pedestrian footpath and bike path between Rockdale and Brighton Le Sands will also encourage alternate modes of transport.</p> <p><u>RTCMP Area</u> This Draft Planning Proposal will optimise public transport use given that this Draft Planning Proposal is located within 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>
<p><b>2. A collaborative city</b></p>	<p><b>Objective 5:</b> Benefits of growth realised by collaboration of governments, community and business</p>	<p><u>Arncliffe West</u> The Draft Planning Proposal is located in the Arncliffe Planned Precinct which is the product of multi-stakeholder collaboration carried out over several years. While the broader precinct was initiated by DPIE, further detailed planning of Arncliffe West has been delegated to Council and will be the subject of consultations with various key stakeholders as part of the Draft Planning Proposal process.</p> <p><u>Bay Street</u> N/A. The Bay Street Precinct is not part of a collaboration area.</p> <p><u>RTCMP Area</u> This Draft Planning Proposal is located within the Kogarah Collaboration Area,</p>

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		<p>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>Arncliffe West</u> On balance, the Draft Planning Proposal is consistent with Objective 6. Refer to response to previous Objectives.</p> <p><u>Bay 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><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>Arncliffe West</u> The Draft Planning Proposal will intensify residential development within the Arncliffe Planned Precinct, which contains, or is in the vicinity of, a number of services and facilities. As stated previously, the proposal will take advantage of schedules of works already outlined in the Bayside West Bayside West 2036 Plan, and Council's recently-adopted Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1).</p>



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		<p>Completed masterplanning for the remainder of the precinct has established a new mixed use area along part of the Princes Highway corridor, which should further attract commercial and community uses within walking distance of Arncliffe West.</p> <p>The Bayside West Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) identify a number of open space improvements for the area including new and upgraded existing parks. However, parts of Arncliffe West suffer from a lack of easily accessible open space. This is discussed in further detail later in the report.</p> <p><u>Bay Street</u> The Draft Planning Proposal includes improvements to the public domain along Bay Street between Rockdale and Brighton Le Sands to encourage walking and cycling. The Precinct has good access to nearby Rockdale Plaza, Rockdale Town Centre and Brighton Le Sands, all which provide a number of shops and services.</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 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>

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4. Housing the city	<b>Objective 10:</b> Greater housing supply	<p><b>Arncliffe West</b>            This Draft Planning Proposal has been prepared to accelerate the delivery of housing supply in areas identified by the Bayside LSPS and Local Housing Strategy. The proposed amendments to planning controls will facilitate the delivery of approximately 550 dwellings.</p> <p><b>Bay Street</b>            This Draft Planning Proposal has been prepared to accelerate the delivery of Bayside's 6-10 year housing supply, which has been identified in the Bayside LSPS. The areas for uplift have been identified by the Bayside LSPS and Local Housing Strategy. The proposed amendments to planning controls for the Bay Street Precinct will facilitate the delivery of approximately 1000 dwellings.</p> <p><b>RTCMP Area</b>            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><b>Walz Street</b>            This Draft Planning Proposal has been prepared to accelerate the delivery of housing supply in accordance with the Bayside LSPS and Bayside LHS.</p>
	<b>Objective 11:</b> Housing is more diverse and affordable	<p><b>Arncliffe West</b>            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> <p>The Draft Planning Proposal provides a suitable range of zonings, heights and densities to ensure a housing offer that is diverse and responsive to the local context. While the unlocking of new capacity can help to put downward pressure of house prices, Council and other stakeholders must work proactively to ensure an adequate supply of affordable and social housing.</p> <p>There is an existing Arncliffe Communities Plus Program on public housing land to the east of the railway line in the Arncliffe Planned Precinct. This initiative is intended to bring housing stock up to modern standards, but is unlikely to result in a large increase in the overall provision of social housing.</p>

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		<p><u>Bay Street, RTCMP Area, and Walz Street</u></p> <p>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>
<p><b>5. A city of great places</b></p>	<p><b>Objective 12:</b> Great places that bring people together</p>	<p><u>Arncliffe West</u></p> <p>To maximise access to open space, commercial and community uses and public transport and promote active transport, the Bayside West Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) identify a number of streetscape improvements in Arncliffe West and across the Planned Precinct.</p> <p>Council's draft Transport Strategy identifies strategic pedestrian and cycling networks which run through Arncliffe West, including Firth Street, Wollongong Road, Forest Road and Kelsey Street. The draft Transport Strategy specifies desired key features on the function and design of these networks. Scheduled upgrades should account for some desired key features, but building design should also complement the public domain used by pedestrians and cyclists.</p> <p>The Draft Planning Proposal retains existing Active Street Frontages controls within the B4 Mixed Use zone, which promote uses that attract pedestrian traffic along the street frontages of this zone.</p> <p>Further, Council is currently preparing precinct-specific Development Control Plan (DCP) standards to accompany these proposed LEP controls, intended to ensure building design does not erode street character and quality and pedestrian safety risks are minimised.</p> <p><u>Bay 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>The proposed site-specific draft DCP will include controls to ensure amenity is achieved for future development.</p> <p><u>RTCMP Area</u></p> <p>The objective of this Draft Planning Proposal is to review the planning controls</p>

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		<p>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> 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>Arncliffe West</u> There are 13 heritage items located within the Investigation Area. This includes local items such as the former Rosslyn Hospital on Forest Road, Arncliffe Post Office and street tree plantings on Firth Street and a cluster of Victorian townhouses on Stanley Street.</p> <p>In 2019, Council considered potential new Heritage Conservation Areas across the LGA. No new areas were identified in the Investigation Area, although a supporting study prepared by GML Heritage for Council did identify potential new group heritage items. These will be subject to further investigation independently of this Draft Planning Proposal.</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>The Arncliffe Railway Station Group, including the train station, footbridge and road bridge, is a state heritage item.</p>

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		<p>Adjoining the Investigation Area are the state-listed Wolli Creek aqueduct, to the north, and local-listed Arncliffe Park, to the north-west.</p> <p>The Draft Planning Proposal is also consistent with the section 9.1 Ministerial Direction – 2.3 Heritage Conservation.</p> <p><u>Bay Street</u> The Bay Street IA contains one heritage item identified in Schedule 5 of Bayside LEP 2021 ('House' 142 Farr Street). Clause 5.10 of the Bayside LEP 2021 requires any future Development Application (DA) to consider and manage any heritage impacts.</p> <p>The Draft Planning Proposal is also consistent with the section 9.1 Ministerial Direction – 2.3 Heritage Conservation.</p> <p><u>RTCMP Area</u> The Draft Planning Proposal is supported by a Heritage Assessment Report which recommends that any future DA be supported by a Heritage Impact Assessment.</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> 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>
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		The Draft Planning Proposal is also consistent with Ministerial Direction – 2.3 Heritage Conservation.
<b>Productivity</b>		
<b>6. A well connected city</b>	<b>Objective 14:</b> A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities	<u>Arncliffe West</u> This Draft Planning Proposal is consistent with the objective as it seeks to intensify residential development in the vicinity of Arncliffe railway station, which is earmarked for an increase in peak-time services.  <u>Bay Street</u> 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.  A portion of the subject area is located within 800m of Rockdale Station. The remaining area is located within 200m of bus stops that provide access to Brighton Le Sands and Rockdale Station.  <u>RTCMP Area</u> 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.  <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.
	<b>Objective 15:</b> The Eastern, GOP and Western Economic Corridors are better connected and more competitive	<u>Arncliffe West</u> While recent changes to planning controls east of the railway station will more directly influence the future form of the Eastern Economic Corridor, the Draft Planning Proposal will make a positive contribution by promoting uplift in a sustainable location along the corridor.  <u>Bay Street</u> N/A – The subject site is not within an economic corridor.  <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.  <u>Walz Street</u> The scale of this Draft Planning Proposal will not significantly impact the Eastern economic corridor.

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	<b>Objective 16:</b> Freight and logistics network is competitive and efficient	<p><u>Arncliffe West</u> Arncliffe West is in close proximity to several current and planned freight and logistics-serving routes, although the Investigation Area does not directly interface with access points to these routes. Further, the close proximity of reliable public transport options means uplift in this area should not increase car dependency and place undue strain on freight and logistics infrastructure.</p> <p><u>Bay Street</u> The scale of this Draft Planning Proposal will not significantly impact the Eastern economic corridor.</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>
	<b>Objective 17:</b> Regional transport is integrated with land use	The investigation areas are not located within land affected by a potential long-term regional transport connection.
	<b>Objective 18:</b> Harbour CBD is stronger and more competitive	This objective is not relevant to this Draft Planning Proposal.
	<b>Objective 19:</b> Greater Parramatta is stronger and better connected	This objective is not relevant to this Draft Planning Proposal.
<b>7. Jobs and skills for the city</b>	<b>Objective 20:</b> Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City	This objective is not relevant to this Draft Planning Proposal.
	<b>Objective 21:</b> Internationally competitive health, education, research and innovation precincts	<p><u>Arncliffe West</u> N/A – The Investigation Area is not part of a health and education precinct.</p> <p><u>Bay Street</u> N/A – The subject site is not part of a health and education precinct.</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</p>

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		<p>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>Arncliffe West</u> While Council's LSPS does not recognise Arncliffe as a centre, the Bayside West Bayside West Precincts 2036 Plan identifies both Arncliffe and Banksia as local centres and earmarks both for further mixed use uplift in the vicinity of the Princes Highway corridor. The Draft Planning Proposal complements this aspiration by retaining Arncliffe West's B4 Mixed Use zone and assigning new building height and floor space ratio (FSR) controls to encourage rejuvenation.</p> <p>The Draft Planning Proposal also retains existing Active Street Frontages controls within the B4 Mixed Use zone, intended to encourage a built form to attract foot traffic along the street frontages of this zone.</p> <p><u>Bay Street</u> The Bay Street Precinct provides housing in close proximity to existing the existing centres of Rockdale and Brighton Le Sands, which will promote economic stimulation of these 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>



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	<b>Objective 23:</b> Industrial and urban services land is planned, protected and managed	The Draft Planning Proposal does not alter industrial or urban services land.
	<b>Objective 24:</b> Economic sectors are targeted for success	<p><u>Arncliffe West</u> The Investigation Area does not contain any significant economic clusters but provides additional residential capacity in close proximity to transport networks connecting the area to regionally, nationally and internationally significant clusters, such as Kogarah Collaboration Area, Sydney Airport, Port Botany and to the Harbour CBD.</p> <p><u>Bay Street</u> Not applicable to the Bay Street investigation as the Draft Planning Proposal includes controls in relation to housing.</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>		
<b>8. A city in landscape</b>	<b>Objective 25:</b> The coast and waterways are protected and healthier	<p><u>Arncliffe West</u> While there are no waterways within its boundaries, the Investigation Area is in relatively close proximity to Cooks River, Botany Bay and natural wetlands identified in the Draft Bayside LEP 2021. Future development in the area will need to comply with the provisions of the Draft Bayside LEP 2021, while a number of improvements to the stormwater network are identified across the Planned Precinct under the Bayside West 2036 Plan, and Local Infrastructure Contributions Plan 2020 (Revision 1).</p> <p>Council's Water Management Strategy (released in June 2020) contains actions to guide water efficiency and stormwater management in development across the LGA.</p> <p><u>Bay Street</u> A portion of the Bay Street Precinct (southern side of Bay Street and western side of West Botany Street) is located adjacent to Muddy Creek.</p> <p>It should be noted, that the section of Muddy Creek that passes through the</p>

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		<p>Bay Street Precinct is highly modified and includes concrete banks. Despite this, this section of Muddy Creek is mapped both as a 'waterway' and a 'Stream Order 1' under the Draft Bayside LEP 2021. The accompanying Clause 6.7 'Riparian land, wetlands and waterways' includes various objectives and controls to ensure the waterway and surrounds is protected and enhanced. These provisions are considered to be sufficient, and therefore the Bay Street Precinct is consistent with this Direction.</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 relation to management of stormwater run off for any future DA to address.</p>
	<p><b>Objective 26:</b> A cool and green parkland city in the South Creek corridor</p>	<p>This objective is not relevant to this Draft Planning Proposal.</p>
	<p><b>Objective 27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p>	<p>There are no areas of biodiversity significance or urban bushland in the Investigation Areas.</p>
	<p><b>Objective 28:</b> Scenic and cultural landscapes are protected</p>	<p><u>Arncliffe West</u> The Draft Bayside DCP 2011 identifies significant views to and from Arncliffe West. These include city views to the north and Botany Bay views to the east, from the ridgeline that generally occurs along Forest Road, as well as landmark views to church steeples along Forest Road.</p> <p>The proposed height and FSR controls within these corridors respond to the topographical setting and are limited along Forest Road in particular by Sydney Airport height limitation standards (which are discussed in more detail later in this report). Therefore, the Draft Planning Proposal will not adversely affect the cultural and scenic qualities of these areas.</p>

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		<p><u>Bay Street</u> The Draft Bayside DCP 2021 provides requirements for protection of view corridors that any future DA will need to address.</p> <p><u>RTCMP Area</u> The Draft Bayside DCP 2021 provides requirements for protection of view corridors that any future DA will need to address.</p> <p><u>Walz Street</u> The Draft Bayside DCP 2021 provides requirements for protection of view corridors that any future DA will need to address.</p>
	<p><b>Objective 29:</b> Environmental, social and economic values in rural areas are maintained and enhanced</p>	<p>This objective is not relevant to this Draft Planning Proposal.</p>
	<p><b>Objective 30:</b> Urban tree canopy cover is increased</p>	<p><u>Arncliffe West</u> The Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) identify future upgrades to open space and improvements to public domain tree planting in the Investigation Area. In addition to this, Council is currently preparing site-specific DCP standards which seek to maximise landscaping opportunities to contribute to urban tree canopy cover.</p> <p><u>Bay Street</u> The site-specific DCP proposes a 1.5m wide dedication along Bay Street to facilitate increased tree planting and improvements to the public domain.</p> <p><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.</p> <p><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.</p>
	<p><b>Objective 31:</b> Public open space is accessible, protected and enhanced</p>	<p><u>Arncliffe West</u> Although the majority of Arncliffe West lies within 400m of public open space, and a number of improvements are earmarked under the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020</p>

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	<p>(Revision 1), parts of the Investigation Area are more deficient or are segregated from open space by hard barriers such as major roads and the railway line. In particular, neighbourhoods in the vicinity of Forest Road suffer from a paucity of accessible open space. However, it is noted that the topography and airport height limitations largely restrict the uplift potential in these areas. This is discussed in further detail later in this report.</p> <p><b>Bay Street</b> The majority of the Bay Street Precinct is within 200m walking distance of McCarthy Reserve which connects more broadly to Ador Avenue Reserve and Rockdale Park to the north. The block between Cameron Street and George Street falls outside of the 200m distance to approximately 500m. However, this area is well within walking distance to McCarthy Reserve and also to various open space located within Rockdale Town Centre, which is also in close proximity. The site-specific DCP includes provisions to ensure McCarthy Reserve is protected from adverse impacts of residential development.</p> <p><b>RTCMP Area</b> 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:</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 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</p>
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		<p>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 approximately 500 m<sup>2</sup> in area 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 1800 m<sup>2</sup>.</p>
	<p><b>Objective 32:</b> The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p><u>Arncliffe West</u> Although there are no Green Grid corridors within the Investigation Area's boundaries, the broader Arncliffe Planned Precinct adjoins the Rockdale Wetlands Corridor. Improvements to pedestrian and cycling conditions are earmarked in certain locations across the Planning Precinct under the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan (Revision 1) and future uplift from the Draft Planning Proposal can take advantage of these identified upgrades.</p> <p><u>Bay Street</u> The Bay Street Precinct is located within both the high priority 'Rockdale Wetlands Open Space Corridor' and 'Boulevard Streets Green Links from Urban Centres to Botany Bay' as identified in the Green Grid (Central District) Plan. The proposed site-specific DCP includes provisions to encourage walking and cycling, connecting the site with the Green Grid. It also promotes street tree planting which will enable the desired outcome of the Green Grid plan to occur in this location.</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>

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9. An efficient city	<b>Objective 33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	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.
	<b>Objective 34:</b> Energy and water flows are captured, used and re-used	<p><u>Arncliffe West</u> While neither the Draft Planning Proposal nor the Bayside West Precincts 2036 Plan contain provisions explicitly to address this objective, 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><u>Bay Street</u> Any future DA will be consistent with the relevant 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>
	<b>Objective 35:</b> More waste is re-used and recycled to support the development of a circular economy	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.
	<b>Objective 36:</b> People and places adapt to climate change and future shocks and stresses	Objectives 36 to 38 will generally be dealt with at a micro level as part of future amendments to the Draft Bayside DCP 2021.

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	<p><b>Objective 37:</b> Exposure to natural and urban hazards is reduced</p>	<p><u>Arncliffe West</u> Refer to response to Objective 36, with regard to responding to natural hazards risks.</p> <p>Proximity to dangerous goods pipelines presents an urban hazard over parts of the Investigation Area. Operators of the Moomba to Sydney Ethane Pipeline, APA Group, have identified a potential 'rupture zone' in the vicinity of the pipeline, including land in the far north of Arncliffe West. At the time of preparation of the Bayside West 2036 Plan, DPIE conducted a safety management study of individual and societal risks associated with rezonings carried out across the Planned Precinct, using DPIE's <i>Hazardous Industry Planning Paper Number 10 – Land Use Safety Planning</i>. Their assessment concluded that the original rezonings in the precinct did not exceed the recommended risk criteria, although it must be noted that this rezoning process excluded Arncliffe West.</p> <p>Council has been in regular discussion with both DPIE and the APA Group with regard to planning within the catchments of dangerous goods pipelines and is awaiting further guidance from DPIE on considering this issue in the strategic planning process. Until further guidance is made available, no changes are recommended to planning controls for this part of the Investigation Area.</p> <p><u>Bay 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><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>



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### 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><b>Arncliffe West</b> The Draft Planning Proposal proposes to intensify residential capacity within a 10-minute walk of Arncliffe railway station, supporting the delivery of the 30-minute city. The proposal will also benefit from an increase in peak-time train services visiting Arncliffe through the State Government's More Trains, More Services program, which also includes currently under-construction improvements to Arncliffe railway station.</p> <p>Owing to its location within the Arncliffe Planned Precinct, the proposal can also take advantage of schedules of works already outlined in the Bayside West Precincts 2036 Plan and Council's recently adopted Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1). However, it is noted that most of the identified upgrades favour development to the east of the precinct. Council also made a submission to DPIE during its Bayside West precinct planning process expressing concerns over a shortcoming in accessible open space in Arncliffe West. This is discussed in more detail later in this report.</p> <p>On balance, the Draft Planning Proposal is consistent with Planning Priority E1.</p> <p><b>Bay Street</b> This priority requires that land use planning aligns with infrastructure planning.</p> <p>The Draft Planning Proposal proposes changes to the planning controls to support medium density change. The proposed uplift is anticipated to be able to be supported by existing and proposed infrastructure in this area. The surrounding bus network capacity will be subject to further consultation with TfNSW.</p> <p><b>RTCMP Area</b> 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>



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		<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>Arncliffe West</u> The Draft Planning Proposal is located in the Arncliffe Planned Precinct, which is the product of multi-stakeholder collaboration carried out over several years. While the broader precinct was initiated by DPIE, further detailed planning of Arncliffe West has been delegated to Council and will be the subject of consultations with various key stakeholders as part of the Draft Planning Proposal process.</p> <p><u>Bay Street</u> N/A - The Bay Street Precinct is not located in a Collaboration Area.</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 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>
<b>Liveability</b>		
E3	Providing services and social infrastructure to meet people's changing needs	<p><u>Arncliffe West</u> 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 through to 2036. This will include investigating any opportunities for shared use of existing infrastructure.</p> <p>While Arncliffe contains a number of community and cultural uses, the broader catchment (including recent high-density residential developments in Wolli Creek) suffers from a relative undersupply compared to other parts of the LGA. To cater for current and forecast</p>

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		<p>need, it is imperative that Council and other stakeholders work proactively to ensure scheduled upgrades and new facilities are delivered in a timely manner through the planning process.</p> <p>On balance, the proposed amendments for Arncliffe West are consistent with this Planning Priority.</p> <p><u>Bay Street</u> This priority encourages the provision of services and social infrastructure to meet the needs of future residents. The Bay Street Precinct will include an area of B4 Mixed Use zoning, to enable commercial premises to be delivered. The Precinct is also in close proximity to Rockdale Town Centre, Rockdale Plaza and Brighton Le Sands, each which provide a variety of social infrastructure and services for future residents. Council is also in the process of finalising its draft Social Infrastructure Strategy, which will provide the evidence base for social infrastructure needs in the locality.</p> <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 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>Arncliffe West</u> The Draft Planning Proposal will intensify residential development within the Arncliffe Planned Precinct, which contains, or is in the vicinity of, a number of services and facilities. As stated previously, the proposal will take advantage of schedules of works already outlined in the Bayside West Precincts 2036 Plan and Council's recently adopted Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1).</p> <p>Completed masterplanning for the remainder of the precinct has established a new mixed use area along part of the Princes Highway corridor, which should further attract commercial and community uses within walking distance of Arncliffe West.</p> <p>The Bayside West Precincts 2036 Plan and Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1) identify a number of open space improvements for the area including new and upgraded existing parks. However, parts of Arncliffe West suffer</p>

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		<p>from a lack of easily accessible open space. This is discussed in further detail later in the report.</p> <p><u>Bay 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><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>Arncliffe West</u> This Draft Planning Proposal has been prepared to accelerate the delivery of housing supply in areas identified by the draft Bayside Local Housing Strategy. Under the draft Strategy, Arncliffe is identified as a potential area for renewal subject to further investigation, within a timeframe of 0-2 years.</p> <p>The ECDP supports the concept of a 30 minute city where housing is focused around public transport nodes; and for mixed use development in existing commercial centres providing greater housing density close to services.</p> <p>The proposal will facilitate the delivery of approximately 550 additional dwellings within walking distance to rail and bus networks and other services. The Investigation Area is also located within the Arncliffe Planned Precinct, which has been the subject of recent changes to planning controls, scheduling of infrastructure upgrades and associated SIC, with the intent of encouraging significant residential and commercial investment in the precinct.</p> <p>There is an existing Arncliffe Communities Plus Program on public housing land to the east of the railway line in the Arncliffe Planned Precinct. This initiative is intended to bring housing stock up to modern standards but is unlikely to result in a large increase in the overall provision of social housing.</p> <p>The Bayside LHS 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> <p><u>Bay 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 1000 dwellings within the Bay Street Precinct within</p>

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		<p>walking to distance to rail and bus networks and other services.</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 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 to 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>Arncliffe West</u> As explained above, the Draft Planning Proposal is situated within the Arncliffe Planned Precinct. It is part of an ongoing place-making initiative for the broader locality originally established by DPIE. Detailed urban design work has been undertaken to provide a suite of LEP planning controls specific to development areas within Arncliffe West, while Council is currently preparing accompanying site-specific development controls that further respond to the local context and constraints.</p> <p>Distinctive development areas identified within the Investigation Area boundary including land within the B4 Mixed Use zone, land in the vicinity of Arncliffe Park, as well as other existing and potential new R4 zones. Outside of these development areas, certain lower-density land has been earmarked for investigation under parallel, short-term actions identified under Bayside's Local Housing Strategy. These include actions under 3. <i>Plan for diversity in housing types</i> and 6. <i>Encourage good design and the preservation of local character through planning controls</i>. Areas have also been identified that contain an inherent architectural character or other site constraints and are therefore not recommended for further changes to planning controls.</p> <p>The entirety of Arncliffe Planned Precinct, including Arncliffe West, is also subject to Draft Bayside LEP 2021 Clause 6.14 Design excellence. This requires development within the precinct to demonstrate design excellence, through architectural design, materials and detailing, consideration of the public domain, consideration of view corridors, DCP requirements, heritage and streetscape and other matters. Developments higher than 12 metres and/or 3 storeys would be subject to review by a design review panel.</p> <p>There are 13 heritage items located in Arncliffe West. This includes the State heritage-listed Arncliffe Railway Station Group (incorporating the train station, footbridge and road bridge).</p>

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The following items of local significance are also located within the Investigation Area:

- I18: Firth Street (street plantings)
- I19: 35 Firth Street (Arncliffe Post Office)
- I20: Genevieve Lane, off Firth Street
- I21: 45 Firth Street (Victorian shop and dwelling)
- I23: 26 Forest Road (St Francis Xavier Catholic Presbytery)
- I24: 30 Forest Road (Rosslyn Hospital)
- I52: 39 Station St (Victorian cottage)
- I59: 78 Wollongong Rd (House)
- I48: 16 Stanley St (Victorian house)
- I49: 20 Stanley St (Victorian house)
- I50: 22 Stanley St (Victorian house)
- I51: 26 Stanley St (Victorian semi-detached dwelling)

Adjoining the Investigation Area are the state-listed Wolli Creek aqueduct, to the north, and local-listed Arncliffe Park, to the north-west.

In 2019, Council considered potential new Heritage Conservation Areas across the LGA. No new areas were identified in the Investigation Area, although a supporting study prepared by GML Heritage for Council did identify potential new group heritage items. These will be subject to further investigation independently of this Draft Planning Proposal.

Through the design stage of this Draft Planning Proposal, development areas have been defined within Arncliffe West that minimise foreseeable adverse impacts on current and potential heritage items. In areas earmarked for uplift that also coincide with heritage items, site-specific development controls are being investigated separately to further guide development in the vicinity of these items and ensure outcomes respond to and reflect their heritage significance.

Notwithstanding, Clause 5.10 Heritage conservation of the Draft Bayside LEP 2021 will still require any future Development Application (DA) to consider heritage and mitigate any impacts, consistent with the current provisions of the Rockdale LEP 2011.

#### Bay Street

This priority aims to create places for future residents to support social connections and provide a community hub, as well as enhancing environmental heritage. The Urban Context Report demonstrates that the Bay Street Precinct will create a connection between Rockdale Town Centre and Brighton Le Sands. This will be facilitated by public domain improvements, such as a footpath and cycling path to promote different modes of transport.

In terms of heritage, Clause 5.10 of the Draft Bayside LEP 2021 requires any future Development Application (DA) to manage heritage impacts. In addition, a site-specific DCP is being prepared to provide controls to ensure amenity is achieved to surrounding development.

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		<p>Heritage considerations are also addressed in the Section 9.1 Direction – Heritage Conservation.</p> <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 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><u>Arncliffe West</u> N/A - The Investigation Area is not located in the Innovation Corridor, nor has it been identified as having a role in nearby health and education precincts.</p> <p><u>Bay Street</u> N/A - The Bay Street Precinct is not located in the Innovation Corridor, nor has it been identified as having a role in nearby health and education 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 2102.</p> <p><u>Walz Street</u></p>



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		<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 initiatives of the Rockdale Town Centre Masterplan 2012.</p>
E9	Growing international trade gateways	<p><u>Arncliffe West</u>            Arncliffe West is in close proximity to several current and planned freight and logistics-serving routes, although the Investigation Area does not directly interface with access points to these routes. Further, the close proximity of reliable public transport options means uplift in this area should not increase car dependency and place undue strain on freight and logistics infrastructure.</p> <p><u>Bay Street</u>            N/A - The site and draft PP will not have an impact on the international trade gateway</p> <p><u>RTCMP Area</u>            N/A - The draft PP will not have an impact on the international trade gateway</p> <p><u>Walz Street</u>            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><u>Arncliffe West</u>            Refer to response to Planning Priority E1.</p> <p><u>Bay Street</u>            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>A portion of the subject area is located within 800m of Rockdale Station. The remaining area is located within 200m of bus stops that provide access to Brighton Le Sands and Rockdale Station. This will enable residents to access shops and services within walking distance of where they live.</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>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><u>Walz Street</u></p>

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		<p>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>Arncliffe West</u> While Council's LSPS does not recognise Arncliffe as a centre, the Bayside West Precincts 2036 Plan identifies both Arncliffe and Banksia as local centres and earmarks both for further mixed use uplift in the vicinity of the Princes Highway corridor. The Draft Planning Proposal complements this aspiration by retaining Arncliffe West's B4 Mixed Use zone, and assigning new building height and floor space ratio (FSR) controls to encourage rejuvenation.</p> <p>The Draft Planning Proposal also retains existing Active Street Frontages controls within the B4 Mixed Use zone, intended to encourage a built form to attract foot traffic along the street frontages of this zone.</p> <p>The proposal would also provide further residential capacity in close proximity to Rockdale Town Centre, which Council's LSPS proposes as a future strategic centre.</p> <p><u>Bay Street</u> N/A – The Bay Street Precinct is not located in a strategic centre.</p> <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	<p>This priority does not apply as the investigation areas are not zoned for 'industrial' or 'urban services' purposes.</p>
E13	Supporting growth of targeted industry sectors	<p><u>Arncliffe West</u> The Investigation Area does not contain any significant economic clusters but provides additional residential capacity in close proximity to transport networks connecting the area to regionally, nationally and internationally significant clusters, such as Sydney Airport and the Harbour CBD, as well as local tourist attractions and infrastructure focused around Botany Bay.</p>



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		<p><u>Bay Street</u> The Investigation Area does not contain any significant economic clusters but provides additional residential capacity to support industry sectors.</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 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>Arncliffe West</u> While there are no waterways within its boundaries, the Investigation Area is in relatively close proximity to Cooks River, Botany Bay and natural wetlands identified in the Draft bayside LEP 2021. Future development in the area will need to comply with the provisions of the Draft Bayside LEP 2021, while a number of improvements to the stormwater network are identified across the Planned Precinct under the Bayside West Precincts 2036 Plan and Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1).</p> <p>Council's Water Management Strategy (released in June 2020) contains actions to guide water efficiency and stormwater management in development across the LGA.</p> <p><u>Bay Street</u> A portion of the Bay Street Precinct (southern side of Bay Street and western side of West Botany Street) is located adjacent to Muddy Creek.</p> <p>It should be noted, that the section of Muddy Creek that passes through the Bay Street Precinct is highly modified and includes concrete banks. Despite this, this section of Muddy Creek is mapped both as a 'waterway' and a 'Stream Order 1' under the Draft Bayside LEP 2021. The accompanying Clause 6.7 'Riparian land, wetlands and waterways' includes various objectives and controls to ensure the waterway and surrounds is protected and enhanced. These provisions are considered to be sufficient, and therefore the Bay Street Precinct is consistent with this Direction.</p> <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	N/A – the investigation areas do not contain bushland and biodiversity.

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		Tree plantings are proposed through the preparation of Public Domain Plans for each area, which will contribute to urban greening.
E16	Protecting and enhancing scenic and cultural landscapes	<p><u>Arncliffe West</u> Draft Bayside DCP 2021 identifies significant views to and from Arncliffe West. These include city views to the north and Botany Bay views to the east, from the ridgeline that generally occurs along Forest Road, as well as landmark views to church steeples along Forest Road from south and north-east of the precinct.</p> <p>The proposed height and FSR controls within these corridors respond to the topographical setting and are limited along Forest Road, in particular by Sydney Airport height limitation standards (which are discussed in more detail later in this report). Therefore, the Draft Planning Proposal will not adversely affect the cultural and scenic qualities of these areas.</p> <p><u>Bay Street</u> In addition to the provisions in the Rockdale DCP 2011, 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>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> 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>Arncliffe West</u> The Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) identify future upgrades to open space and improvements to public domain tree planting in the Investigation Area. In addition to this, the Draft Planning Proposal will be supported by a future site-specific DCP standards which seek to maximise opportunities for deep soil planting in lower-density residential areas.</p> <p>Although there are no Green Grid corridors within the Investigation Area's boundaries, the broader Arncliffe Planned Precinct adjoins the Rockdale Wetlands Corridor. Improvements to pedestrian and cycling conditions are earmarked in certain locations across the Planning Precinct under the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) and future uplift from the Draft Planning Proposal can take advantage of these identified upgrades.</p> <p><u>Bay Street</u> The Bay Street Precinct Urban Context Report demonstrates that the site would be capable of supporting the expansion of the urban tree canopy.</p>

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		<p>The Bay Street Precinct is located within both the high priority 'Rockdale Wetlands Open Space Corridor' and 'Boulevard Streets Green Links from Urban Centres to Botany Bay' as identified in the Green Grid Central District Plan. The site-specific DCP will include provisions to encourage walking and cycling, connecting the site with the Green Grid. It also promotes street tree planting which will enable the desired outcome of the Green Grid plan to occur in this location.</p> <p><u>RTCMP Area</u> 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> 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>Arncliffe West</u> The Eastern City District Plan requires the investigation of opportunities to provide high density residential areas (measured as containing over 60 dwellings per hectare) with access to open space within 200 metres walking distance and all housing within 400 metres.</p> <p>There are several current and proposed public open space sites within and adjacent to the Investigation Area. These include:</p> <ul style="list-style-type: none"> <li>- Belmore Street Reserve;</li> <li>- Almond Street Reserve;</li> <li>- Arncliffe Park (outside precinct on north-west edge);</li> <li>- Empress Reserve (outside precinct on north-east edge, east of the railway line);</li> <li>- Woorona Reserve (east of the railway line, adjacent to Arncliffe Railway Station).</li> </ul> <p>Further, the Bayside West Precincts 2036 Plan identifies a new 7,000 sqm park to the east of Arncliffe Railway Station, on the corner of Arncliffe and Burrows Streets and also includes items to investigate new local parks as part of redevelopment of sites on Eden Street (Land and Housing Corporation Site) and Allen Street (Ford Service Centre). Additionally, current or under-construction open space sites exist to the north of the Investigation Area, including Bonar Street Park and Walker Street Reserve.</p>

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	<p>However, parts of the Investigation Area remain outside of the walking catchments prescribed above. The Arncliffe and Banksia Green Plan, prepared by the DPIE in support of the Planned Precincts, identifies the area around Forest Road as being in a "significant 400 metre accessibility gap". Furthermore, Council's submission to the DPIE's proposed SIC highlighted the lack of additional open space proposed for the area west of Forest Road. It stated that additional areas of open space would be required in this location due to the lack of existing opportunities and the barriers to access created by Forest Road.</p> <p>The Local Infrastructure Contributions Plan 2020 (Revision 1) identifies a future "open space pocket park (&lt;4,000 sqm) between Arncliffe and Gardiner Park" in a location yet to be determined, as a medium-term works item. Although this investigation is ongoing, Council is actively exploring sites within and in the vicinity of Arncliffe West that would seek to fill this 400 metre accessibility gap.</p> <p>On balance, the proposed amendments in Arncliffe West are consistent with Planning Priority E18.</p> <p><u>Bay Street</u> The Eastern City District Plan requires the investigation of opportunities to provide high density residential areas with access to open space within 200 metres walking distance.</p> <p>Majority of the Bay Street Precinct is within 200m walking distance of McCarthy Reserve which connects more broadly to Ador Avenue Reserve and Rockdale Park to the north. The block between Cameron Street and George Street falls outside of the 200m distance to approximately 500m. However, this area is well within walking distance to McCarthy Reserve and also to various open space located within Rockdale Town Centre, which is also in close proximity. The site-specific DCP includes provisions to ensure McCarthy Reserve is protected by adverse impacts of residential development.</p> <p><u>RTCMP Area</u> 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>
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		<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 approximately 500 m<sup>2</sup> 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 1800 m<sup>2</sup>.</p>
E19	Reducing carbon emissions and managing energy, water and waste efficiently	<p><u>Arncliffe West</u> 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><u>Bay 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> <p><u>RTCMP Area</u> This Draft Planning Proposal is located adjacent to Rockdale railway station and transport interchange,</p>

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		<p>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>Arncliffe West</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>Proximity to dangerous goods pipelines presents an urban hazard over parts of the Investigation Area. Operators of the Moomba to Sydney Ethane Pipeline, APA Group, have identified a potential 'rupture zone' in the vicinity of the pipeline, including land in the far north of Arncliffe West. At the time of preparation of the Bayside West 2036 Plan, DPIE conducted a safety management study of individual and societal risks associated with rezonings carried out across the Planned Precinct, using DPIE's <i>Hazardous Industry Planning Paper Number 10 – Land Use Safety Planning</i>. Their assessment concluded that the original rezonings in the precinct did not exceed the recommended risk criteria, although it must be noted that this rezoning process excluded Arncliffe West.</p> <p>Council has been in regular discussion with both DPIE and the APA Group with regard to planning within the catchments of dangerous goods pipelines and is awaiting further guidance from DPIE on considering this issue in the strategic planning process. Until further guidance is made available, no changes are recommended to planning controls for this part of the Investigation Area.</p> <p><u>Bay 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> <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</p>



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		includes controls to address natural hazards and climate change.
<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.

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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.

**Arncliffe West**

The proposed amendments for Arncliffe West reflect the outcomes of the Strategy by facilitating public domain improvements to promote walking and cycling and supporting mixed use and residential development in close proximity to reliable public transport.

**Bay Street**

Whilst no immediate improvements are proposed to the Bay Street Precinct in the Strategy, the proposed amendments reflect the outcomes the Strategy by improving the public domain to promote walking and cycling and locating additional residential development close to public transport. Capacity of the surrounding bus network will continue to be discussed and confirmed by TfNSW during formal consultation.

**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.

**Arncliffe West**

The Strategy assumes a population growth between 2016 and 2041 of 5,001 to 10,000 and an employment growth of up to 500 jobs in the vicinity of Arncliffe West.

Committed short-term improvements of relevance to Arncliffe West including the More Trains, More Services program, which will delivery capacity improvements to peak services on the T4 Illawarra train line.

The M6 Extension Motorway program of works is also underway within close proximity of the Investigation Area. This includes a proposed multi-lane road link extending south from the new M5 Motorway at Arncliffe.

The Strategy also includes the investigation of potential new rapid bus routes in the vicinity, operating along Princes Highway and providing alternative reliable public transport connections to the south, Sydney CBD and the Inner West and to Sydney Airport and suburbs to the east.



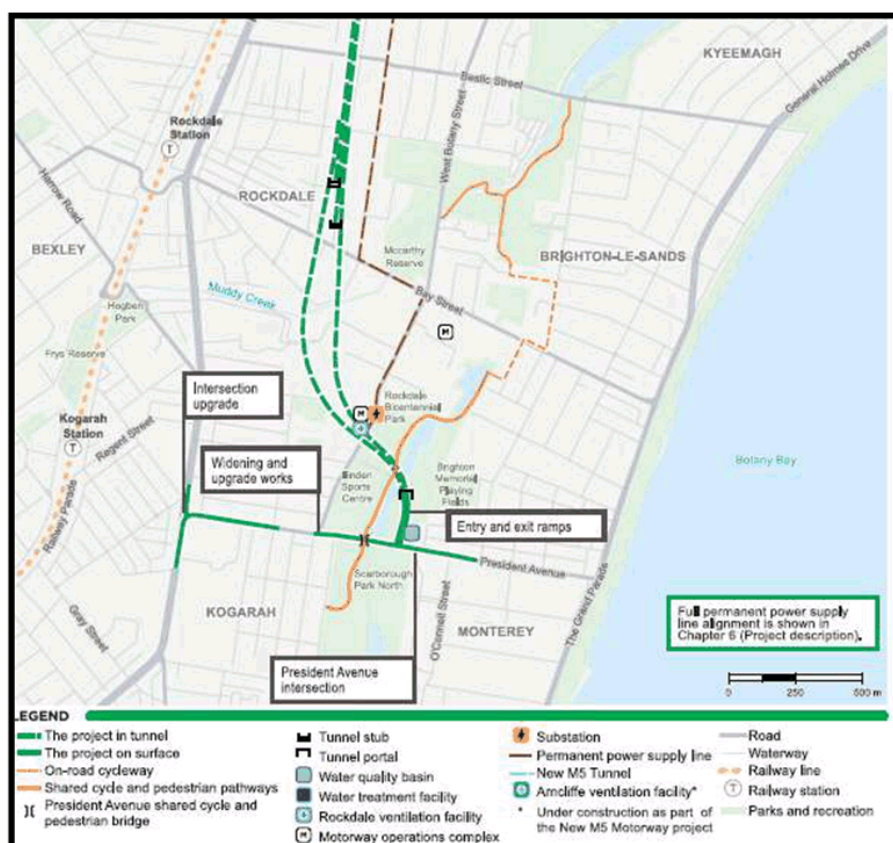
## Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

The Draft Planning Proposal is largely consistent with this Strategy. It will benefit from an increase in train services at Arncliffe Railway Station which, presently, does not offer a service frequency commensurate with the anticipated level of growth in the Planned Precinct. Good accessibility to this transport choice should minimise car-dependency within the Investigation Area, and ease the burden on new road infrastructure, which will be vital to the performance of freight and logistics sectors.

Bay Street

Committed short-term improvements of relevance to the Bay Street Precinct include the More Trains, More Services program, which will deliver capacity improvements to peak services on the T4 Illawarra train line, including Rockdale Station. The M6 Extension Motorway program of works is also underway within close proximity of the Bay Street Precinct.

In December 2019, the M6 Stage 1 received planning approval from the Department of Planning, Industry and Environment. The project is a key element of the NSW Government's transport vision for NSW, connecting Sydney's south to the wider motorway network. Current plans indicate tunnels will run beneath properties along Bay Street Precinct (between Farr Street and Cameron Street), as indicated in **Figure 8** below which depicts the proposed tunnel locations in green, a shared pedestrian and cycle way in orange, and an off road cycle way in purple.

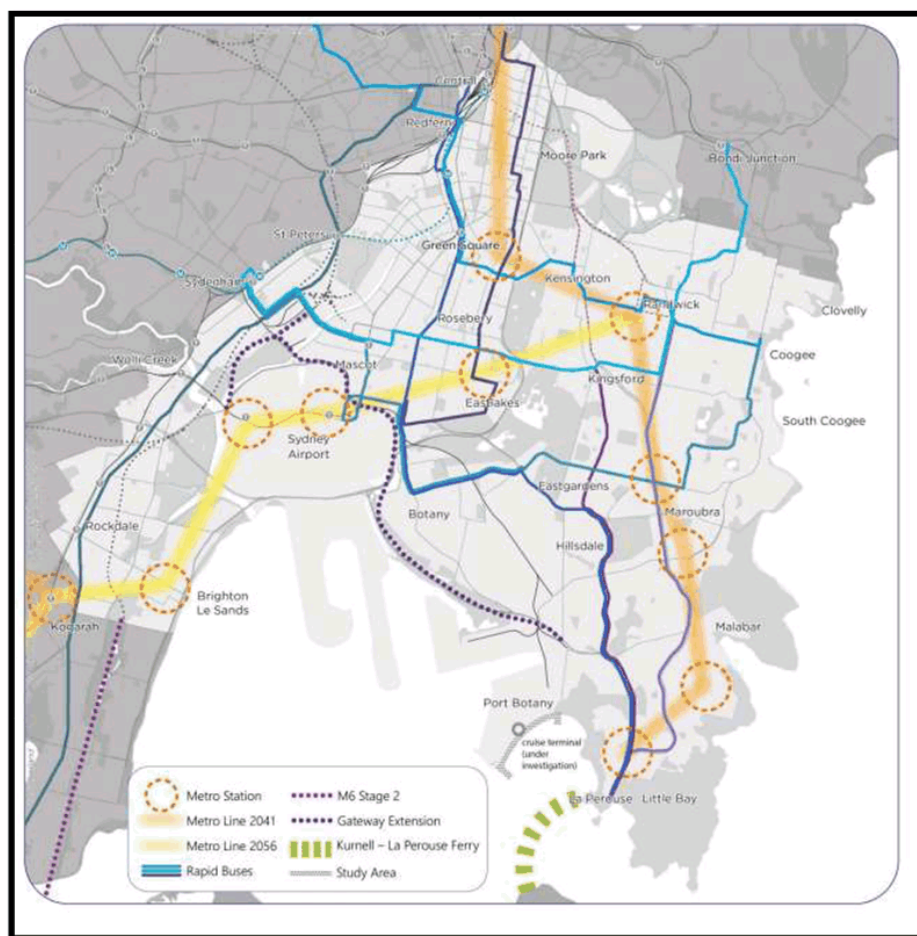


**Figure 8:** Proposed M6 Stage 1 (Source: TfNSW)

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TfNSW have provided early feedback as follows: *"The M6 may have implications for the viability of certain densities for some properties, as this may limit future basement and support infrastructure depth for the developments above. The substratum impacts of the M6 tunnel may need to be further investigated as part of the future Draft Planning Proposal as it may impact the ability of new developments to provide basement car parking to certain depths."* Council will continue to work with TfNSW and investigate any impacts on the proposed development.

The Strategy also depicts a possible metro line from Randwick to Kogarah (indicated in yellow in **Figure 9** below). The Strategy shows a potential metro station at Brighton Le Sands, which brings potential for high growth in the longer term in the surrounding area, and also provide alternative transport for residents within the proposed Bay Street Precinct. It is important to note that the metro line is still in the early investigation stage and has not received committed funding at this time.



**Figure 9: Proposed Projects** (Source: TfNSW)

The Draft Planning Proposal is largely consistent with this Strategy and it will benefit from an increase in train services at Rockdale Station. It will also benefit from surrounding cycling and

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pedestrian upgrades through the Green Grid, as part of the Metro Greener Places program. This is anticipated to take pressure off the surrounding road network and encourage active forms of transport.

**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.

**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.

**Arncliffe West**

The proposed amendments for Arncliffe West reflect the objectives of the NSW State Infrastructure Strategy by retaining and intensifying business and residential zones in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

**Bay Street**

This Bay Street IA 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.

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#### 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 Council's 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>Arncliffe West</u> 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.</p> <p><u>Bay Street</u> The Bay Street Precinct proposes changes to the planning controls to support medium density change. The proposed uplift is anticipated to be able to be supported by existing and proposed infrastructure in this area. The surrounding bus network capacity will be subject to consultation with TfNSW.</p> <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>

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Planning Priority	Consistency
<p><b>B2</b> Align land use planning with the delivery and management of assets by Bayside Council to support our community</p>	<p><u>Arncliffe West</u> The Draft Planning Proposal can take advantage of schedules of works already identified for the Arncliffe Planned Precinct and outlined in the Bayside West Precincts 2036 Plan and Council's recently adopted Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1). There are concerns in relation to accessibility to open space for parts of the Investigation Area, but on balance, the proposed amendments for Arncliffe West are consistent with this Planning Priority.</p> <p><u>Bay Street</u> The intensification of the subject site has been identified in the Bayside Local Housing Strategy for growth, subject to public transport improvements. TfNSW will be formally consulted on the capacity of the bus network during exhibition. As such, master planning and infrastructure planning has occurred for this area to ensure future growth is supported by appropriate infrastructure.</p> <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> <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>Arncliffe West</u> The Draft Planning Proposal is located in the Arncliffe Planned Precinct which is the product of multi-stakeholder collaboration carried out over several years. While the broader precinct was initiated by DPIE, further detailed planning of Arncliffe West has been delegated to Council and will be the subject of consultations with various key stakeholders as part of the Draft Planning Proposal process.</p> <p><u>Bay Street</u> N/A – The Bay Street Precinct is not part of the Kogarah Collaboration Area.</p> <p><u>RTCMP Area/ 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</p>



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Planning Priority	Consistency
	implementing and prioritising the initiatives of the Rockdale Town Centre Masterplan 2012.
<b>B4</b> Provide social infrastructure to meet the needs of the Bayside Community	<p><u>Arncliffe West</u> 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 through to 2036. This will include investigating any opportunities for shared use of existing infrastructure.</p> <p>While Arncliffe contains a number of community and cultural uses, the broader catchment (including recent high-density residential developments in Wolli Creek) suffers from a relative undersupply compared to other parts of the LGA. To cater for current and forecast need, it is imperative that Council and other stakeholders work proactively to ensure scheduled upgrades and new facilities are delivered in a timely manner through the planning process.</p> <p><u>Bay Street</u> This priority encourages the provision of services and social infrastructure to meet the needs of future residents. The Bay Street Precinct will include an area of B4 Mixed Use zoning to allow commercial premises to be delivered. The Precinct is also in close proximity to Rockdale Town Centre, Rockdale Plaza and Brighton Le Sands, each which provide a variety of social infrastructure and services for future residents.</p> <p>Council is also in the process of finalising its Social Infrastructure Strategy, which will provide the evidence base for social infrastructure needs in the locality.</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>
<b>B5</b> Foster healthy, creative, culturally rich and socially connected communities	<p><u>Arncliffe West</u> The Draft Planning Proposal will intensify residential development within the Arncliffe Planned Precinct, which contains, or is in the vicinity of, a number of services and facilities. As stated previously, the proposal will take advantage of schedules of works</p>

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Planning Priority	Consistency
	<p>already outlined in the Bayside West Precincts 2036 Plan and Council's recently adopted Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1).</p> <p>Council's draft Transport Strategy identifies strategic pedestrian and cycling networks which run through Arncliffe West, including Firth Street, Wollongong Road, Forest Road and Kelsey Street. The draft Transport Strategy specifies desired key features on the function and design of these networks. Scheduled upgrades should account for some desired key features, but building design should also complement the public domain used by pedestrians and cyclists.</p> <p>The Draft Planning Proposal retains existing Active Street Frontages controls within the B4 Mixed Use zone, which promote uses that attract pedestrian traffic along the street frontages of this zone.</p> <p>Further, the Draft Planning Proposal is to be accompanied by a future DCP comprising precinct-specific development controls, intended to ensure building design does not erode street character and quality and pedestrian safety risks are minimised.</p> <p><u>Bay 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><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>Arncliffe West</u> Refer to response to Planning Priority B1.</p> <p><u>Bay Street</u> Council has adopted the Bayside Local Housing Strategy (LHS). The LHS identifies the subject site for increased housing supply, subject to public transport improvements. TfNSW will be formally consulted on the capacity of the bus network during exhibition.</p> <p>The proposal will facilitate the delivery of approximately 1000 dwellings within the Bay Street Precinct within walking distance to rail and bus networks and other services.</p>

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Planning Priority	Consistency
	<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>
<p><b>B7</b> Provide choice in housing to meet the needs of the community</p>	<p><u>Arncliffe West</u> The Draft Planning Proposal provides a suitable range of zonings, heights and densities to ensure a housing offer that is diverse and responsive to the local context.</p> <p><u>Bay Street</u> The proposal will facilitate the potential delivery of approximately 1000 dwellings within the Bay Street Precinct.</p> <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>
<p><b>B8</b> Provide housing that is affordable</p>	<p><u>Arncliffe West</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> <p>While the unlocking of new capacity can help to put downward pressure on house prices, Council and other stakeholders must work proactively to ensure an adequate supply of affordable and social housing.</p> <p>There is an existing Arncliffe Communities Plus Program on public housing land to the east of the railway line in the Arncliffe Planned Precinct. This initiative is intended to bring housing stock up to modern standards, but is unlikely to result in a large increase in the overall provision of social housing.</p> <p><u>Bay Street, 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>
<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>	<p><u>Arncliffe West</u> As explained above, the Draft Planning Proposal is situated within the Arncliffe Planned Precinct. It is part of an ongoing place-making initiative for the broader locality originally established by DPIE.</p>



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Planning Priority	Consistency
	<p>Detailed urban design work has been undertaken to provide a suite of LEP planning controls tailored to specific development areas within Arncliffe West. Site-specific DCP standards are also being prepared that will further respond to the local context and constraints.</p> <p><u>Bay Street</u> The Draft Planning Proposal includes improvements to the public domain along Bay Street between Rockdale and Brighton Le Sands to encourage walking and cycling, as well as street tree planting.</p> <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>
<p><b>B10</b> Value, protect and conserve Aboriginal heritage</p>	<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>
<p><b>B11</b> Develop clear and appropriate controls for development of heritage items, adjoining sites and within conservation areas</p>	<p><u>Arncliffe West</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>Bay Street</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>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,</p>

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Planning Priority	Consistency
	<p>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 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>Arncliffe West</u> Refer to response to Planning Priority B1.</p> <p><u>Bay Street</u> A portion of the subject area is located within 800m of Rockdale Station. The remaining area is located within 200m of bus stops that provide access to Brighton Le Sands and Rockdale Station.</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>

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Planning Priority	Consistency
<b>B13</b> Contribute to growing a stronger and more competitive Harbour CBD	This Draft Planning Proposal contributes to the Harbour CBD by being generally consistent with the Greater Sydney Region Plan and Eastern City District Plan.
<b>B14</b> Protect and grow the international trade gateways	<p><u>Arncliffe West</u>            Arncliffe West is in close proximity to several current and planned freight and logistics-serving routes, although the Investigation Area does not directly interface with access points to these routes. Further, the close proximity of reliable public transport options means uplift in this area should not increase car dependency and place undue strain on freight and logistics infrastructure.</p> <p><u>Bay 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><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>
<b>B15</b> Growing investment, business opportunities and jobs in Bayside's strategic and local centres	<p><u>Arncliffe West</u>            While Council's LSPS does not recognise Arncliffe as a centre, the Bayside West Precincts 2036 Plan identifies both Arncliffe and Banksia as local centres and earmarks both for further mixed use uplift in the vicinity of the Princes Highway corridor. The Draft Planning Proposal complements this aspiration by retaining Arncliffe West's B4 Mixed Use zone and assigning new building height and floor space ratio (FSR) controls to encourage rejuvenation.</p> <p>The Draft Planning Proposal also retains existing Active Street Frontages controls within the B4 Mixed Use zone, intended to encourage a built form to attract foot traffic along the street frontages of this zone.</p> <p><u>Bay Street</u>            The Bay Street Precinct will include a limited area of B4 zoning to enable commercial premises that can provide opportunities for business and jobs within the nearby centres of Rockdale and Brighton Le Sands.</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 encourage opportunities for business and jobs within Rockdale Town Centre.</p>

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Planning Priority	Consistency
	<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>
<p><b>B16</b> Contribute to growing the health and education precincts of Kogarah, Randwick and Camperdown</p>	<p><u>Arncliffe West</u> The Investigation Area is a 5-minute train journey from the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct. The proposed increase in residential capacity will support, and optimise use of, this Collaboration Area.</p> <p><u>Bay Street</u> While outside of the Kogarah Collaboration Area, which includes the Kogarah Health and Education Precinct, the proposed increase in residential capacity will support, and optimise use of, this Collaboration Area.</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>
<p><b>B17</b> 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>
<p><b>B18</b> Support the growth of targeted industry sectors</p>	<p><u>Arncliffe West</u> The Investigation Area does not contain any significant economic clusters but provides additional residential capacity in close proximity to transport networks connecting the area to regionally, nationally and internationally significant clusters, such as Sydney Airport and the Harbour CBD, as well as local tourist attractions and infrastructure focused around Botany Bay.</p> <p><u>Bay Street</u> The Investigation Area does not contain any significant economic clusters but provides additional residential capacity to support 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</p>

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Planning Priority	Consistency
	<p>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>
<p><b>B19</b> Protect and improve the health of Bayside's waterways and biodiversity</p>	<p><u>Arncliffe West</u> While there are no waterways within its boundaries, the Investigation Area is in relatively close proximity to Cooks River, Botany Bay and natural wetlands identified in the Draft Bayside LEP 2021. Future development in the area will need to comply with the provisions of the Draft Bayside LEP 2021, while a number of improvements to the stormwater network are identified across the Planned Precinct under the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1).</p> <p>Council's Water Management Strategy (released in June 2020) contains actions to guide water efficiency and stormwater management in development across the LGA.</p> <p><u>Bay Street</u> A portion of the Bay Street Precinct (southern side of Bay Street and western side of West Botany Street) is located adjacent to Muddy Creek.</p> <p>It should be noted, that the section of Muddy Creek that passes through the Bay Street Precinct is highly modified and includes concrete banks. Despite this, this section of Muddy Creek is mapped both as a 'waterway' and a 'Stream Order 1' under Draft Bayside LEP 2021. The accompanying Clause 6.7 'Riparian land, wetlands and waterways' includes various objectives and controls to ensure the waterway and surrounds is protected and enhanced. These provisions are considered to be sufficient, and therefore the Bay Street Precinct is consistent with this Direction.</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>
<p><b>B20</b> Increase urban tree canopy cover and enhance Green Grid connections</p>	<p><u>Arncliffe West</u> The Bayside West Precincts 2036 Plan and Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1) identify future upgrades to open space and improvements to public domain tree planting in the Investigation Area. In addition to this, the Draft Planning Proposal will be supported by site-specific DCP standards which will seek to</p>

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Planning Priority	Consistency
	<p>maximise opportunities for deep soil planting in lower-density residential areas.</p> <p>Although there are no Green Grid corridors within the Investigation Area's boundaries, the broader Arncliffe Planned Precinct adjoins the Rockdale Wetlands Corridor. Improvements to pedestrian and cycling conditions are earmarked in certain locations across the Planning Precinct under the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) and future uplift from the Draft Planning Proposal can take advantage of these identified upgrades.</p> <p><u>Bay Street</u> The Bay Street Precinct Urban Context Report demonstrates that the site would be capable of supporting the expansion of the urban tree canopy, particularly along Bay Street.</p> <p>The Bay Street Precinct is located within both the high priority 'Rockdale Wetlands Open Space Corridor' and 'Boulevard Streets Green Links from Urban Centres to Botany Bay' as identified in the Green Grid Central District Plan. The site-specific DCP includes provisions to encourage walking and cycling, connecting the site with the Green Grid. It also promotes street tree planting which will enable the desired outcome of the Green Grid plan to occur in this location.</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> <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>Arncliffe West</u> The Eastern City District Plan requires the investigation of opportunities to provide high density residential areas (measured as containing over 60 dwellings per hectare) with access to open space within 200 metres walking distance and all housing within 400 metres.</p> <p>There are several current and proposed public open space sites within and adjacent to the Investigation Area. These include:</p> <ul style="list-style-type: none"> <li>- Belmore Street Reserve;</li> <li>- Almond Street Reserve;</li> <li>- Arncliffe Park (outside precinct on north-west edge);</li> <li>- Empress Reserve (outside precinct on north-east edge, east of the railway line);</li> <li>- Woorona Reserve (east of the railway line, adjacent to Arncliffe Railway Station).</li> </ul>

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	<p>Further, the Bayside West Precincts 2036 Plan identifies a new 7,000 sqm park to the east of Arncliffe Railway Station on the corner of Arncliffe and Burrows Streets and also includes items to investigate new local parks as part of redevelopment of sites on Eden Street (Land and Housing Corporation Site) and Allen Street (Ford Service Centre). Additionally, current or under-construction open space sites exist to the north of the Investigation Area, including Bonar Street Park and Walker Street Reserve.</p> <p>However, parts of the Investigation Area remain outside of the walking catchments prescribed above. The Arncliffe and Banksia Green Plan, prepared by the DPIE in support of the Planned Precincts, identifies the area around Forest Road as being in a "significant 400 metre accessibility gap". Furthermore, Council's submission to the DPIE's proposed SIC highlighted the lack of additional open space proposed for the area west of Forest Road. It stated that additional areas of open space would be required in this location due to the lack of existing opportunities and the barriers to access created by Forest Road.</p> <p>The Local Infrastructure Contributions Plan 2020 (Revision 1) identifies a future "open space pocket park (&lt;4,000 sqm) between Arncliffe and Gardiner Park" in a location yet to be determined, as a medium-term works item. Although this investigation is ongoing, Council is actively exploring sites within and in the vicinity of Arncliffe West that would seek to fill this 400 metre accessibility gap.</p> <p>On balance, the proposed amendments for Arncliffe West are consistent with this Planning Priority.</p> <p><u>Bay Street</u> The Bay Street Precinct is within 200m walking distance of McCarthy Reserve and within close proximity of other public open space. The site-specific DCP, currently under preparation, will include provisions to ensure McCarthy Reserve is protected by adverse impacts of residential development.</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>



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	<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 500 m<sup>2</sup> 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 1800m<sup>2</sup>.</p>
<p><b>B22</b> Protect and enhance scenic and cultural landscapes</p>	<p><u>Arncliffe West</u> Draft Bayside DCP 2021 identifies significant views to and from Arncliffe West. These include city views to the north and Botany Bay views to the east, from the ridgeline that generally occurs along Forest Road, as well as landmark views to church steeples along Forest Road from south and north-east of the precinct.</p> <p>The proposed height and FSR controls within these corridors respond to the topographical setting and are limited along Forest Road and to the rear of the B4 Mixed Use zone in particular by Sydney Airport height limitation standards (which are discussed in more detail later in this report). Therefore, the Draft Planning Proposal will not adversely affect the cultural and scenic qualities of these areas.</p> <p><u>Bay 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>



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	<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 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>Arncliffe West</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>

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	<p>Proximity to dangerous goods pipelines presents an urban hazard over parts of the Investigation Area. Operators of the Moomba to Sydney Ethane Pipeline, APA Group, have identified a potential 'rupture zone' in the vicinity of the pipeline, including land in the far north of Arncliffe West. At the time of preparation of the Bayside West Precincts 2036 Plan, DPIE conducted a safety management study of individual and societal risks associated with rezonings carried out across the Planned Precinct, using DPIE's <i>Hazardous Industry Planning Paper Number 10 – Land Use Safety Planning</i>. Their assessment concluded that the original rezonings in the precinct did not exceed the recommended risk criteria, although it must be noted that this rezoning process excluded Arncliffe West.</p> <p>Council has been in regular discussion with both DPIE and the APA Group with regard to planning within the catchments of dangerous goods pipelines and is awaiting further guidance from DPIE on considering this issue in the strategic planning process. Until further guidance is made available, no changes are recommended to planning controls for this part of the Investigation Area.</p> <p><u>Bay 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> <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:

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**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>Arncliffe West</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 a lively mixed use zone with amenable and pedestrian focused public domains activated by building uses that engage with the street;</li> <li>Facilitating a more pedestrian-friendly public domain with better connectivity to public open space;</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.</li> </ul> <p><u>Bay Street</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <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 during the preparation of the Bayside Community Strategic Plan, Bayside LSPS and Bayside LHS; and as part of this Draft Planning Proposal.</li> </ul> <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> </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	

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<p><b>Strategic Direction –</b> Our places connect people</p>	<p>Walking and cycling is easy in the City and is located in open space where possible We are one community with shared objectives and desires</p> <p>Our heritage and history is valued and respected</p>	<ul style="list-style-type: none"> <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> <p><u>Arncliffe West:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>• Locating additional housing capacity within a Planned Precinct and by providing site-specific development controls that help to facilitate a pedestrian-friendly public domain;</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>• Providing site-specific development controls to ensure development of various densities is responsive to the surrounding context.</li> </ul> <p><u>Bay Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>• Preparing a site-specific DCP that includes public domain improvement to promote walking and cycling.</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>• Providing a range of opportunities to activate Bay Street and connect Rockdale Town Centre with Brighton Le Sands.</li> </ul> <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</li> </ul>
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<b>Strategic Direction –</b> Our places are acceptable to all	Open space is accessible and provides a range of active and passive recreation opportunities to match our growing community	future DA to consider cyclists and pedestrians; • Consulting with the community as part of this Draft Planning Proposal; and • Preparing a site-specific DCP to guide any future DA to respond appropriately to heritage items on adjoining land.
	SMART Cities – making life better through smart use of technologies	<u>Arncliffe West:</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.  This Draft Planning Proposal will be consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Proposing additional residential capacity within the frameworks for new and upgraded existing infrastructure for the Planned Precincts established by the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1);</li> <li>Supporting the viability of Arncliffe's mixed use zone;</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 areas of commercial zoned land to support the existing and future retail, commercial and community uses within the Arncliffe Planned Precinct.</li> </ul>
	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	There is an existing Arncliffe Communities Plus Program on public housing land to the east of the railway line in the Arncliffe Planned Precinct. This initiative is intended to bring housing stock up to modern standards, but is unlikely to result in a large increase in the overall provision of social housing.  <u>Bay Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Providing housing within close proximity to public open space.</li> <li>Facilitating the provision of a variety of housing types to meet the housing needs of the community; and</li> <li>The Bay Street Precinct will provide a range of new opportunities to activate Bay Street and improve connections.</li> </ul>
		<u>RTCMP Area:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <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</li> </ul>

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<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	the retail, commercial and cultural role of Rockdale Town Centre.  <u>Walz Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <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>
	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	<u>Arncliffe West:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Providing site-specific DCP controls to ensure development of various densities is responsive to the surrounding context.</li> <li>Intensifying residential and mixed use development in an accessible location so as to maximise public transport patronage and encourage walking and cycling.</li> <li>Investigating site-specific DCP standards separately relating to parking and the pedestrian and cycling environment.</li> </ul>
	Traffic and parking issues are a thing of the past	
	Road, rates and rubbish are not forgotten	
	Gateway sites are welcoming and attractive	
		<u>Bay Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <ul style="list-style-type: none"> <li>Preparation of a site-specific DCP that sets controls to retain local character and provide amenity for future residents and surrounding development.</li> <li>The Bay Street Precinct will provide new employment opportunities that will enable the local community to work closer to home.</li> <li>The Bay Street Precinct will seek to actively locate driveways off Bay Street to improve traffic issues.</li> </ul>
		<u>RTCMP Area:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by: <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>
		<u>Walz Street:</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:

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		<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>
<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 – We benefit from technology</b>	<p>Council engages with us and decision making is transparent and data driven</p> <p>We can access information and services online and through social media</p> <p>We are a digital community</p> <p>Technological change has been harnessed and we are sharing the benefits</p>	<p>This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <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>
<b>Strategic Direction – We are unified and excited about our future</b>	<p>Community leadership is developed and supported</p> <p>We are all included and have a part to play in the City</p> <p>The City is run by, with and for the people</p> <p>We are proud of where we live</p>	<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 Bay Street and connecting centres, open space and active transport linkages.</li> </ul>
<b>Strategic Direction – The community is valued</b>	<p>Aboriginal culture and history is recognised and celebrated</p> <p>We are a healthy community with access to active recreation and health education</p> <p>All segments of our community are catered for – children, families, young people and seniors</p> <p>Opportunities for passive and active activities are available to community members, including people with pets</p> <p>The value of pets in the community is recognised and</p>	<p><u>Arncliffe West</u></p> <p>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>Proposing residential uplift in an area generally accessible to a number of public open space assets, including Arncliffe Park; and</li> <li>Investigating site-specific DCP standards separately, relating to the pedestrian environment.</li> </ul> <p><u>Bay Street</u></p> <p>This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Requiring any future DA to consider Aboriginal Heritage.</li> <li>Enabling connections to the Principal Bike Network (PBN) via provisions in the site-specific DCP, such as bicycle parking and end of trip facilities.</li> </ul>



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	they are welcomed across the city	<ul style="list-style-type: none"> <li>The Bay Street Precinct is within close proximity to public open space and educational establishments.</li> </ul> <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>
<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>Arnccliffe West</u> This Draft Planning Proposal will be consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Proposing additional residential capacity within the frameworks for new and upgraded existing infrastructure for the Planned Precincts established by the Bayside West Precincts 2036 Plan and Arnccliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1), including a new district level library and community centre within the Planned Precinct.</li> </ul> <p><u>Bay Street</u> Not directly relevant to this PP, however, the Draft Planning Proposal would not undermine these objectives.</p> <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	
<b>Theme Three – In 2030 bayside will be green, leafy and sustainable</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction –</b> Our waste is well managed	I can reduce my waste through recycling and community education	



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<b>Strategic Direction –</b> We are prepared for climate change	Illegal dumping is a thing of the past	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.
	We understand climate change and are prepared for the impacts	<u>Arncliffe West</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.
	Our City is prepared for/ able to cope with severe weather events	Site-specific DCP standards are being investigated separately in support of the Draft Planning Proposal relating to landscaping and activated streetscapes.
	Our streetscapes are green and welcoming	Further, the Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) identify future upgrades to open space and improvements to public domain tree planting in the Investigation Area.  <u>Bay Street</u> The site-specific DCP includes provisions in relation to climate change that any future DA will need to consider.  The site-specific DCP supporting the Draft Planning Proposal includes provisions in relation to landscaping, tree plantings and activated streetscapes that any future DA will need to consider.  <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.  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.  <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.  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.
<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

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<b>Strategic Direction –</b> Waterways and green corridors are regenerated and preserved	Our City models use of renewable energy and reports gains benefits to the community	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.
	Water is recycled and re-used	<u>Arncliffe West</u> Refer to above responses.
	The community is involved in the preservation of our natural areas	The Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan 2020 (Revision 1) identify future upgrades to open space and improvements to public domain tree planting in the Investigation Area. In addition to this, site-specific DCP standards are being investigated separately in support of the Draft Planning Proposal, relating to landscaping in the private and public domain.
	We have an enhanced Green Grid/ tree canopy	<u>Bay Street</u> The PP will enable new contemporary development that embraces technologies that promote efficient water use and reuse.  The site-specific DCP supporting the Draft Planning Proposal includes provisions in relation to the provision of landscaping and tree plantings that any future DA will need to consider to contribute to the Green Grid.  <u>RTCMP Area</u> The PP will enable new contemporary development that embraces technologies that promote efficient water use and reuse.  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.  <u>Walz Street</u> The PP will enable new contemporary development that embraces technologies that promote efficient water use and reuse.  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.
<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>Arncliffe West</u> This Draft Planning Proposal will seek to rejuvenate Arncliffe's mixed use zone by allowing greater height and FSR within the existing B4 zone and retaining current Active Street Frontage mapping.
	We are an international hub for transport and logistics-related business	
	Industrial lands and employment lands are	

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<p><b>Strategic Direction –</b> Local housing, employment and business opportunities are generated</p>	<p>preserved – partnering with major employers to support local jobs</p>	<p><u>Bay Street</u> This Draft Planning Proposal will facilitate partnership between local small business and major employers by including the provision of a B4 Mixed Use zone between the nearby centres of Rockdale and Brighton Le Sands.</p> <p><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.</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>Retaining and intensifying B2 local centre zoned land.</li> </ul>
	<p>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</p> <p>Council is a major employer, supports local apprenticeships and cadetships</p>	<p><u>Arncliffe West</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <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; and</li> <li>Providing additional housing that responds to the needs of the community.</li> </ul>
	<p>People who need to can access affordable housing</p>	<p>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> <p><u>Bay Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>Encouraging housing and employment in close proximity to Rockdale Station and bus stops along Bay Street 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; and</li> </ul> <p><u>RTCMP Area</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <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> <p><u>Walz Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <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>

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<p><b>Strategic Direction –</b> The transport system works</p>	<p>We can easily travel around the LGA – traffic problems/ gridlock are a thing of the past</p> <p>We can easily travel to work by accessible, reliable public transport</p>	<p><u>Arncliffe West</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>• Providing additional housing in close proximity to public transport and within an existing Planned Precinct.</li> </ul> <p><u>Bay Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>• Providing additional housing in close proximity to public transport, noting that portion of the subject area is located within 800m of Rockdale Station and the remaining area is located within 200m of bus stops that provide access to Brighton Le Sands and Rockdale Station enabling residents to access shops and services.</li> </ul> <p><u>RTCMP Area</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>• Supporting the redevelopment of B2 zoned land in close proximity to public transport.</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>• Intensifying B2 zoned land in close proximity to public transport.</li> </ul>
<p><b>Strategic Direction –</b> We are prepared for a sharing economy</p>	<p>Innovative businesses are supported to locate in Bayside</p> <p>Local Plans and regulations have kept pace with the sharing economy</p>	<p><u>Arncliffe West</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <ul style="list-style-type: none"> <li>• Intensifying the B4 Mixed Use zone while retaining existing Active Street Frontages, which provide a commercial setting attractive to new business investment.</li> </ul> <p><u>Bay Street</u> This Draft Planning Proposal is consistent with the Strategic Direction by including the provision of a B4 Mixed Use zone allowing business opportunities in close proximity to new housing.</p> <p><u>RTCMP Area</u> This Draft Planning Proposal is consistent with the Strategic Direction by:</p> <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.

### Arncliffe West

Arncliffe is identified as one of a number of locations in the LGA most suitable for housing intensification on a proximity basis. It is assigned a proximity score of 'excellent' and the land west of the train line is identified as available for redevelopment, with "some topography constraints".

The Spatial Plan contained in the Bayside LHS identifies potential urban form for additional housing development around each centre, using a centres renewal framework. It includes mapping for general renewal area typologies based on locational and zoning requirements. Renewal area categories that occur in Arncliffe West include:

- 'Centre Core' – which generally covers the B4 Mixed Use zone and land along Firth Street and Forest Road
- 'Well serviced neighbourhood with potential for medium change' – including land in the northern section of the Investigation Area; and
- 'Well serviced high character infill neighbourhoods with potential for some change' – which cover established lower-density neighbourhoods in between.

Areas described as 'Centre Core' have the highest density and are expected to make the highest contribution to housing capacity of the typologies. They generally carry the following locational and zoning requirements:

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- 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.

'Well serviced neighbourhoods with potential for medium change' are expected to make substantial contributions to housing capacity but with greater housing diversity, focused on higher scale medium density types. The Bayside LHS explains that this typology has the following requirements:

- Within 800m walking distance to a train station (or the core of a local centre);
- Within 200m of public open space;
- A high percentage of lots in a block are larger than 600 sqm, creating opportunities for medium density development with only minimal amalgamation;
- No heritage constraints;
- No strata constraints; and
- No significant slope constraints.

Areas identified by the Bayside LHS as 'Well serviced, high character infill neighbourhoods with potential for some change' are expected to make more limited contributions of lower scale medium density, taking advantage of high serviceability but acknowledging the fewer opportunities to deliver multiple dwellings on single lots.

The typology has similar requirements to the above typology, but occurs in areas where a high percentage of lots in a block are smaller than 600 sqm but greater than 450 sqm.

It is emphasised that the spatial analysis carried out in the Bayside LHS is high-level and finer-grain urban design work would be required as part of the further investigations to determine uplift potential and appropriate new planning controls for these locations.

More detailed, precinct-specific analysis has now been carried out to inform the Draft Planning Proposal. This takes into account site-specific as well as strategic issues. For Arncliffe West, this has resulted in certain variations from the broader renewal area typologies identified in the Bayside LHS.

Proposed amendments for land within the B4 Mixed Use zone generally adhere to the 'Centre Core' typology. However, uplift potential on and in the vicinity of Forest Road is constrained by the Sydney Airport height limitations (discussed in more detail later in this report) as well as the limited access to public open space. More modest height and FSR controls reflect these location-specific constraints.

Controls for land containing high character neighbourhoods to the south and west of the B4 zone befit the 'well serviced, high character infill neighbourhoods with potential for some change' typology. An exception is made for land opposite Arncliffe Park, between the current B1 zones on Wollongong Road. This area benefits from steady topography, amenity provided by the park, coupled with great proximity to local services in the B1 zones and generally good access to public transport, via established thoroughfares. Accordingly, a change in zoning from R2 Low Density Residential and R3 Medium Density Residential to R4 High Density Residential and increases in height and FSR controls are proposed for this area. In order to improve pedestrian safety and optimise the use of Arncliffe Park, upgrades are required to the streetscape of Wollongong Road. These are identified in the Bayside West Precincts 2036 Plan and Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1).

Council is investigating opportunities to provide more open space in accordance with a Recreation and Open Space Needs strategy, based on an evidence base provided by Council's draft Social Infrastructure Strategy.

#### Bay Street

The Bay Street Precinct is located within Brighton Le Sands, a 'well serviced area with potential for medium change', as noted in the Bayside LHS. 'Well serviced neighbourhoods with potential for medium change' are expected to make substantial contributions to housing capacity but with

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greater housing diversity, focused on higher scale medium density types. The Bayside LHS explains that this typology has the following requirements:

- Within 800m walking distance to a train station (or the core of a local centre);
- Within 200m of public open space;
- A high percentage of lots in a block are larger than 600 sqm, creating opportunities for medium density development with only minimal amalgamation;
- No heritage constraints;
- No strata constraints; and
- Not significant slope constraints.

It is emphasised that the spatial analysis carried out in the Bayside LHS is high-level and finer-grain urban design work would be required as part of the further investigations to determine uplift potential and appropriate new planning controls for these locations.

More detailed, precinct-specific analysis has now been carried out to inform the Draft Planning Proposal. This takes into account site-specific as well as strategic issues. Due to the site's close proximity to both Rockdale Town Centre and Brighton Le Sands, the Precinct provides an opportunity to develop a desirable pedestrian link between Rockdale and Brighton Le Sands as well as the incorporation of a cycle path connecting Rockdale and Brighton Le Sands.

The proposed amendments to controls will allow a mix of housing to be achieved in close proximity to public transport, public open space and services. The Bay Street Precinct is anticipated to facilitate approximately 1000 dwellings to contribute to Council's 6-10 year housing supply.

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 1800 m<sup>2</sup>, an area capable of supporting a diverse range of inclusive recreational activities.

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#### **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.

##### Arncliffe West

The paper does not make any recommendations specific to Arncliffe, but explains that Bayside's established centres will face increasing pressure to accommodate a range of services to meet the needs of the current and future population and, in particular, large new populations in Planned Precincts such as Arncliffe and Banksia.

##### Bay Street

The paper does not make any recommendations specific to the Bay Street Precinct, however provides some minor recommendations for Brighton Le Sands and Rockdale.

##### 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.

##### Arncliffe West

For the purposes of social infrastructure provision, this Draft Planning Proposal is located in 'Catchment 4' which comprises Arncliffe and Wolli Creek.

The draft SIS notes that while Arncliffe contains some community facilities (that are also well-located), including Arncliffe Library, Coronation Hall, Arncliffe Preschool and Arncliffe Youth Centre, it is undergoing transition into higher density housing, while the catchment also contains Wolli Creek, a recently developed high density residential area with limited social infrastructure. It highlights that the catchment will undergo a high level of population growth compared with other catchments in the LGA. It also states that the available facilities require significant upgrades and expansion to meet community needs. The needs assessment for this catchment is summarised as "a relatively under-supplied catchment" and "significantly under-provisioned in comparison with other catchments in the Bayside LGA".

The draft SIS also identifies a relative shortcoming of supply in recreational open space against benchmarks and accessibility issues across the Catchment, with major barriers to movement occurring to the east of the Arncliffe West Investigation Area (including the railway line, Princes Highway and the M5).

The Bayside West Precincts 2036 Plan and Local Infrastructure Contributions Plan (Revision 1) both identify a new district library and community centre as requirements for Arncliffe, while the Contributions Plan also includes items for a multipurpose community facility and regional sporting facility over both Arncliffe and Banksia Planned Precincts (location not specified).

New or upgraded existing open space identified in, or within a walking catchment of, the Investigation Area in the Bayside West Precincts 2036 Plan and/or the Local Infrastructure Contributions Plan (Revision 1) include:

- Embellishments to Belmore Street Reserve (Contributions Plan);



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- Increase capacity of Almond Street Reserve (Contributions Plan);
- Upgrades to Arncliffe Park, outside Investigation Area (Bayside West Precincts 2036 Plan and Contributions Plan);
- New park next to Arncliffe Station on the corner of Arncliffe Street and Burrows Street, outside Investigation Area (Bayside West Precincts 2036 Plan);
- Masterplan and implement capacity improvements to Wooroona Reserve, outside Investigation Area (Bayside West Precincts 2036 Plan and Contributions Plan);
- Increase capacity of Empress Reserve, outside Investigation Area (Contributions Plan);
- Investigate new parks through the redevelopment of Eden St Land and Housing Corporation site and Allen St Ford Service Centre (Bayside West Precincts 2036 Plan);
- New open space pocket park (less than 4,000 sqm) between Arncliffe and Gardiner Parks, location not specific (Contributions Plan);
- Open space embellishments, location not specific (Contributions Plan)

Other existing areas of public open space within a walking catchment of the Investigation Area, but not covered by either document include Bonar Street Park, Walker Street Reserve and Lusty Street Reserve.

On balance, the proposed amendments for Arncliffe West are consistent with the draft Strategy, in that the Investigation Area generally benefits from its close proximity to existing and identified future community infrastructure.

Bay 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.

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 1800 m<sup>2</sup>, 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

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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.

Arncliffe West

The draft BTS acknowledges the area generally in the vicinity of Arncliffe West as subject of a planned investigation with a timeframe of 1-5 years. It identifies the area as being within a 15 minute walking catchment of the nearest local centre, Wolli Creek, but (with the exception of land to the far north) largely outside of a 10 minute walking catchment of high frequency public transport. The Strategy also identifies strategic pedestrian and cycling networks which run through Arncliffe West, including Firth Street, Wollongong Road, Forest Road and Kelsey Street.

Actions directly relevant to Arncliffe West include:

- Bk1: Prepare a Bike Plan to identify a safe, connected network throughout the LGA integrating with neighbouring LGA's and regional links;
- Bk6: Advocate/identify opportunities for train station cycling interchange facilities, to integrate routes and interchange with the rail network. The facility should include a range of bicycle parking options, i.e. Bike Sheds;
- Bk7: Continue development of the dedicated bicycle route along the rail corridor between Wolli Creek and Rockdale, and between Wolli Creek and Temple;
- Bus4: advocate for high frequency and direct bus service connecting centres in the eastern and western sides of the LGA;
- Ped2: Investigate the feasibility and implement the strategic pedestrian network, a larger block/mesh network that covers the entire LGA;
- Ped3: Prioritise footpath/shared path upgrades within 800 metres walking catchment of schools;
- Consider 10 minute walkable retail catchments in land use planning;
- Train2: Support Transport for NSW's efforts to implement More Trains, More Services; and
- LU4: Engage with NSW Government in a working group to plan for revitalisation of Princes Highway and The Grand Parade and reduction of speed limits after the M6 Stage 1 Extension opens, in particular in centres planned for residential and employment growth (Arncliffe and Banksia).

Overall, the proposed amendments for Arncliffe West are generally consistent with the draft BTS. Many of the above actions, to the extent that they relate to the Investigation Area, are already captured within works schedules of the Bayside West Precincts 2036 Plan and Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1). The Investigation Area also benefits from its close proximity to various public transport options, local services and open space.

Bay Street

The Bay Street Precinct is in close proximity to Rockdale Station and a number of high frequency bus stops along Bay Street. TfNSW have confirmed that bus serviceability will be discussed as the PP progresses, including as part of consultation post-Gateway

The site-specific DCP will propose upgrades to the public domain to allow a pedestrian walkway and cycle path to be achieved, providing enhanced connectivity between Rockdale Town Centre and Brighton Le Sands. However, the draft BTS confirms that Bay Street has been subject to a number of pedestrian collisions, demonstrated below in **Figure 10**. This is likely due to the lack of pedestrian crossings located along Bay Street, with a distance between crossings of greater than 300m along Bay Street, demonstrated in **Figure 11** below, therefore increasing the chances for risky behaviours and accidents.

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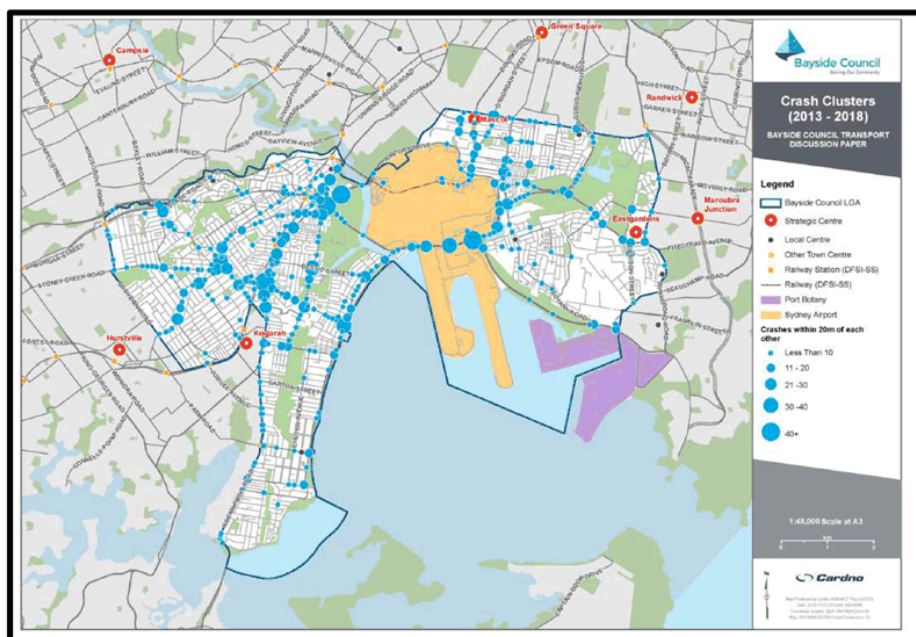


Figure 10: Crash clusters (Source: Bayside Council)

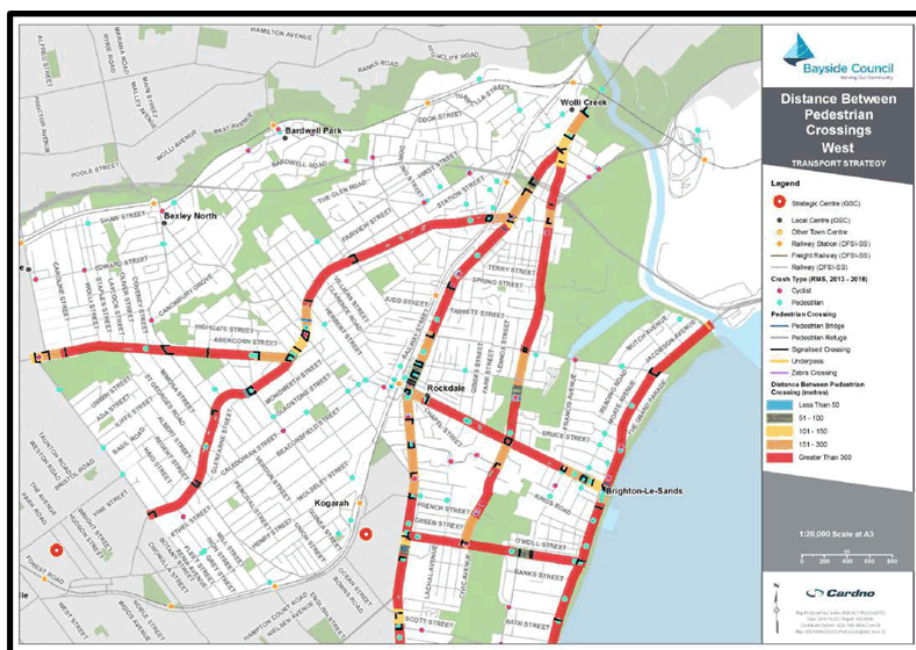


Figure 11: Distance between pedestrian crossings (Source: Bayside Council)

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The Traffic Report prepared by Bitzios recommends that traffic lights be provided for pedestrian and vehicular movement. The signalised intersections are recommended to be located at Bay Street/Cairo Street, Bay Street/Farr Street and Bay Street/Aero Street. Bitzios have also recommended pedestrian signals between West Botany Street and the Muddy Creek drainage channel, South of McCarthy Reserve, to align with future North/South active transport linkages. The provision of the signalised intersections will be subject to funding and TfNSW approval.

#### 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.

#### Arncliffe West

The draft BBP notes that the Investigation Area is intersected by two 'Key Cycling Routes':

- Wolli Creek to Kogarah (parallel with railway line along Somerville St); and
- Forest Road to Wolli Creek.

The draft BBP recommends the development of an implementation strategy to detail specifically how the Bike Plan will be implemented, including improvements to infrastructure and recommended controls in the Draft Bayside DCP 2021.

The proposed amendments for Arncliffe West are generally consistent with the draft BBP, as the uplift proposed will help to facilitate road and public domain upgrades identified in the Bayside West Precincts 2036 Plan and Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1), which will improve cycling conditions in the vicinity of the earmarked Key Cycling Routes.

#### Bay Street

The draft BBP notes that the Bay Street Precinct is located on a 'Key Cycling Route', being the Brighton Le Sands to Rockdale and Bexley North.

The site-specific DCP will include provisions to facilitate improvements to the public domain, including the provision of a cycle path along Bay Street. This will provide a key link in connecting Brighton Le Sands and Rockdale Town Centre.

#### 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.

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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 - D</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>

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No.	Title	Consistency with Draft Planning Proposal
	(Coastal Management) 2018	<b>Not relevant to this Draft Planning Proposal</b>
	(Concurrences) 2018	<b>Not relevant to this Draft Planning Proposal</b>
	(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 (Infrastructure) 2007	<p><b>Not relevant to this Draft Planning Proposal</b></p> <p><u>Arncliffe West</u> The SEPP does not contain any provisions required to be addressed in the preparation of an Environmental Planning Instrument.</p> <p>However, development in certain parts of the Investigation Area will trigger specific clauses under the SEPP.</p> <p>Development Applications on land adjacent the railway line will be required to consider clauses 85-87 of the SEPP. Further, any development with a frontage to Classified Roads in the Investigation Area – Forest Road and Wollongong Road – will be required to consider Clause 101 of the SEPP.</p> <p>Wollongong Road and Forest Road are 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>A Traffic Impact Assessment Report has been prepared in support of the Arncliffe West Investigation Area Draft Planning Proposal, which concludes that the proposed amendments for Arncliffe West are generally consistent with the existing strategic planning framework.</p> <p>More details about the traffic impacts of the Arncliffe West Investigation Area Draft Planning Proposal can be found under the heading 'Traffic Impact Assessment', below.</p> <p><u>Bay Street</u> The SEPP does not contain any provisions required to be addressed in the preparation of an environmental planning instrument.</p> <p>However, Bay 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><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</p>

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

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



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**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**

1. Employment and Resources			
No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
1.1	Business and Industrial Zones	<i>What a relevant planning authority must do if this direction applies</i>  (4) A draft Planning Proposal must: (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); (b) retain the areas and locations of existing business zones; (c) not reduce potential floor space area for employment uses and related public services in business zones,	Yes



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		<p>(d) <i>not reduce the total potential floor space area of industrial uses in industrial zones, and</i></p> <p>(e) <i>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></p> <p><b>Arncliffe West:</b> In relation to (a), this Draft Planning Proposal gives effect to the objectives of the direction by retaining existing B4 and B1 zoned land within the Investigation Area.</p> <p>In relation to paragraph (b), this Draft Planning Proposal retains the existing business zones.</p> <p>In relation to paragraph (c), the Draft Planning Proposal does not seek to reduce potential floor space.</p> <p>Paragraph (d) is not relevant to this Draft Planning Proposal as the land is not zoned for industrial purposes.</p> <p>Paragraph (e) is not relevant to this Draft Planning Proposal as the Draft Planning Proposal does not propose a new employment area.</p> <p><b>Bay Street:</b> The Bay Street Precinct intends to rezone a portion of the Precinct from R2 Low Density Residential to B4 Mixed Use. This will provide the opportunity for a variety shops and services to be delivered within the Precinct to service future residents.</p> <p>It should be noted that there a number of properties, located on the corner of Farr Street and Bay Street currently operate as retail premises. These sites are currently zoned as R2 low density residential, but operate under existing use rights. The proposed B4 zoning will allow these premises to continue to operate and enhance employment opportunities.</p> <p>As such, the Bay Street Precinct is consistent with the objectives of this direction as it seeks to expend the B4 zone and increase the Precincts capacity for employment related uses.</p> <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</p>	
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		<p>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> <p>(e) is not relevant to this draft Planning Proposal as the Draft Planning Proposal does not propose a new employment area.</p>	
1.2	Rural Zones	<p><b>Not applicable</b> The Investigation Areas do not contain any rural zones.</p>	Not applicable
1.3	Mining, Petroleum Production & Extractive Industries	<p><b>Not applicable</b> The Bayside LGA does not contain land zoned for mining, petroleum and extractive industries.</p>	Not applicable
1.4	Oyster Aquaculture	<p><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.</p>	Not applicable
1.5	Rural Lands	<p><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></p>	Not applicable.
<b>2. Environment and Heritage</b>			
No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
2.1	Environmental Protection Zones	<p><b>Not applicable.</b> The Investigation Area does not contain any environmental protection zones.</p>	Not applicable
2.2	Coastal Protection	<p><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></p>	<b>Yes</b>

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		<p>A draft Planning Proposal must not rezone land which would enable increased development or more intensive land-use on land:</p> <p>(a) within a coastal vulnerability area identified by the State Environmental Planning Policy (Coastal Management) 2018; or</p> <p>(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:</p> <p>(i) by or on behalf of the relevant planning authority and the draft Planning Proposal authority, or</p> <p>(ii) by or on behalf of a public authority and provided to the relevant planning authority and the draft Planning Proposal authority.</p> <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>Arncliffe West:</b> N/A – the investigation area is not within a Coastal Protection Area.</p> <p><b>Bay Street:</b> A portion of the Bay Street Precinct (southern side of Bay Street and western side of West Botany Street) is located within the Coastal Zone. The affected area is identified as both 'coastal environment' and 'Coastal Use Area', due to the location of Muddy Creek. The areas above provide a 100m buffer either side of Muddy Creek.</p> <p>Therefore, the proposal is consistent with this direction as the draft Planning Proposal does not seek to rezone land identified as a Coastal Vulnerability Area or Coastal Wetland.</p> <p>It should be noted, that the section of Muddy Creek that passes through the Bay Street Precinct is highly modified and includes concrete banks. Despite this, this section of Muddy Creek is mapped both as a 'waterway' and a 'Stream Order 1' under the Draft Bayside LEP 2021. The accompanying Clause 6.7 'Riparian land, wetlands and waterways' includes various objectives and controls to ensure the waterway and surrounds is protected and enhanced. These provisions are considered to be sufficient, and therefore the Bay Street Precinct is consistent with this Direction.</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> <p>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,</p>	Yes

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- area, object or place, identified in a study of the environmental heritage of the area,
- b) Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and
  - 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.

#### Consistency

(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:

- 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
- b) the provisions of the draft Planning Proposal that are inconsistent are of minor significance.

#### Arncliffe West:

There are 13 heritage items located in Arncliffe West. This includes the State heritage-listed Arncliffe Railway Station Group (incorporating the train station, footbridge and road bridge).

The following items of local significance are also located within the Investigation Area:

- I18: Firth Street (street plantings)
- I19: 35 Firth Street (Arncliffe Post Office)
- I20: Genevieve Lane, off Firth Street
- I21: 45 Firth Street (Victorian shop and dwelling)
- I23: 26 Forest Road (St Francis Xavier Catholic Presbytery)
- I24: 30 Forest Road (Rosslyn Hospital)
- I52: 39 Station St (Victorian cottage)
- I59: 78 Wollongong Rd (House)
- I48: 16 Stanley St (Victorian house)
- I49: 20 Stanley St (Victorian house)
- I50: 22 Stanley St (Victorian house)
- I51: 26 Stanley St (Victorian semi-detached dwelling)

Adjoining the Investigation Area are the state-listed Wollie Creek aqueduct, to the north, and local-listed Arncliffe Park, to the north-west.

In 2019, Council considered potential new Heritage Conservation Areas across the LGA. No new areas were identified in the Investigation Area, although a supporting study prepared by GML Heritage for Council did identify potential new group heritage items. These will be subject to further investigation independently of this Draft Planning Proposal.

Although no changes are proposed to the status of these items, some sites containing items are subject to proposed changes to planning controls or are within the vicinity of proposed changes.

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	<p>The proposed changes to planning controls in the B4 zone, as well as intensifications in the adjoining R4 zone, have the potential to impact the local heritage item along Firth Street and the State heritage-listed Arncliffe Railway Station.</p> <p>Further, the block opposite the locally-listed Arncliffe Park is subject to proposed zoning, building height and FSR changes. There is also a locally-listed dwelling within this block.</p> <p>In areas earmarked for uplift that also coincide with heritage items, it is considered that the proposed change in permissible built form will not result in an unacceptable impact, however, site-specific development controls are being investigated separately to further guide development in the vicinity of these items, and to ensure future built form outcomes respond to, and reflect, their heritage significance.</p> <p>Areas with the highest character, or with clusters of current or potential future heritage items, are not earmarked for rezoning or changes to building height controls.</p> <p>On balance, the proposed amendments for Arncliffe West are consistent with Direction 4.3.</p> <p>Draft Bayside LEP 2021 Clause 5.10, in tandem with site-specific DCP provisions, and Draft Bayside LEP 2021 Clause 6.14 Design Excellence across the entirety of the Investigation Area, can enable development under the proposed controls while facilitating the continued conservation of the above items.</p> <p><b>Bay Street:</b> The Bay Street Precinct contains an item of local heritage significance, 'House' located at 142 Farr Street, as identified in Bayside LEP 2021. The Draft Planning Proposal seeks to rezone the site from R2 Low Density Residential to R3 Medium Density Residential, and to retain the existing mapped height of buildings currently applying to this building.</p> <p>Clause 5.10 of the Draft Bayside LEP 2021 requires any future Development Application (DA) to manage heritage impacts. These controls, along with those to be prepared as part of a site-specific DCP, are considered to be sufficient to enable the adequate protection of this item.</p> <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>	
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		<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>	Yes



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		<p>that the land will be so remediated before the land is used for that purpose.</p> <p><b>Arncliffe West:</b> A limited portion of land within the Investigation Area is listed as 'potentially contaminated' according to Council's records. However, the draft PP does not seek to change the use of this land from the current residential use. As such, it is considered sufficient that investigations are carried out as part of any future DA's for development on the land.</p> <p><b>Bay Street:</b> Some of the land within the investigation area 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> <p><b>RTCMP Area/ 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>			
No.	Title	Draft Planning Proposal consistency with terms of direction	Consistent: Yes/ No (if No, is inconsistency adequately justified?)
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>Arncliffe West:</b> The Draft Planning Proposal increases the overall residential capacity of Arncliffe West and broadens choice by encouraging development for more medium density housing types. The location of the Draft Planning</p>	Yes

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		<p>Proposal within the Arncliffe Planned Precinct and within walking catchments of reliable public transport and local services allows for more efficient use of existing and planned infrastructure and services. The Investigation Area is also subject to Clause 6.14 Design Excellence, and is to be accompanied by future site-specific development controls to ensure quality design in development of different housing types.</p> <p><b>Bay Street:</b> The Bay Street Precinct seeks to rezone the site from R2 Low Density Residential to a mix of R2 Medium Density Residential, R4 High Density Residential and B4 Mixed Use. The proposal will result in a range of housing types and contribute approximately <b>1000 dwellings</b> to Bayside Council's 6-10 year housing supply.</p> <p>The Bay Street Precinct will facilitate an increase in available residential floor space and thus provide enhanced opportunities to increase residential diversity. As the site is located in an existing urban area and involves intensification of land use on the site, future development that can make use of existing available infrastructure reduce the consumption of land for housing and associated urban development on the urban fringe.</p> <p>As such the Bay Street Precinct is consistent with this Direction.</p> <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>	
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>	Yes



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- (a) *Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and*
- (b) *The Right Place for Business and Services – Planning Policy (DUAP 2001).*

#### **Arncliffe West:**

The Draft Planning Proposal is generally consistent with the aims, objectives and principles of the abovementioned publications, as the Draft Planning Proposal seeks to increase residential capacity on land within the Arncliffe Planned Precinct and within walking catchments of reliable public transport and local services, therefore taking advantage of current and planned transport infrastructure.

At the time of the DPIE's initial Arncliffe Priority Precinct planning exercise, which included uplift to the west of the railway line, Council made a submission to DPIE expressing concerns over the capacity of transport infrastructure to accommodate the growth envisaged. This included concerns about the ability of existing rail services to cater for future residents and the need for additional walking and cycling opportunities.

Although planning for Arncliffe West was deferred, the finalised Bayside West Precincts 2036 Plan outlines a number of proposed improvements within and adjacent to the Investigation Area boundary to cater for growth in Arncliffe Planned Precinct generally. These include:

- Upgrade to rail infrastructure to increase capacity and services;
- Upgrade to Arncliffe Railway Station;
- Improvements to bus services to provide better connectivity through the precincts and links to surrounding key centres;
- Upgrade to the intersection of Forest Road and Firth Street;
- Princes Highway to Arncliffe West – new pedestrian and cycling path following a section of the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS);
- Upgrades to intersections along Wollongong Road (near Investigation Area boundary);
- New on-road cycle path along Wollongong Road;
- Upgrade to existing cycle network including North-South route between Arncliffe Station and Banksia Station;
- Pedestrian crossing improvements at Wollongong Road-Firth Street roundabout; and
- Improved pedestrian facilities along Wollongong Road close to Arncliffe Park.

In addition to this, Council finalised the Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1) in December 2020, which includes several transport infrastructure items in Arncliffe West. These include:

- Arncliffe Town Centre Public Domain upgrade at corner of Firth and Belmore Streets;
- Bicycle Shoulder Lane on Firth Street between Belmore Street and Firth Street;
- Bicycle parking cages and racks at town centres;
- Way finding on pedestrian and cycle routes;
- Improved pedestrian access to Arncliffe Station;
- Improved pedestrian access along state roads;
- Traffic study for demand assessment into pedestrian crossing of Forest Road near Roach Street (near Investigation Area boundary); and

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		<ul style="list-style-type: none"> <li>- Pedestrian safety improvements between Esdaile Place and Station Street (near Investigation Area boundary).</li> </ul> <p>A Traffic Impact Assessment Report (refer <b>Appendix E</b>) has been prepared in support of the Arncliffe West Investigation Area. The Report including a strategic performance assessment of the proposed controls using criteria derived from the NSW Future Transport Strategy 2056. The assessment found that the proposed controls provided generally acceptable outcomes against the criteria. An impact assessment carried out in this Report generally concurred with the aforementioned items outlined in the Bayside West Precincts 2036 Plan and Contributions Plan. Overall, the Report found the proposed controls to be consistent with State and local policies and strategies.</p> <p>Therefore, on balance, the proposed amendments for Arncliffe West are consistent with Direction 3.4.</p> <p><b>Bay Street:</b> The Bay Street Precinct has been considered against the provisions of this direction, and is considered acceptable for the site. The draft PP is consistent with the objectives of this Ministerial Direction. It is considered that this PP, if implemented, will:</p> <ul style="list-style-type: none"> <li>- improve access to housing, jobs and services by walking, cycling and public transport;</li> <li>- reduce travel demand including the number of trips generated by development and the distances travelled, especially by car; and</li> <li>- support the efficient and viable operation of public transport services.</li> </ul> <p>The Precinct is within close proximity to Rockdale Station and high frequency bus services along Bay Street. It is also proposed to implement a new pedestrian walkway and cycle way, which is anticipated to promote active modes of transport in this location.</p> <p>A Traffic Report (refer <b>Appendix E</b>) has been prepared in support of the draft 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>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</p>	
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3.5	Development near Regulated Airports and Defence Airfields	<p>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> <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> <ul style="list-style-type: none"> <li>a) <i>consult with the Department of the Commonwealth responsible for airports and the lessee/operator of that airport;</i></li> <li>b) <i>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.</i></li> <li>c) <i>not allow development types that are incompatible with the current and future operation of that airport.</i></li> <li>d) <i>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.</i></li> </ul> <p><i>(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:</i></p> <ul style="list-style-type: none"> <li>a) <i>for residential purposes or to increase residential densities in areas where the ANEF is between 20 and 25; or</i></li> <li>b) <i>for hotels, motels, offices or public buildings where the ANEF is between 25 and 30; or</i></li> <li>c) <i>for commercial or industrial purposes where the ANEF is above 30.</i></li> </ul> <p><b>Arncliffe West:</b> In relation to paragraph (a), the 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 the Draft Planning Proposal proceed to the Gateway determination stage.</p>	Yes
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		<p>In relation to paragraph (b), the Investigation Area is subject to separate building height restrictions and approval processes to ensure that new buildings do not interfere with the normal operations of Sydney Airport:</p> <ul style="list-style-type: none"> <li>- The Obstacle Limitation Surface (OLS) defines the height of development where development applications will be referred to the relevant authority for approval.</li> <li>- The Procedure for Air Navigation Services – Aircraft Operations (PANS-OPS) is an upper height limit which should be kept free of obstacles at all times.</li> </ul> <p>In carrying out these precinct planning investigations, Council has adopted a policy setting of ensuring changes to building height controls do not result in any additional penetration of the OLS.</p> <p>Arncliffe West is covered by a blanket OLS control of 51m AHD. However, topography varies considerably across the Investigation Area: the northern and western portions are reasonably low lying, but a ridgeline occurs generally along Forest Road, which restricts potential height increases along the corridor. Further, land within the B4 Mixed Use zone can generally accommodate height increases, but a peak of just under 39 metres occurs at the end of Queen Street, which acts to limit height potential on the fringes of the zone.</p> <p>The proposed height control in the B4 Mixed Use zone seeks to encourage revitalisation while acknowledging the ceiling established by the OLS control. R4 High Density Residential zoned land adjoining the B4 zone is also earmarked for an increase in its FSR control, however, existing height controls must be maintained to ensure no additional penetration of the OLS.</p> <p>In relation to paragraph (c), no amendments to the types of development already permitted within the relevant zones are proposed.</p> <p>In relation to paragraph (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>In relation to clause (7), the entirety of the Investigation Area sits outside the ANEF 20 contour and, therefore, the described provision is not required in this instance.</p> <p>Overall, the proposed amendments for Arncliffe West are consistent with Direction 3.5.</p> <p><b>Bay Street:</b> The 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 the Draft Planning Proposal proceed to the Gateway Determination stage.</p> <p>The Urban Context Report demonstrates that the height proposed within the Bay Street Precinct are appropriate as the height of buildings will not exceed the Obstacle</p>	
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		<p>Limitation Surface of 51 metres above Australian Height Datum that applies over the subject site.</p> <p>As such, the Bay Street Precinct is consistent with this Direction.</p> <p><b>RTCMP Area:</b> 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.</p> <p>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.</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 constitute a controlled activity by breaching the prescribed airspace due to the erection of cranes during construction.</p> <p><b>Walz Street:</b> In relation to (a), the 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 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>	
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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
<b>4. Hazard and Risk</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>
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> <ul style="list-style-type: none"> <li><i>(a) the Acid Sulfate Soils Model LEP in the Acid Sulfate Soils Planning Guidelines adopted by the Director-General, or</i></li> <li><i>(b) such other provisions provided by the Director-General of the Department of Planning that are consistent with the Acid Sulfate Soils Planning Guidelines.</i></li> </ul> <p><i>(6) 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>Arncliffe West:</b> The entirety of Arncliffe West, as well as the majority of the Arncliffe and Banksia Planned Precincts, are covered by Class 5 Acid Sulfate Soils. 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. These requirements are considered sufficient to handle any potential risk.</p>	<p><b>No</b> – Inconsistency of minor significance and can be addressed with provisions in the LEP at the DA stage.</p>



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		<p><b>Bay Street:</b> The Bay Street Precinct is identified as Class 3 ASS. Clause 6.1 of the Draft Bayside LEP 2021 includes provisions to be considered at Development Application stage, and these are considered to be sufficient.</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><i>(4) 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><i>(5) 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><i>(6) A Draft Planning Proposal must not contain provisions that apply to the flood planning areas which;</i></p> <ul style="list-style-type: none"> <li><i>(a) Permit development in floodway areas,</i></li> <li><i>(b) Permit development that will result in significant flood impacts to other properties,</i></li> <li><i>(c) Permit a significant increase in the development of that land,</i></li> <li><i>(d) Are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or</i></li> <li><i>(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.</i></li> </ul> <p><i>(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).</i></p>	Yes

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*(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.*

**Arncliffe West:**

A Flood Constraints Review was carried out in support of the Draft Planning Proposal. This Review identified three principal flood-affected areas within the Investigation Area:

- Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road;
- Land in the far north of the area bounded by Bonar Street, Martin Avenue, Thompson Street and the railway line; and
- Land bounded by Station Street, Broe Avenue, Wollongong Road and Mitchell Street.

It found that the Kelsey Street block has the most significant direct flooding exposure in a 1% AEP event and that parts of the block are affected by high hazard flooding in such an event sufficient enough to be considered a "floodway". Although the requirement to prevent adverse flood impacts on other areas will likely be a significant constraint for redevelopment of this block, the Review also considered it more likely that consolidated higher-density redevelopment would be able to resolve this issue, compared with dispersed, lower-density built form. Therefore, although the Draft Planning Proposal includes new controls within this affected area, development outcomes would be available so as not to result in the permitting of development within a "floodway" or significant impacts to other properties.

Further, the Review considered the proposed controls unlikely to result in a substantially increased requirement for government spending on flood mitigation.

Taking these findings into account, the proposed amendments for Arncliffe West are considered to be consistent with Direction 4.3.

**Bay Street:**

The primary Muddy Creek concrete-lined channel runs through the centre of the Bay Street Precinct from south-west to north-east, between 141 and 143 Bay Street. Flood flows up to the 1% AEP are generally contained within the channel banks. Several of the lots along Bay Street between Garnet Street and West Botany Street are affected by flooding in the 1% AEP event, generally with relatively shallow depths up to approximately 0.2 m.

The flooding impacts of the proposed development has been reviewed by an independent consultant. The Flood Constraint report (**Appendix F**) considers that flooding within the Bay Street IA "does not present any significant constraint to redevelopment".

The current flood related development controls contained with the Draft Bayside LEP 2021 and Draft Bayside DCP 2021 are sufficient for any future development in the Bay Street area.



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	<p><b>RTCMP Area:</b> A suitably qualified stormwater consultant was engaged by Council to prepare a Flood Constraints Review (flood report) in support of the Draft Planning Proposal.</p> <p>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.</p> <p>Any future Development Applications will, however, need to be in accordance with Council's Technical Specification – Stormwater Management and Flood Management Policy.</p> <p><b>Walz Street:</b> 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.</p> <p>The mapping and discussion of flood behaviour in this assessment is derived from the updated catchment design flood modelling, as per the following study:</p> <p><i>Spring Street Drain, Muddy Creek and Scarborough Ponds Catchments 2D Flood Study Review, BMT WBM February 2017</i></p> <p>A summary of the flood report is provided as follows and is focussed on two locations within the Walz Street investigation area:</p> <p><u>Lots generally north of Frederick Street:</u> <i>'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.'</i></p> <p><i>'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.'</i></p> <p>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.</p> <p><u>Lots south of Frederick Street:</u> <i>'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.</i></p> <p><i>In events exceeding the capacity of the subsurface drainage network, overland flow will occur through the</i></p>	
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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

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		<p>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	<b>Not applicable</b> The South Coast Regional Strategy and the Sydney-Canberra Corridor Regional Strategy do not apply to the Bayside LGA.	Not applicable.
5.2	Sydney Drinking Water Catchments	<b>Not applicable</b> Bayside LGA is not identified as an LGA within the Sydney drinking water catchment.	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

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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)</li> </ul>	<b>Yes</b>

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6.2	Reserving Land for Public Purposes	<p><i>that the class of development is likely to have a significant impact on the environment, and 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.</i></p> <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> <p><b>Arncliffe West</b> The direction does not apply to Arncliffe West as it is not proposed to reserve land for public purposes; or to remove a reservation of land for public purposes.</p> <p><b>Bay Street:</b> The Traffic Report undertaken by Bitzios recommends that 117 Cameron Street, Rockdale be acquired for road purposes. The Traffic Report states that: <i>"It is suggested to acquire 117 Cameron Street to enable Croft Lane to continue through to Cameron Street and converted to a one-way street"</i>.</p> <p>Crofts Lane is currently used to service the properties fronting Bay Street that are located between George Street and Cameron Street. Croft Lane is currently too narrow to permit larger sized service vehicles.</p> <p>This recommendation has been adopted, meaning that 117 Cameron Street and a portion (79.72 sqm) of 126 Bay Street, Rockdale are identified in the LRA map.</p> <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	<p><i>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:</i></p> <ul style="list-style-type: none"> <li>a) <i>Allow that land use to be carried out in the zone the land is situated on, or</i></li> <li>b) <i>Rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without</i></li> </ul>	Yes

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		<p><i>imposing any development standards or requirements in addition to those already contained in that zone; or</i></p> <p>c) <i>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.</i></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>	
<b>7. Metropolitan Planning</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>
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> <i>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.</i></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 and Infrastructure Implementation Plan	<p><b>Not applicable</b> The direction applies to Blacktown City Council, The Hills Shire Council and Hawkesbury City Council.</p>	Not applicable



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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>Arncliffe West</b> The Bayside West Precincts 2036 Plan includes Arncliffe West within the Arncliffe Planned Precinct boundary, but explains that planning for this area "will be the subject of further investigation to consider opportunities for greater masterplanning and high quality urban design outcomes".</p> <p>While no amendments were made to Arncliffe West, the Bayside West Precincts 2036 Plan highlights that planning for Arncliffe was underpinned by the planning vision and five key themes set out in the document.</p> <p>The planning vision describes the precincts as "vibrant, attractive and connected communities, where people live and work. Located 10km to the south of the CBD and adjacent to the Sydney Airport, the Precincts have been built on great access to public transport, community facilities, new open spaces, shops and local service."</p> <p>It includes the following objectives: 1) Create vibrant and connected town centres at Arncliffe and Banksia.</p>	<b>Yes</b>

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		<p>2) Improve accessibility for pedestrians, cyclists and vehicles; and connect homes, jobs and local families across the Precincts to make it easier to get around.</p> <p>3) Provide more homes and improve and increase housing choice.</p> <p>4) Revitalise and activate the Princes Highway Corridor and make it a safe place for pedestrians.</p> <p>5) Improve existing and provide new areas of open space.</p> <p>The five themes identified are: Place, Land use, Movement, Landscape and Built Form. Chapters for each theme outline key qualities and changes within the precincts.</p> <p>The Draft Planning Proposal is generally consistent with the vision, objectives and key themes of the Bayside West Precincts 2036 Plan, as well as the broad expectations for further investigations of Arncliffe West, for various reasons explained earlier in this report.</p> <p>Council considers that there are certain lower-density areas within Arncliffe West that are better suited for inclusion under a separate ongoing parallel investigation relating to short-term actions established in its Local Housing Strategy. These actions include:</p> <p>3. Plan for diversity in housing types:</p> <ul style="list-style-type: none"> <li>- Permit dual occupancies throughout the Bayside LGA with minimum site frontage and area provisions set out in the LEP (except in identified heritage conservation areas or potential local character areas).</li> </ul> <p>6. Encourage good design and the preservation of local character through planning controls</p> <ul style="list-style-type: none"> <li>- Review development controls including the use of minimum lot size and frontages controls to ensure that effective design can be achieved in infill development situations</li> <li>- Review principal planning controls using a development feasibility model to ensure Bayside is able to accommodate demand for medium density housing</li> </ul> <p>Due to their lower density context, and equivalent uplift potential, these areas are more closely aligned with the expected outcomes of this parallel investigation. The above actions are also assigned short-term timeframes under the Bayside LHS and, therefore, this repositioning is not inconsistent with the Ministerial Direction or the Bayside West Precincts 2036 Plan.</p> <p><b>Bay Street</b> N/A – Bay Street is not located within the Bayside West Precincts.</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>	
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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.	Yes
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## 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 specifics, 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

##### **Arncliffe West:**

A Flood Constraints Review was carried out in support of the Draft Planning Proposal (refer to **Appendix F**). This Review identified three principal flood-affected areas within the Investigation Area:

- Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road (the Kelsey Street block);
- Land in the far north of the area bounded by Bonar Street, Martin Avenue, Thompson Street and the railway line; and
- Land bounded by Station Street, Broe Avenue, Wollongong Road and Mitchell Street.

It found that the Kelsey Street block, which is intersected by an overland flow path occurring along the north-western fringe of the Investigation Area, has the most significant direct flooding exposure in 1% AEP and PMF events. It considered that parts of the block are affected by high hazard flooding in such an event sufficient enough to be considered a "floodway".

The Review observed that the requirement to prevent adverse flood impacts on other areas will likely be a significant constraint for redevelopment of this block, owing to the central location of the overland flow path within the block. However, it also considered it more likely that consolidated higher-density redevelopment would be able to resolve this issue, compared to redevelopment under the current zoning, by freeing up more open land through the centre of the block. Therefore, although the Draft Planning Proposal includes new controls within this affected area, development outcomes would be available so as not to result in the permitting of development within a "floodway" or significant impacts to other properties.

The Review identified that each of the above blocks, if put forward for uplift, would require minimum floor level controls on future development.

Further, the Review considered the proposed controls unlikely to result in a substantially increased requirement for government spending on flood mitigation.

Taking these findings into account, it is considered that the proposed amendments for Arncliffe West are consistent with the strategic planning framework. Concurrently, Council is investigating site-specific DCP provisions to respond to flood risk issues in the aforementioned flood-affected areas.

##### **Bay Street:**

Sydney Water own, and are responsible for, the Muddy Creek storm water channel which is a brick and concrete channel draining a catchment approximately 6.2 square kilometres running for

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approximately 4.3km through the catchment draining to the Cooks River estuary. Sydney Water has commenced the design process for a naturalisation program for the section upstream of Bestic Street into the upper Muddy Creek catchment. This does not include the section immediately adjacent to Bay Street as the channel has not yet reached the end of its serviceable life however the treatment will be consistent once Sydney Water determines the need for the project to be extended upstream and beyond Bay Street.

The primary Muddy Creek concrete-lined channel runs through the centre of the Bay Street Precinct from south-west to north-east, between 141 and 143 Bay Street. Flood flows up to the 1% AEP are generally contained within the channel banks. Several of the lots along Bay Street between Garnet Street and West Botany Street are affected by flooding in the 1% AEP event, generally with relatively shallow depths up to approximately 0.2 m.

The flooding impacts of the proposed development has been reviewed by an independent consultant. The Flood Constraint report (refer **Appendix F**) considers that flooding within the Bay Street IA "does not present any significant constraint to redevelopment".

The current flood related development controls contained within the Draft Bayside LEP 2021 and Draft Bayside DCP 2021 are sufficient for any future development in the Bay Street area.

**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 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.

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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.

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

##### **Arncliffe West:**

The Arncliffe West Investigation Area comprises land within the Arncliffe Planned Precinct, which has been the subject of a DPIE-led rezoning process, including supporting transport analysis.

At the time of the DPIE's initial Arncliffe Priority Precinct planning exercise, which included uplift to the west of the railway line, Council made a submission to DPIE expressing concerns over the capacity of transport infrastructure to accommodate the growth envisaged. This included concerns about the ability of existing rail services to cater for future residents and the need for additional walking and cycling opportunities.

Although planning for Arncliffe West was deferred, the finalised Bayside West Precincts 2036 Plan outlines a number of proposed improvements within and adjacent to the Arncliffe West Investigation Area boundary to cater for growth in Arncliffe Planned Precinct generally. These include:

- Upgrade to rail infrastructure to increase capacity and services (under the State Government's *More Trains, More Services* project);
- Upgrade to Arncliffe Railway Station (under the State Government's *More Trains, More Services* project and *Transport Access Program*);
- Improvements to bus services to provide better connectivity through the precincts and links to surrounding key centres;
- Upgrade to the intersection of Forest Road and Firth Street;
- Princes Highway to Arncliffe West – new pedestrian and cycling path following a section of the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS);
- Upgrades to intersections along Wollongong Road (near Investigation Area boundary);
- New on-road cycle path along Wollongong Road;
- Upgrade to existing cycle network including North-South route between Arncliffe Station and Banksia Station;
- Pedestrian crossing improvements at Wollongong Road-Firth Street roundabout; and
- Improved pedestrian facilities along Wollongong Road close to Arncliffe Park.

In addition to this, following the release of the Bayside West Precincts 2036 Plan and rezoning of land to the east of the railway line, Council finalised the Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1) in December 2020, which includes several transport infrastructure items in Arncliffe West. These include:

- Arncliffe Town Centre Public Domain upgrade at corner of Firth and Belmore Streets;
- Bicycle Shoulder Lane on Firth Street between Belmore Street and Firth Street;
- Bicycle parking cages and racks at town centres;
- Way finding on pedestrian and cycle routes;
- Improved pedestrian access to Arncliffe Station;
- Improved pedestrian access along state roads;
- Traffic study for demand assessment into pedestrian crossing of Forest Road near Roach Street (near Investigation Area boundary); and
- Pedestrian safety improvements between Esdaile Place and Station Street (near Investigation Area boundary).

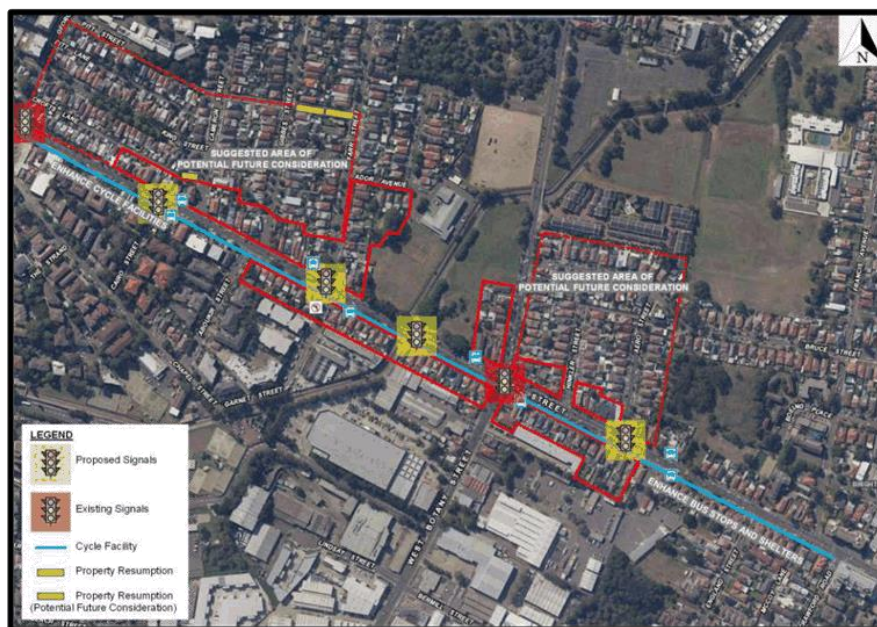
A Traffic Impact Assessment Report (refer **Appendix E**) has been prepared in support of the Arncliffe West Investigation Area. The Report includes a strategic performance assessment of the proposed controls using criteria derived from the NSW Future Transport Strategy 2056.

The assessment found that the proposed controls provided generally acceptable outcomes against the criteria. An impact assessment carried out in the Report generally concurred with the aforementioned items outlined in the Bayside West Precincts 2036 Plan and Contributions Plan. Overall, the Report found the proposed controls to be consistent with State and local policies and strategies.

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### Bay Street:

The Traffic Report provides a number of recommendations as detailed in **Figure 12** below.



**Figure 12:** Bay Street Traffic Study Recommendations (Source: Bitzios Consulting)

The report recommends that the study area be increased to include low density residential areas to the north and east, largely on the basis of funding traffic related infrastructure. However, the Bayside Local Housing Strategy does not identify these locations for increased development.

The Traffic Report also recommends that traffic lights be installed at the intersections of Cairo Street/Bay Street, Aero Street/Bay Street and Farr Street/Bay Street. The recommended traffic lights will allow an improved pedestrian experience, as Bay Street currently has an undersupply in pedestrian crossings (the distance between signalised intersections is currently 800m) leading to risky behaviours and crashes, as demonstrated by the draft Bayside Transport Strategy. The installation of these traffic lights will be subject to TfNSW approval and funding arrangements to be determined as the PP progresses. The report has also recommended improvements to bus stops by enhancing them with shelters. This would also be subject to TfNSW approval and funding arrangements as the PP progresses.

Crofts Lane is currently used to service the properties fronting Bay Street between George Street and Cameron Street. Croft Lane is currently too narrow to permit larger sized service vehicles. The report recommends Council acquire 117 Cameron Street to enable Croft Lane to continue through to Cameron Street and converted to a one-way street. This recommendation has been adopted, and 117 Cameron Street, Rockdale is identified on the LRA Map. Council has determined that a portion (approximately 79.72 sqm) of 126 Bay Street, Rockdale is also required for acquisition to enable the adequate service of the lane, and to provide a lane of appropriate width. The width of the lane as a one-way street is considered to be sufficient to allow the delivery of relevant services to the future sites, however vehicular access and basements will need to ensure that services are able to be delivered for these sites.

The Traffic report states that the proposed development is not expected to have any significant impact on Bay Street operations. It recommends that vehicular access is provided from the lowest

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order roads and rear service lanes included where possible. Controls to this effect have been included in a site-specific DCP, currently being finalised to support the Draft Planning Proposal.

If DPIE issues a Gateway Determination for the Draft Planning Proposal, traffic modelling of the Bay Street treatments will be undertaken to support the Draft Planning Proposal.

A preliminary meeting was held in February 2021 with TfNSW, seeking early feedback on the Bay Street Precinct. TfNSW provided feedback in March 2021 on a number of matters which is summarised as follows:

- Buses Serviceability: *"The issue of bus capacity was raised in the meeting due to the additional 2-3 thousand people living in the area as a result of the Draft Planning Proposal. The bus servicing team stated that the ability to provide additional servicing for this area could be considered with further details during the planning process."*

Comment: Council will continue to discuss the Draft Planning Proposal with TfNSW throughout the planning process.

- Vehicle Access points on Bay Street: *"The issues of multiple access points along the classified road network was raised in the meeting with TfNSW recommending that appropriate measures be investigated to ensure that vehicular access is from the local road network either by locating access points to side/rear local streets, the creation of new rear service lanes or changing the proposed bulk form and scale of the proposed future parcels to consolidate parcels and access"*

Comment: Council has amended the original design presented to TfNSW to reduce the number of vehicle crossings along Bay Street.

- Property Affection: *"The integrity of all existing TfNSW reservations is to be maintained. No infrastructure that is integral to any future redevelopment of the site is to be located in the existing TfNSW reservations and easements."*

Comment: Noted.

- M6 Stage 1: *"Current plans indicate tunnels will run beneath properties along Bay Street in the area that is being investigating for uplift (between Farr Street and Cameron Street). This may have implications for the viability of certain densities for some properties, as this may limit future basement and support infrastructure depth for the developments above. The substratum impacts of the M6 tunnel may need to be further investigated as part of the future Draft Planning Proposal as it may impact the ability of new developments to provide basement car parking to certain depths. For Council's information M6 tunnel infrastructure will be in excess of 20 metres below surface level at this location... The closest outlet to Bay St is 429-439 West Botany Street. The implications on air quality may also need to be further investigated as part of the future Draft Planning Proposal. There is also a Rockdale Motorway Operation centre located at the SE corner of West Botany Street and Bay Street."*

Comment: Noted, the M6 Stage 1 plans have been considered and will continue to be considered as the Draft Planning Proposal progresses.

#### **RTCMP Area:**

The Traffic Report 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.

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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.

**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**

**Arncliffe West**

Proposed amendments for Arncliffe West are accompanied by a detailed Urban Design and Built Form Study (Urban Design study) (**Appendix A**), prepared by Council's technical staff.

The Urban Design Study provides a review of the current controls, identifies opportunities and constraints and provides recommended controls. It also responds to Ministerial Direction 7.9 and the stipulation contained in the Bayside West Precincts 2036 Plan, that Arncliffe West "will be the subject of further investigation to consider opportunities for greater masterplanning and high quality urban design outcomes".

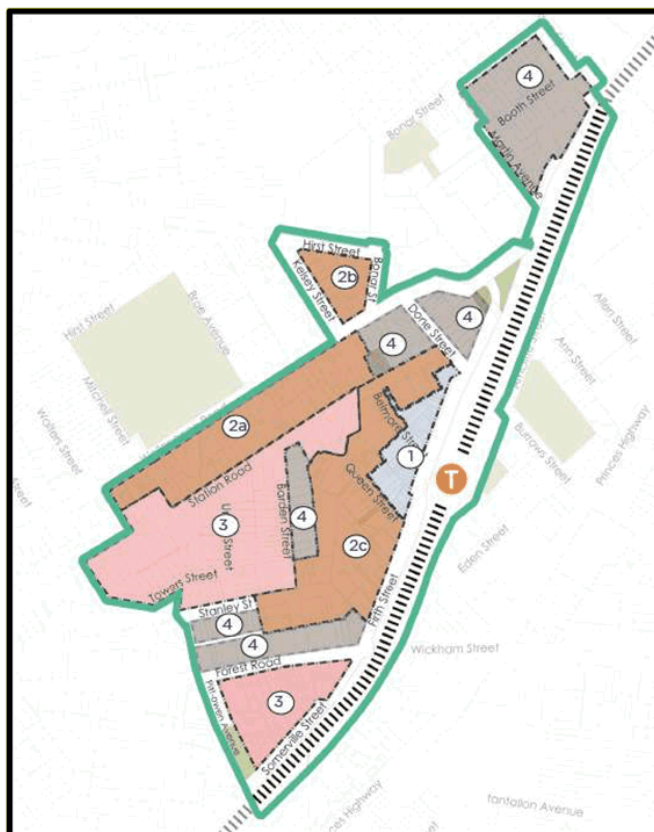
The Study identifies four key Development Areas within the Investigation Area:



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- Area 1 'High Street' (B4 Mixed Use zone)
- Area 2 'Medium-High Density Residential'
- Area 3 'Low Density Residential'
- Area 4 No Change

**Figure 13** illustrates the four Development Areas comprising Arncliffe West Investigation Area.



**Figure 13** Arncliffe West Development Areas

**Area 1**, the entirety of the B4 Mixed Use zone, contains an attractive 'High Street' in Firth Street and is comprised of 1-2 storey shop top housing, with some original facades and community buildings. The Area benefits from immediate access to trains, on-street parking and wide sidewalks to support growth.

A number of constraints exist in Area 1 that curb the potential uplift the B4 zone could ultimately yield. These include restrictions placed on building heights by the OLS, interface with existing heritage and character, solar access, irregular lot patterns and orientation.

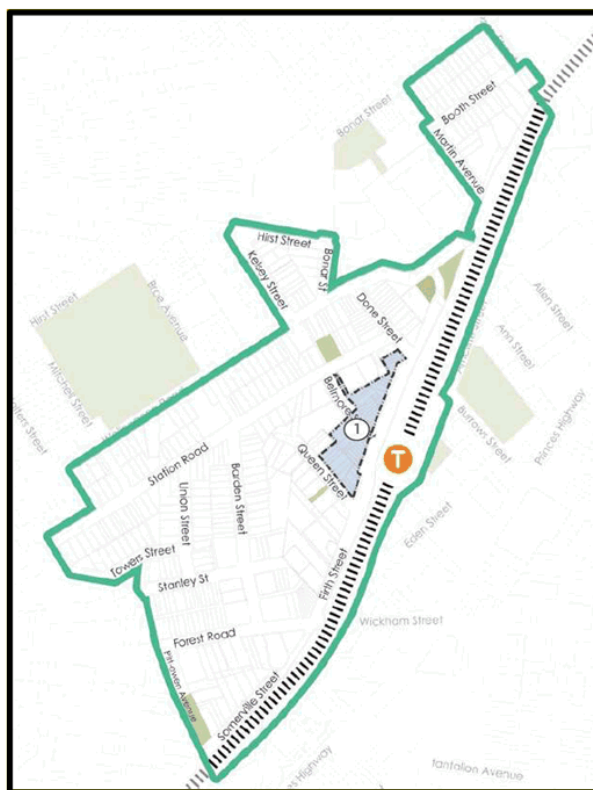
For the purposes of determining appropriate building height and FSR controls, the Urban Design Study divides Area 1 into seven 'Sites'. Each site is defined in response to: interfacing and building separation, dominant lot patterns, orientation and solar access requirements.



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Outside of these seven sites, there are also a number of additional properties within the B4 zone, occurring along Belmore Street, that are not considered suitable for further amendments to the existing planning controls. These properties have been omitted from the sites due to being substantially developed, having recent development approval for substantial development, or having site properties that realistically preclude further uplift.

**Figure 14** demonstrates the Area 1 boundary, while **Figure 15** illustrates the seven sites subject to amendments to building height and FSR controls.



**Figure 14** Arncliffe West Development Area 1

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**Figure 15** Area 1 Sites

Building height controls are assigned by site ensuring no breach of the OLS at the highest point of each site. Appropriate FSR controls are then established taking these building heights into account, alongside optimal amalgamation patterns and building massing distribution.

Site-specific DCP provisions are also being investigated separately, pertaining to matters such as street wall height, roof top open space, lot amalgamations and vehicular access.

**Figure 16** illustrates optimal built form for Area 1, taking into account the above constraints and characteristics.

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Figure 16 Arncliffe West Development Area 1 Built Form

**Area 2** 'Medium-High Residential' contains a variety of residential and mixed use development typologies. Generally, this area has potential for medium to high-density uplift, but must also take into account a range of challenging constraints, including airport height limitations, interfacing with low-density and high character areas, pedestrian environments and flood prone land. The Area comprises 3 distinct sub-areas:

- 2A 'Arncliffe Park Edge'
- 2B 'Kelsey Street Triangle'
- 2C R4-zoned land immediately surrounding Area 1

**Sub-area 2A** 'Arncliffe Park Edge' is located opposite Arncliffe Park, on land along Wollongong Road up to and including the B1 zones and including the remainder of the block bounded by Mitchell Street, Station Street and the public laneway linking Belmore Street Reserve with Wollongong Road.

This sub-area is comprised predominantly of 1-2 storey high character residential development, with pockets of shop top housing. The amenity of the adjacent park combined with good

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accessibility to reliable public transport provides opportunity for additional sensibly-designed density.

This must be tempered against potential interface issues with the heritage-listed park, lower-density residential areas nearby, as well as a local heritage-listed dwelling contained within the block. Uplift potential is also restricted somewhat by identified flood risk issues on this block (refer to response to Ministerial Direction 4.3) and the need to preserve views to the ridgeline along Forest Road including landmark churches (affecting the south-western fringe of the Area).

Further, the pedestrian environment along Wollongong Road is currently in need of improvements to minimise the safety risks that would arise from increased use of Arncliffe Park. These improvements are already identified in works schedules contained in the Bayside West Precincts 2036 Plan and Council's Arncliffe and Banksia Local Infrastructure Contributions Plan 2020 (Revision 1).

The land facing Station Street is included in this sub-area in order to:

- provide sufficient depth to enable north-south orientation;
- provide a finer grained façade to both Station Street and Wollongong Road;
- enable side landscaping, where possible; and
- avoid a continuous wall of built form facing Arncliffe Park.

Dwellings along Station Street also sit at a generally higher level which, together with interface treatments to the road façade, will help mitigate negative impacts.

**Sub-area 2B** 'Kelsey Street Triangle' is located on land to the north-west of Wollongong Road and bounded by Kelsey Street, Hirst Street, Bonar Street and Wollongong Road. This sub-area comprises predominantly single-storey detached dwellings, but is surrounded on most sides by higher-density residential zonings. Similar existing built form occurs opposite this block along the western frontage of Kelsey Street, but medium-density typologies occupy land further west.

Recent high-density developments occur immediately north of the block, while there are remnant industrial and employment uses on R4-zoned land to the east. It is noted that existing design controls to guide future redevelopment of this land respond to the lower-scale built form to the south. A response to that area will also be required with appropriate interfacing.

As elaborated upon previously in this report, the sub-area is contains flood-affected land, including an overland flow path which occurs along the north-western fringe of the Arncliffe West Investigation Area. Future development on the highly affected part of the site would have to be set back from the overland flow path, restricting potential densities on the block, but representing an opportunity for redevelopment to ameliorate the flooding issue. There are also broader traffic and pedestrian safety concerns along Wollongong Road, as identified in Sub-area 2A.

**Sub-area 2C** is composed of currently R4-zoned land immediately surrounding Area 1. This sub-area is already substantially developed for residential flat buildings and in some parts is constrained by topography, airport height limitations and the shape of lots.

However, there may be opportunities for limited high-density infill of typologies consistent with Sub-areas 2A and 2B. A small increase in FSR could assist in gradually achieving redevelopment of some sites while still retaining a diversity of housing types and affordability offer. Some additional, carefully planned development could allow for a more coordinated approach to the existing built form and potentially enabling new through site links.

The Urban Design Study recommends the following amendments within Area 2:

- Retention of existing B1 and R4 zones and rezoning of R2 and R3-zoned land to R4;
- Retention of building height control of 14.5m on existing R4-zoned land and increase in building height control elsewhere to 14m;
- Increase in FSR to 1.25:1.

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Separately, site-specific DCP provisions are being investigated to take into account matters such as the aforementioned interfacing issues, flood considerations, land amalgamation, ground floor heights and uses, and landscaping.

**Figure 17** illustrates the three sub-areas that comprise Area 2.



**Figure 17** Arncliffe West Development Area 2

**Area 3** 'Low Density Residential' is made up of land suitable for limited infill development of low to medium-density residential typologies. This land generally occurs in the west of the Investigation Area, as well as the 'triangle' to the south of Forest Road. It is predominantly zoned R2 and R3 and is composed of lower-density housing, with a number of existing dual occupancy dwellings, in a generally good character setting befitting further infill development.

The Area is also characterised by design constraints such as interfacing with heritage-listed sites, topography, lower permeability and, in the case of the 'triangle' of land south of Forest Road, an identified gap in accessibility to open space. Further, this 'triangle' contains St David's Anglican Church – recognised in the Rockdale DCP 2011 as a landmark feature for significant views to the ridgeline on Forest Road – which serves as a constraint on this block, as well as a quality to be accounted for in built form elsewhere in this Area.

The particular topography of the 'triangle', sloping down Somerville Street, as well as the existing shapes of allotments, make this block generally unsuitable for high-density redevelopment. Due to the shape of the land, a number of homes have long facades. A variety of lower-scale dwelling types could allow for an improved public domain interface and shared vehicular access.

As outlined previously in this report, this Area is more closely aligned to investigations of medium-density residential potential across the LGA, being carried out concurrently by Council. These

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investigations relate to the following actions contained in Council's adopted Local Housing Strategy:

*3. Plan for diversity in housing types*

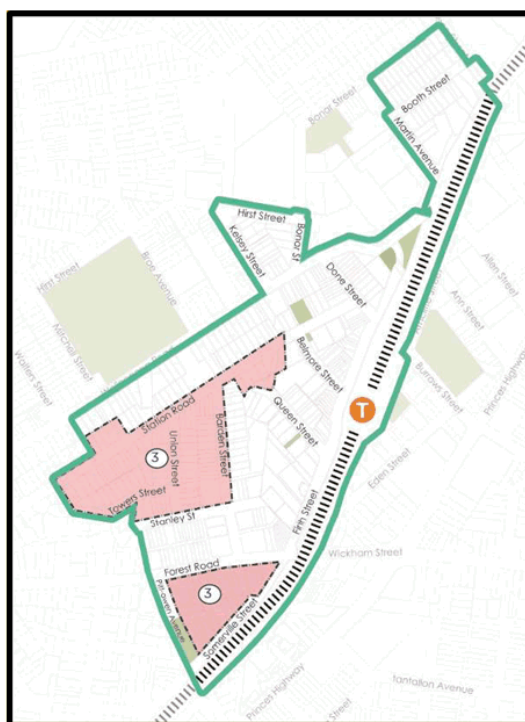
- *Permit dual occupancies throughout the Bayside LGA with minimum site frontage and area provisions set out in the LEP (except in identified heritage conservation areas or potential local character areas).*

*6. Encourage good design and the preservation of local character through planning controls*

- *Review development controls including the use of minimum lot size and frontages controls to ensure that effective design can be achieved in infill development situations*
- *Review principal planning controls using a development feasibility model to ensure Bayside is able to accommodate demand for medium density housing*

Given the broader LGA-wide implications, Council has therefore repositioned this Area to fall under these ongoing parallel investigations. Consistent with the Bayside Local Housing Strategy, as well as Ministerial Direction 7.9, outcomes for this Area will be finalised in the short term.

**Figure 18** illustrates the two sections of the Investigation Area that comprise Area 3.



**Figure 18** Arncliffe West Development Area 3

**Area 4** 'No Change' comprises the remainder of the Arncliffe West Investigation Area. For a variety of reasons, it is considered that this Area is not presently capable of accommodating further changes to zoning or other planning controls.

As identified previously, proximity to dangerous goods pipelines presents an urban hazard over parts of the Investigation Area. Operators of the Moomba to Sydney Ethane Pipeline, APA Group, have identified a potential 'rupture zone' in the vicinity of the pipeline, including land in the far north



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of Arncliffe West. Council has been in regular discussion with both DPIE and the APA Group with regard to planning within the catchments of dangerous goods pipelines and is awaiting further guidance from DPIE on considering this issue in the strategic planning process. Until further guidance is made available, no changes are recommended to planning controls for this part of the Investigation Area.

Within the Investigation Area are pockets of residential or business uses of particularly high character, or which contain sites of current or potential local heritage significance. It is considered that any changes to planning controls to encourage infill development within these pockets would be incongruous with the observed high character aesthetic. Further, where current or potential local heritage items occur in these pockets, infill development is arguably inconsistent with Clause 5.10 of the Rockdale LEP 2011 and with Ministerial Direction 2.3. Therefore, no changes to planning controls are proposed in these high character pockets.

Council proposes to retain existing planning controls on some small portions of land currently zoned R4, for certain character and amenity-related reasons.

For the 'triangle' of land bounded by Done Street, Firth Street and Wollongong Road, it is considered that potential uplift facilitated by changes to current planning controls is limited by a combination of: the existing high-density planning control setting; the relatively small size, irregular shape and substantial development of the block; and its close proximity to an identified pocket of high character low-density residential land.

For land along Forest Road, it is considered that potential uplift is limited by a combination of: the existing high-density planning control setting; the block's elevation close to the Sydney Airport OLS; and its close proximity to an identified pocket of high character low-density residential land. Given the land's location along a ridgeline containing identified significant views, increases in development potential would also have significant impacts on these important views from within and outside Arncliffe West.

**Figure 19** illustrates the various sections that comprise Area 4

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Figure 19 Arncliffe West Development Area 4

#### Bay Street:

This Draft Planning Proposal is supported by a detailed Urban Design and Built Form Study (Urban Design study) (**Appendix B**) prepared by Council's technical staff.

The Urban Design Study provides a review of the current controls, identifies opportunities and constraints and provides recommended controls.

The following design principles have guided the proposed controls:

- Development potential has been maximised on the southern side of Bay Street. The southern side of Bay street adjoins light industrial zoned land and is less sensitive to potential amenity issues arising from up zoning and density increases.
- Provide a pedestrianised link between Brighton-Le-Sands and Rockdale and develop opportunities for cycle link between Brighton-Le-Sands and Rockdale.
- To provide residential flat buildings in a landscaped setting where all residents have privacy, good solar access and natural ventilation.
- The northern side of Bay Street is to accommodate a transition in scale with the adjoining low density neighbourhood, by providing transitional landscaping and modelling new built form.

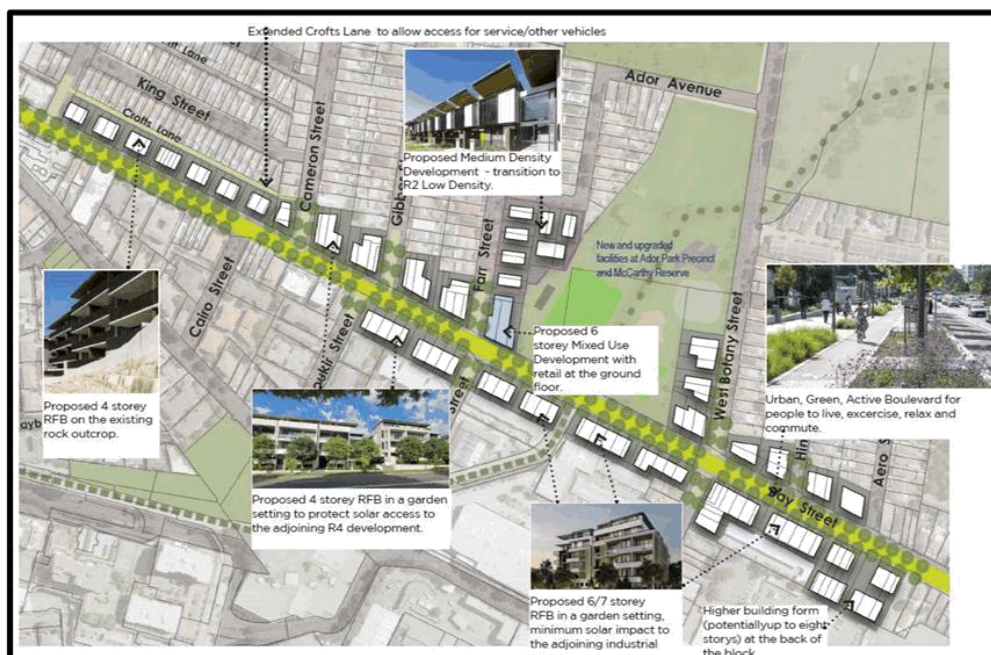
It is recommended that Bay Street be upzoned to accommodate increased development potential that will contribute to significant improvements to the public domain including:

- Street tree planting to create a tree-lined Avenue
  - Cycle paths
  - Improved pedestrian foot paths.
- This will facilitate a green, urban boulevard that provides a connection between Rockdale and Brighton Le Sands.
- Crofts Lane to be made a one-way street.

Figure 20 demonstrates the proposed built form outcome:



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**Figure 20 – Proposed built form outcome** (Source: Bayside Council)

Proposed building heights have been distributed as follows as shown in **Figure 21**:

- The Bay Street Precinct is scaled down from Rockdale Town Centre.
- 4 storey RFB development is proposed along the northern side of Bay Street with 7 storey development proposed on Farr/Bay Street for mixed use development.
- Medium Density proposed and height is stepped down to the north along Farr Street to respond to surrounding R2 land.
- Higher buildings proposed on the southern side of Bay Street east of Garnett Street due to deeper blocks and less impact to adjoining industrial uses.

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Figure 21 – Building Height Strategy (Source: Bayside Council)

Movement is proposed to be improved as follows and demonstrated in **Figure 22**:

- To establish generous pedestrian environment and accommodate a bicycle path between Rockdale and Brighton Le Sands each site fronting Bay Street is to dedicate a 1.5m wide strip to the public domain (section provided at **Figure 22**).
- To improve pedestrian safety and cycle connectivity signalised crossings (3) have been recommended at Cairo Street intersection, Farr Street intersection and Aero Street intersection are signalised.
- Enable Croft Lane to continue through to Cameron Street and converted to a one-way street with road widening of Croft Lane.
- Improvements to bus stops and shelters.

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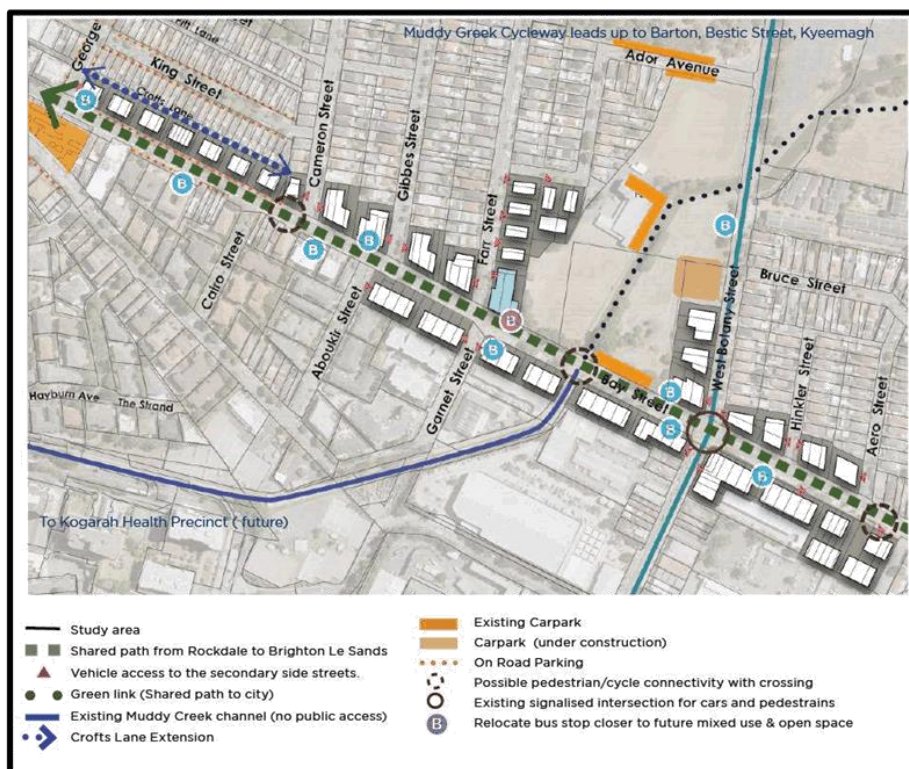
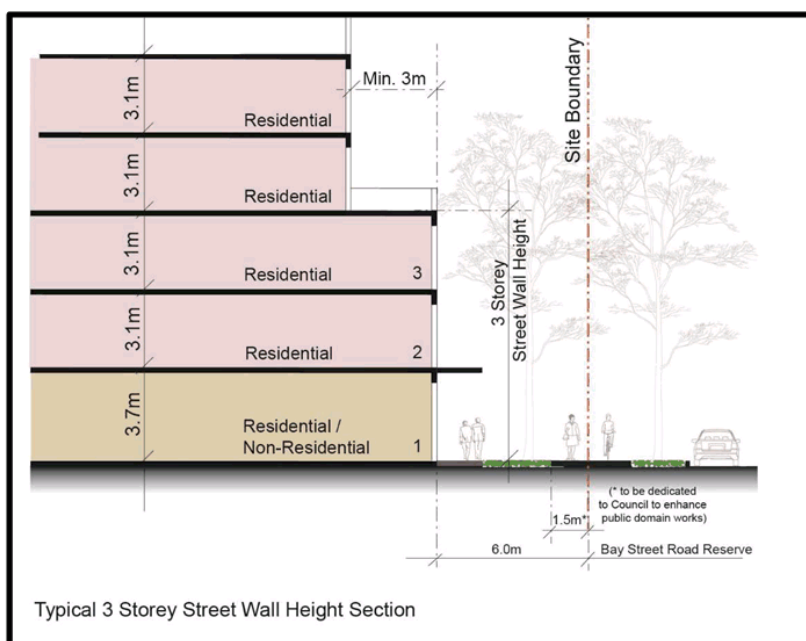


Figure 22 – Proposed Movement (Source: Bayside Council)

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**Figure 23:** Section demonstrating public domain dedication (Source: Bayside Council)

The Bay Street IA will be supported by a future site-specific DCP, which will detail requirements relating to dedication of land for public domain improvements, amalgamation patterns and setbacks.

Any future DA will be required to be in accordance with the site-specific DCP being prepared for the Draft Planning Proposal.

#### **Walz Street:**

This Draft Planning Proposal is supported by a detailed Urban Design and Built Form Study (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 24**:



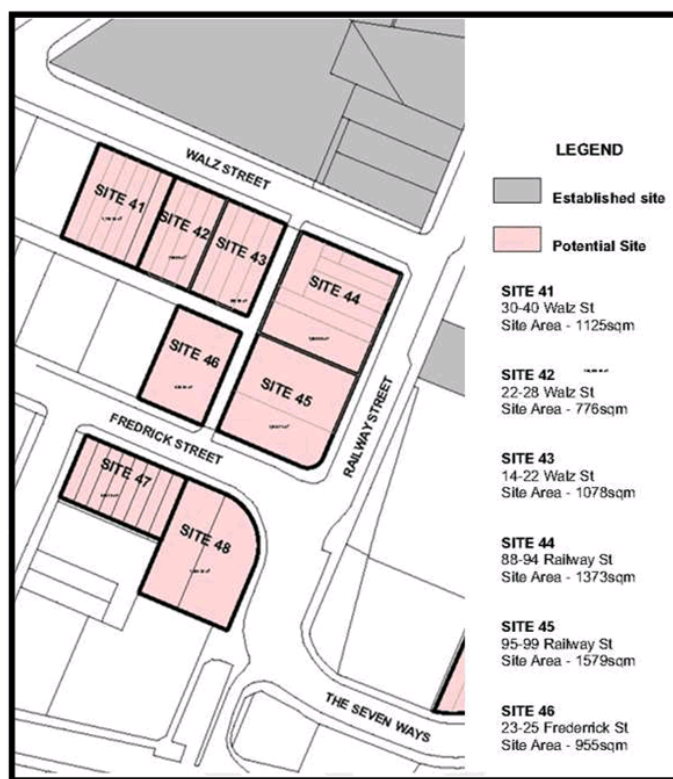
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**Figure 24:** Proposed building heights (Source: Bayside Council)

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 25**, below:

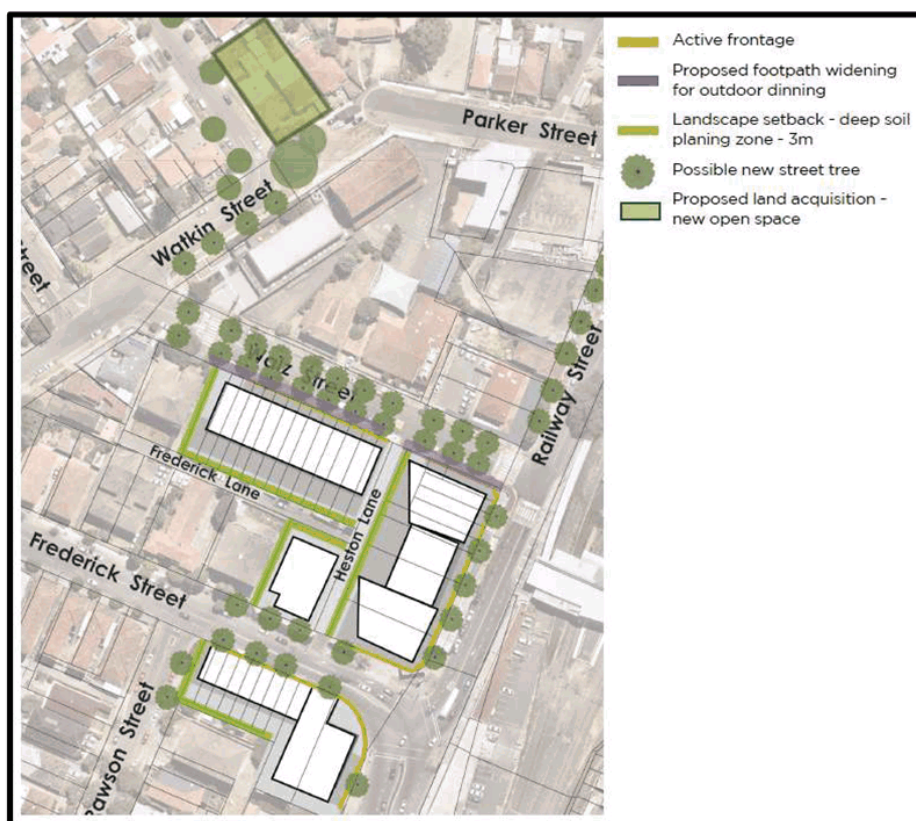
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**Figure 25:** Preferred Amalgamation Pattern (Source: Bayside Council)

Public domain improvements are also identified as shown in **Figure 26**, 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.

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**Figure 26:** 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.

#### 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

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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 27**:



**Figure 27:** 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 28**, below:



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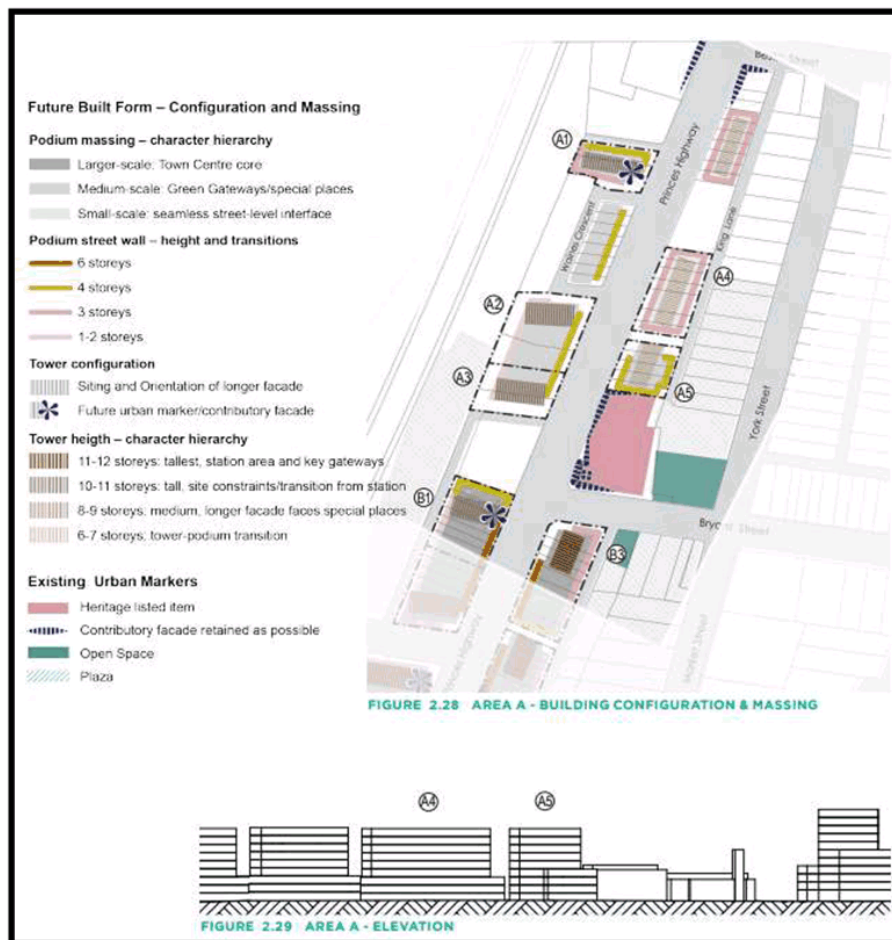
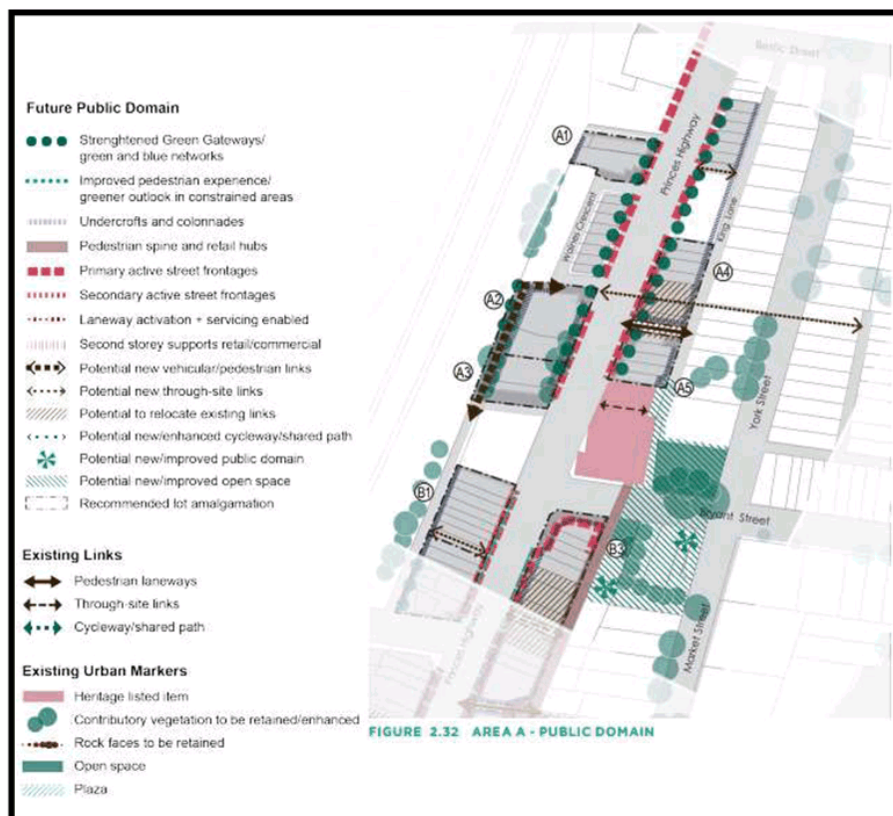


Figure 28: Area A Future Built Form (Source: Bayside Council)

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

The proposed public domain for Area A is shown in **Figure 29**:



**Figure 29:** 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 C**.

#### 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 700 sqm.

The indicative future built form for this character area is shown in **Figure 30**, below:

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

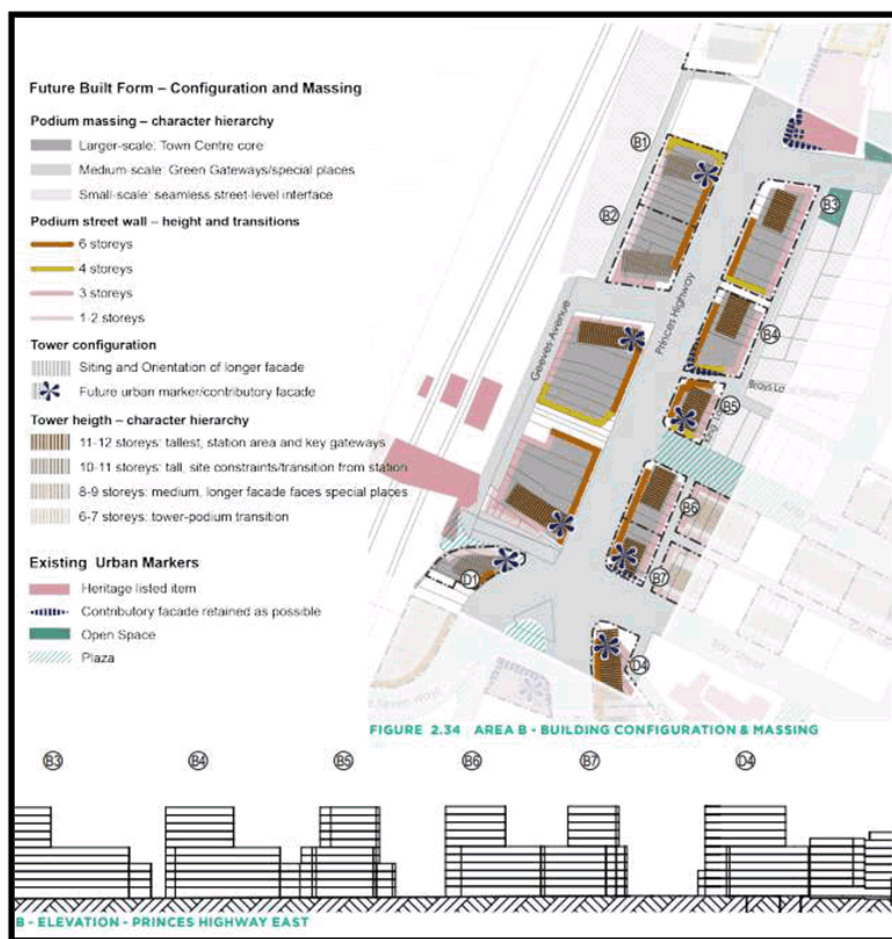
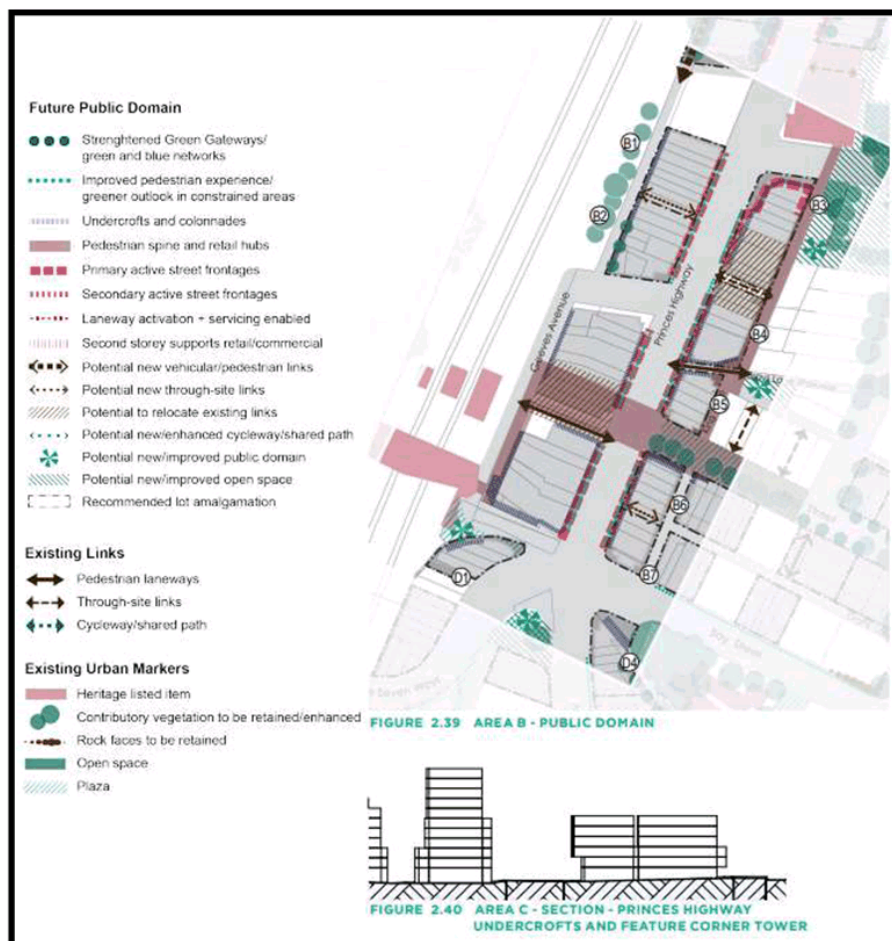


Figure 30: Area B Future built form (Source: Bayside Council)

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

The proposed public domain for Area B is shown in **Figure 31**:



**Figure 31:** 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 C**.

#### Area C – King Street Area

The indicative future built form for Area C is shown in **Figure 32**, below:

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

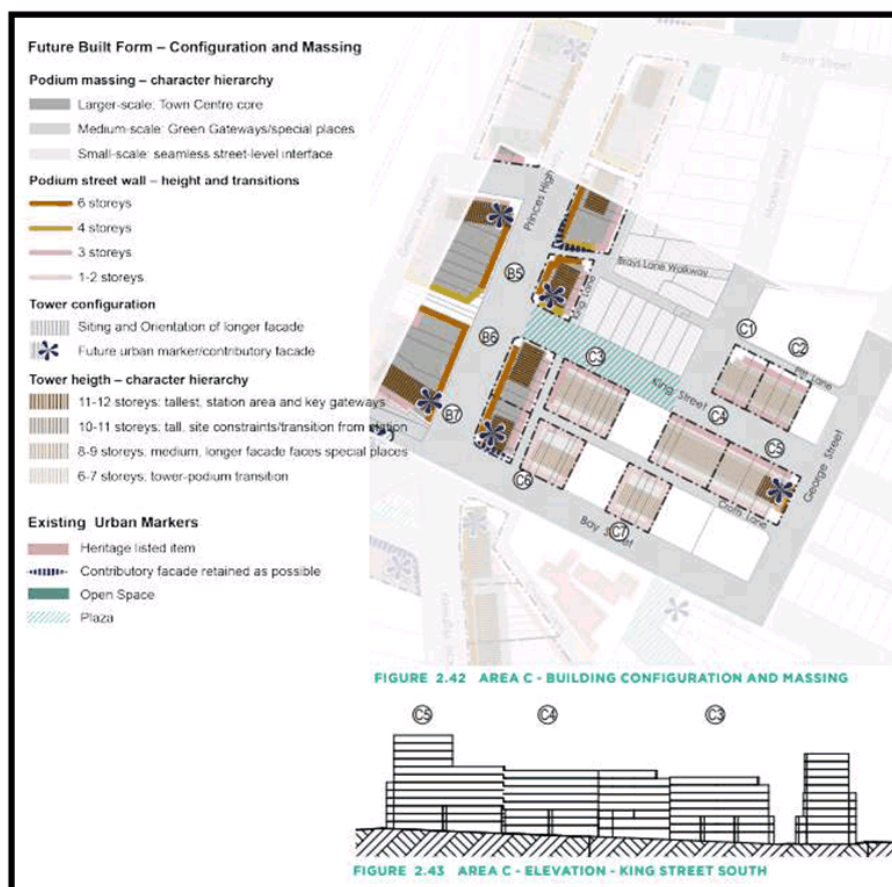


Figure 32: Area C Future built form (Source: Bayside Council)

The proposed public domain for Area C is shown in **Figure 33**:



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

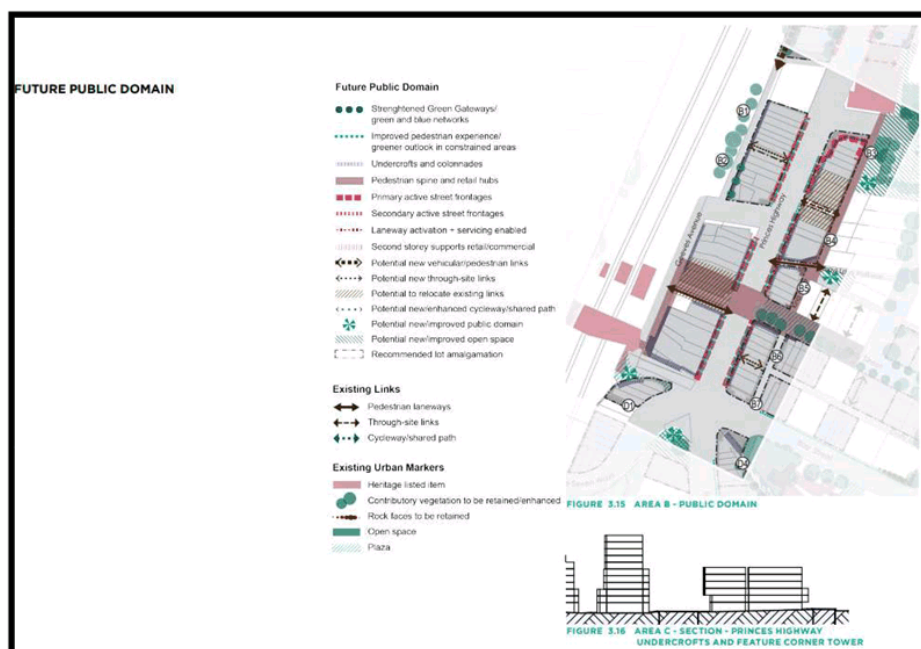


Figure 33: Area C Public Domain (Source: Bayside Council)

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 C**.

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

The indicative future built form for this character area is shown in **Figure 34**, below:

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

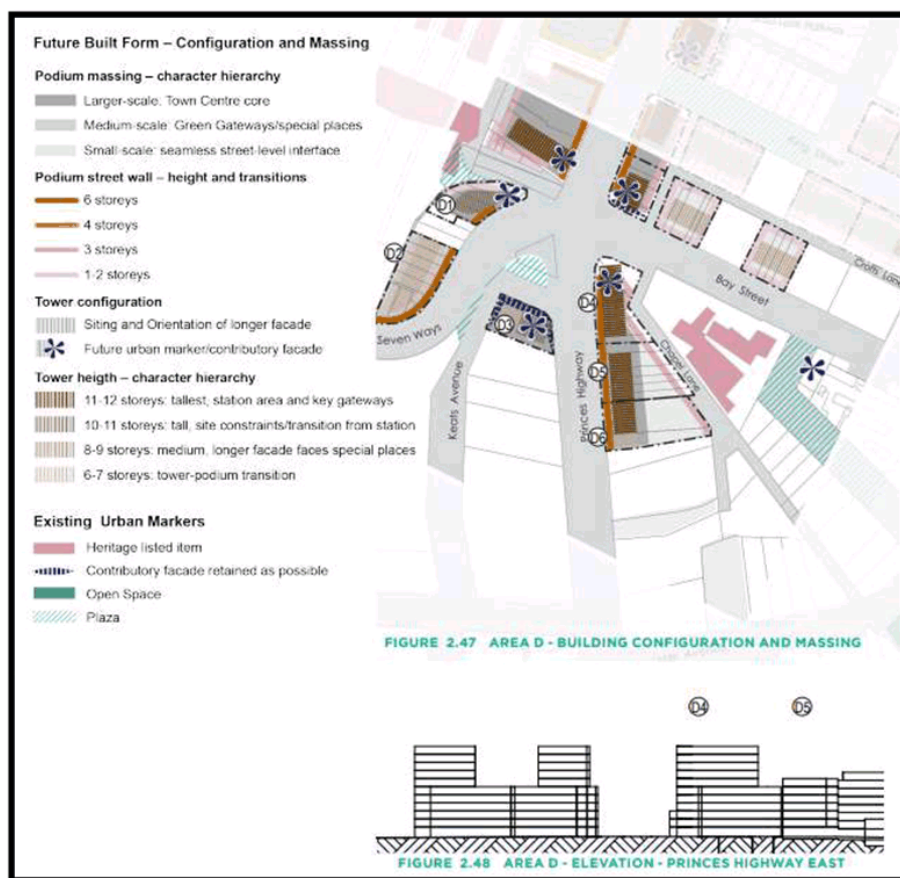


Figure 34: Area D future built form (Source: Bayside Council)

The proposed public domain for Area D is provided in **Figure 35**.

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

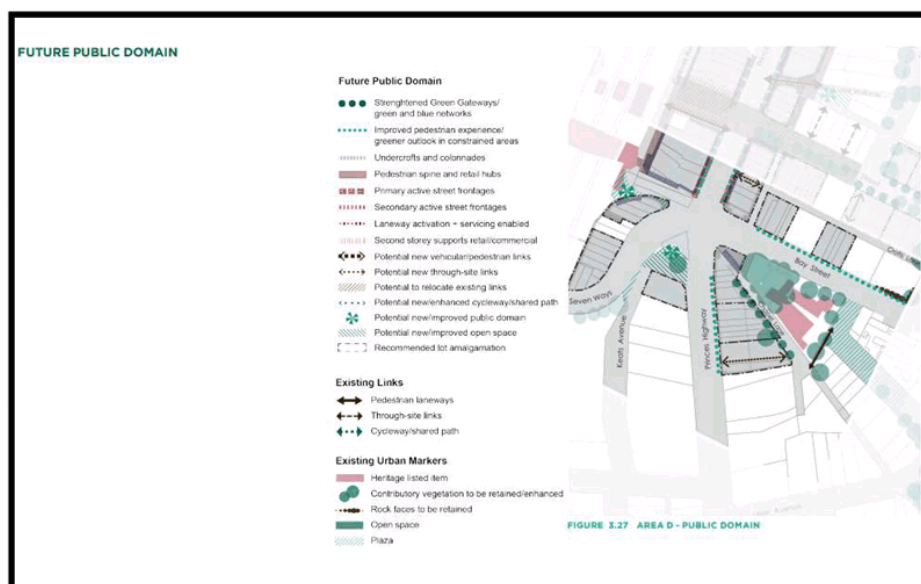


Figure 35: Area D Public Domain (Source: Bayside Council)

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 C**.

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 36**, below:



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**Figure 36:** 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

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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.

**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

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

- 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.

Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

<b>Table 10</b>		
<b>Proposed Map Amendments by Investigation Area</b>		
<b>Arncliffe West</b>		
<b>Map Tile No.</b>	<b>Existing</b>	<b>Proposed</b>
LZN_003	46 to 94 Wollongong Road, and 19 to 75 Station Street: R2 and R3	R4
HOB_003	Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road: R2	R4
	19 to 27 Done Street,	T3 – 28 metres
	4 to 10, 10A, 11, 15, 18 to 25, Part 25A and 26 to 30 Firth Street, and	
	3 to 11, 6 and 11A Belmore Street: O2 – 16 metres	
	1-3 and 5 Queen Street: O2 – 16 metres	T2 – 27 metres
	7 and 9 Queen Street: O2 – 16 metres	23.5 metres (new category)
FSR_003	36 to 114 Wollongong Road, and 19 to 75 Station Street: I – 8.5 metres	14 metres (new category)
	Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road: I – 8.5 metres	14 metres (new category)
	11, 15, 18 to 25, Part 25A and 26 to 30 Firth Street, 3 to 11, 6 and 11A Belmore Street, and 1-3 and 5 Queen Street: T1 – 2:1	V3 – 3.4:1
	19 to 27 Done Street, and 4 to 10 and 10A Firth Street: T1 – 2:1	2.7:1 (new category)
	36 to 114 Wollongong Road, and 19 and 75 Station Street: D – 0.5:1 and F – 0.6:1	P1 – 1.25:1

## Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

	Land bounded by Kelsey Street, Bonar Street, Hirst Street and Wollongong Road: D – 0.5:1	P1 – 1.25:1
	17 Done Street, 2-22 Station Street, 18 Belmore Street, 2-24 and 11-13 Queen Street, 32-38, 35, 37, 37A and 43 Firth Street, 1-9 and 2-12 Stanley Street and 31-35 Barden Street: N – 1:1	P1 – 1.25:1

Bay Street		
Map Tile No.	Existing	Proposed
LZN_004	R2 Low Density Residential	R3, R4 and B4
FSR_004	0.5:1	0.7:1, 1.2:1 and 2:1
HOB_004	8.5m	9.5m, 14m, 24m and 27m
LRA_004	N/A	Identify 117 Cameron Street and part of 126 Bay Street, Rockdale for road purposes.

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.

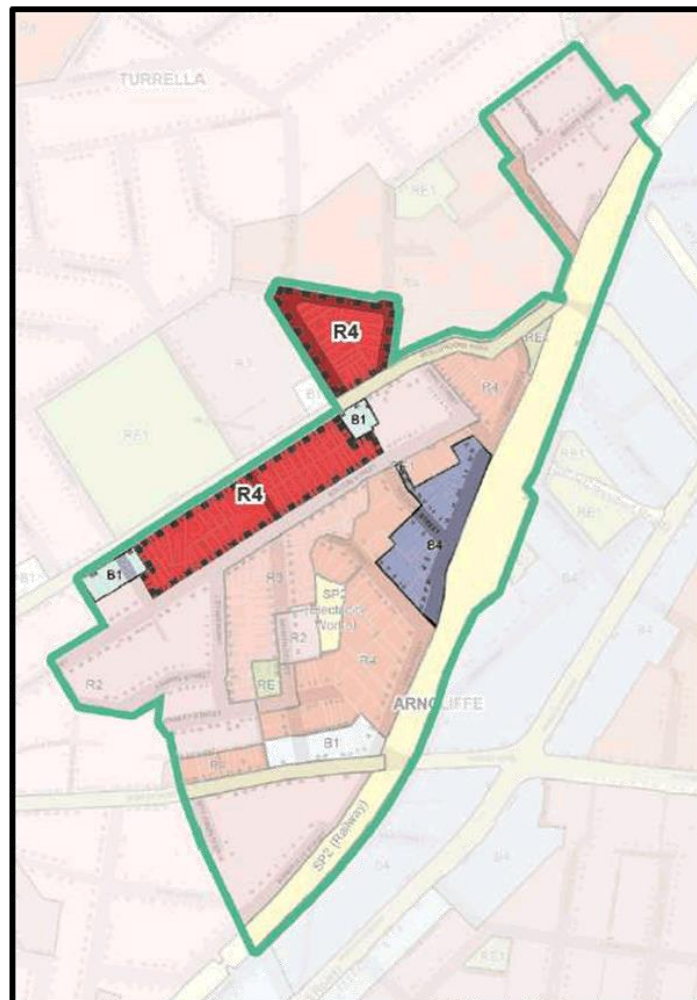
*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

<b>Walz Street</b>		
<b>Map Tile No.</b>	<b>Existing</b>	<b>Proposed</b>
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.

Draft Planning Proposal – Bayside Local Environmental Plan

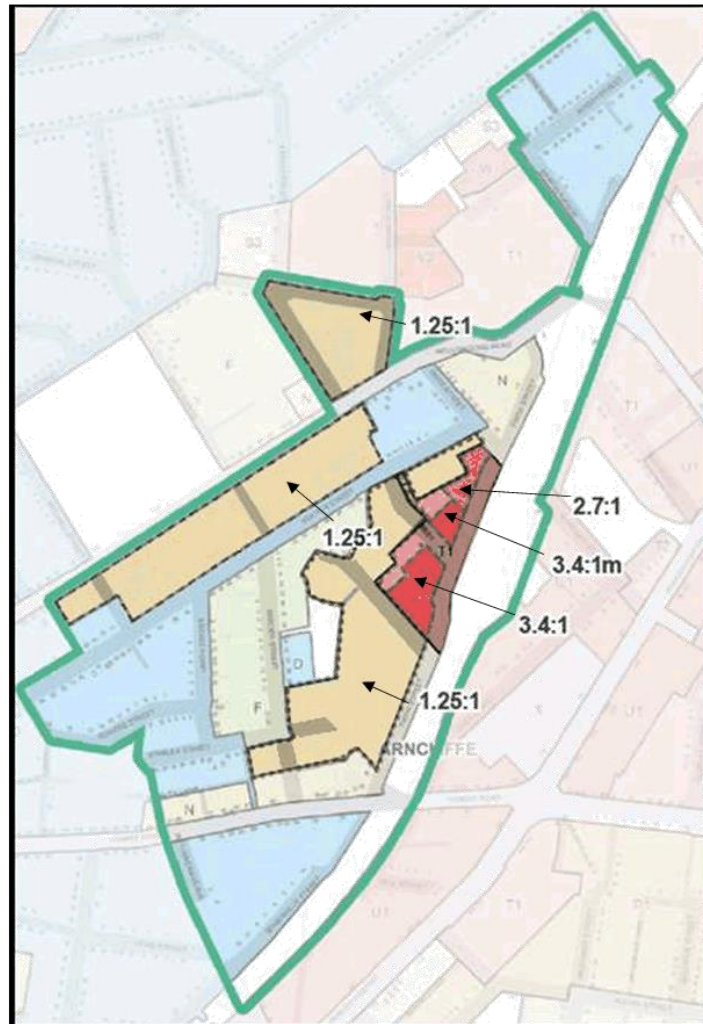
## Arnccliffe West – Proposed LEP Maps

## Land Zoning



*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

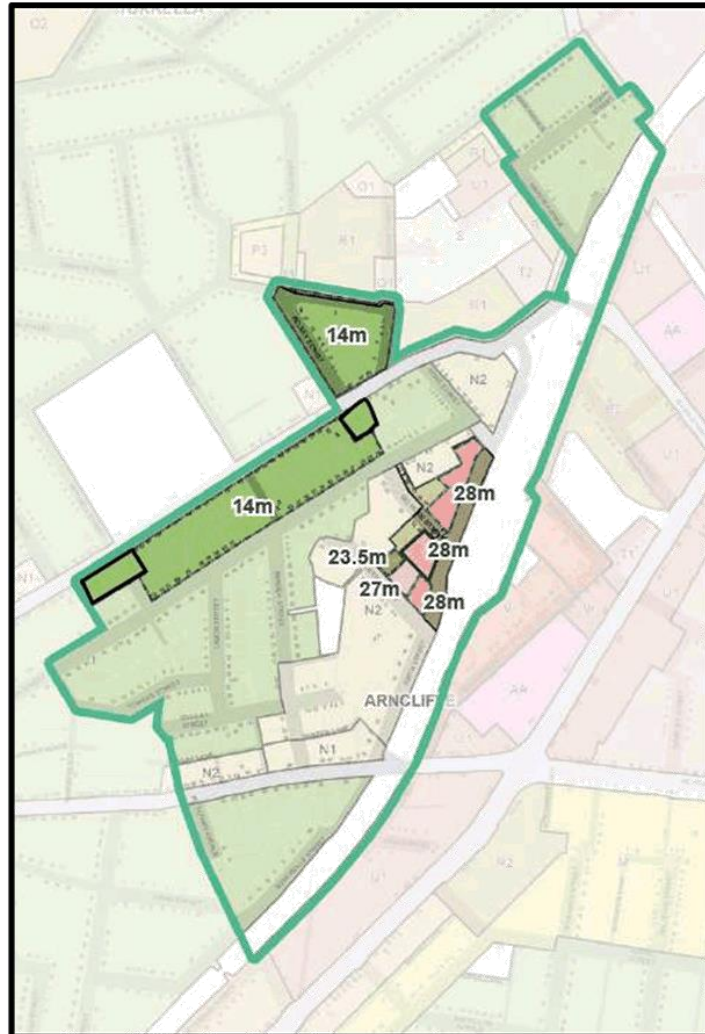
### Floor Space Ratio





Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

### Height of Buildings



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

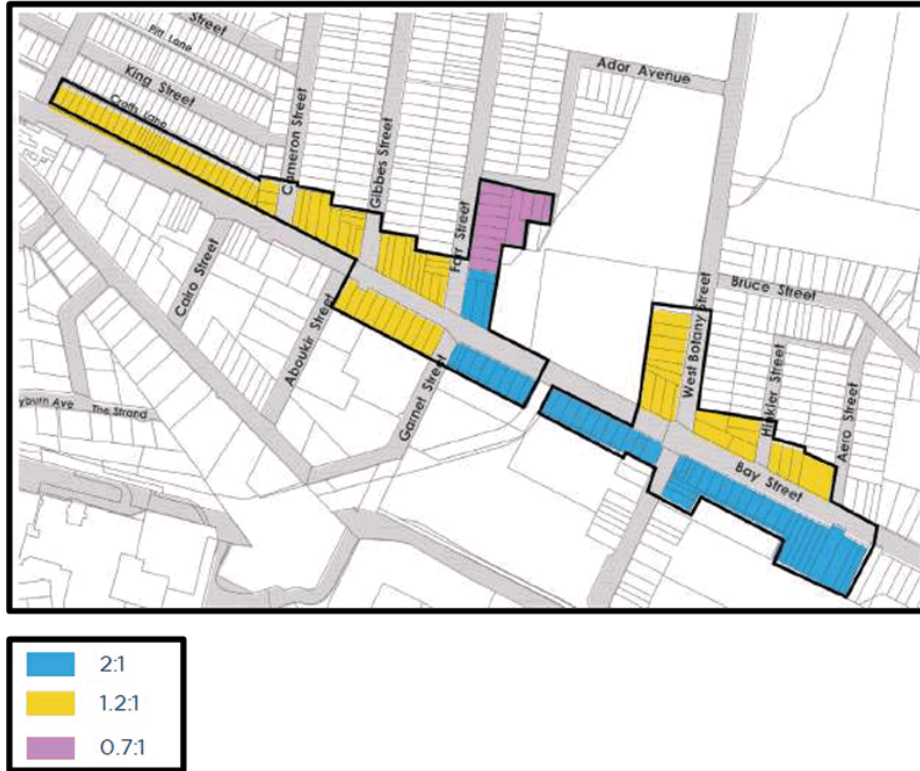
## Bay Street – Proposed LEP Maps

### Land Zoning



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

### Floor Space Ratio



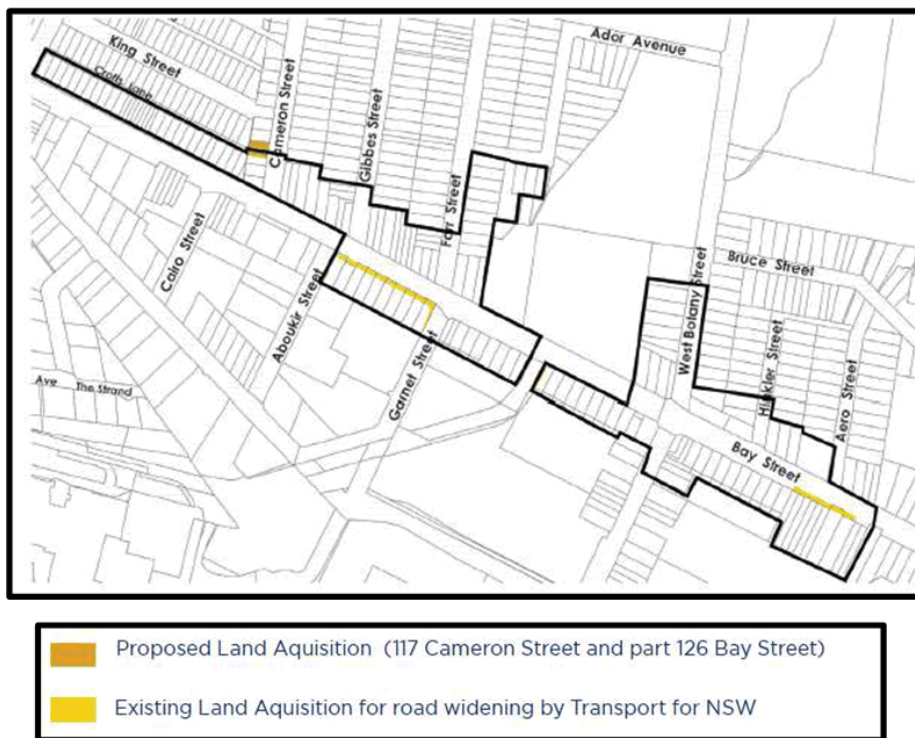
Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

### Height of Building



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

### Land Reservation Acquisition

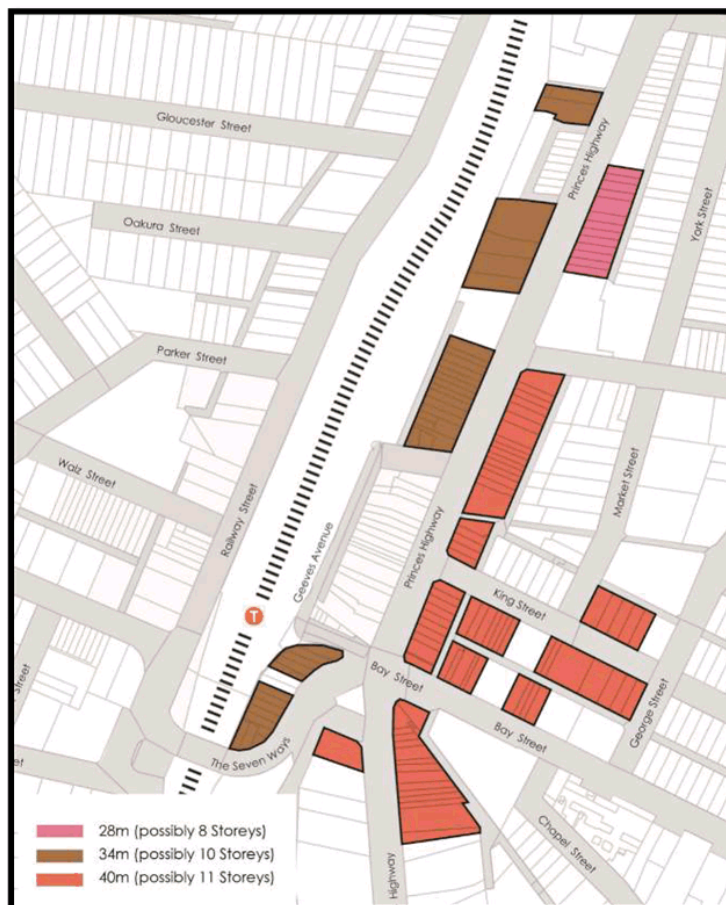




Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

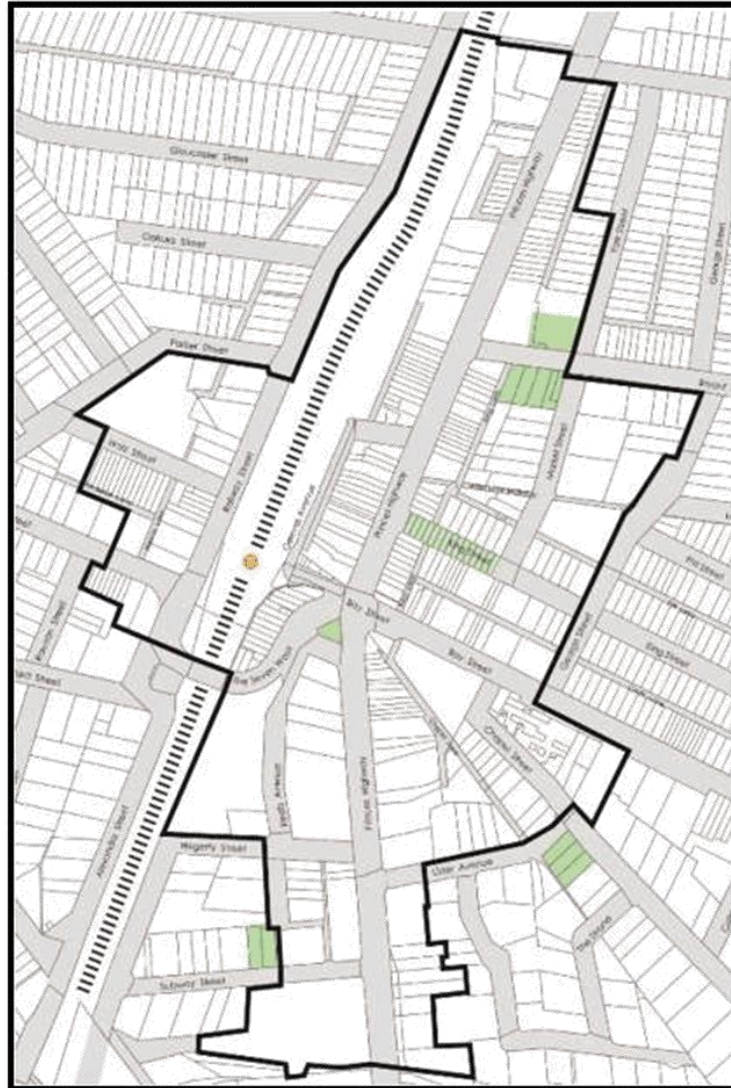
## RTCMP Area – Proposed LEP Maps

### Height of Buildings



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

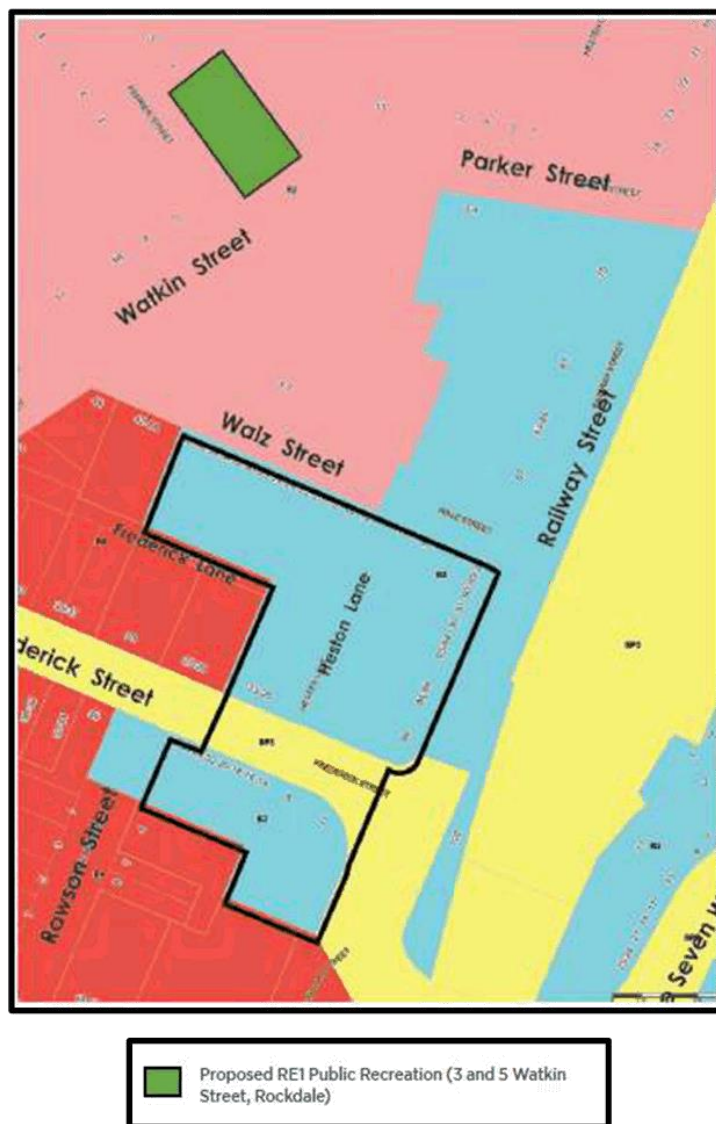
## Design Excellence



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

## Walz Street – Proposed LEP Maps

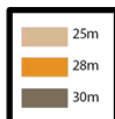
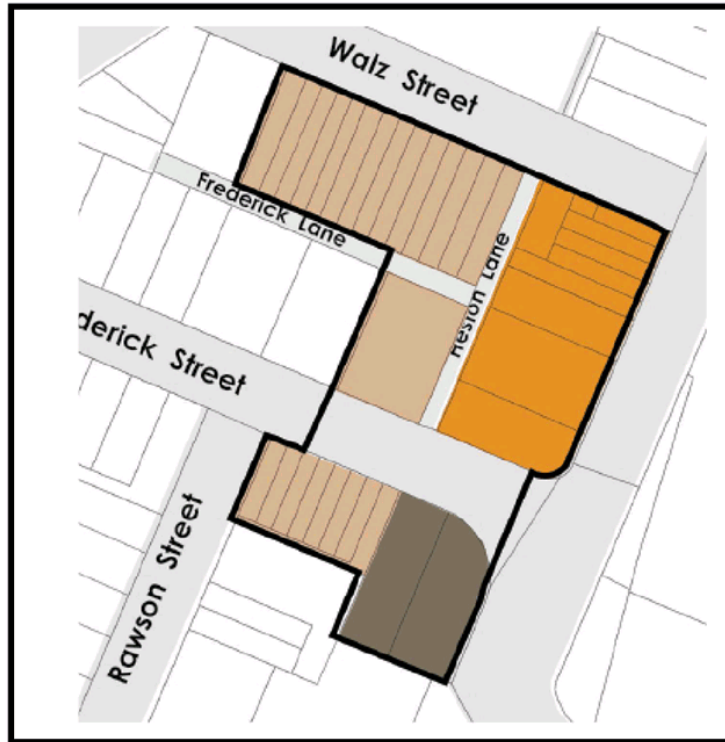
### Zoning





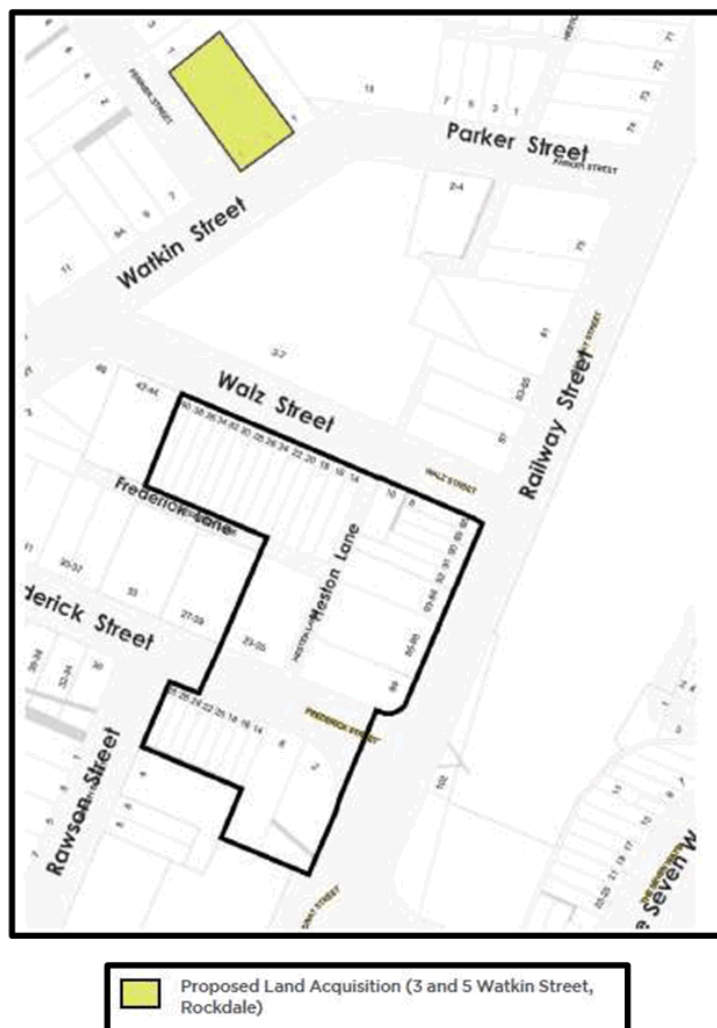
*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

### Height of Building



Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program

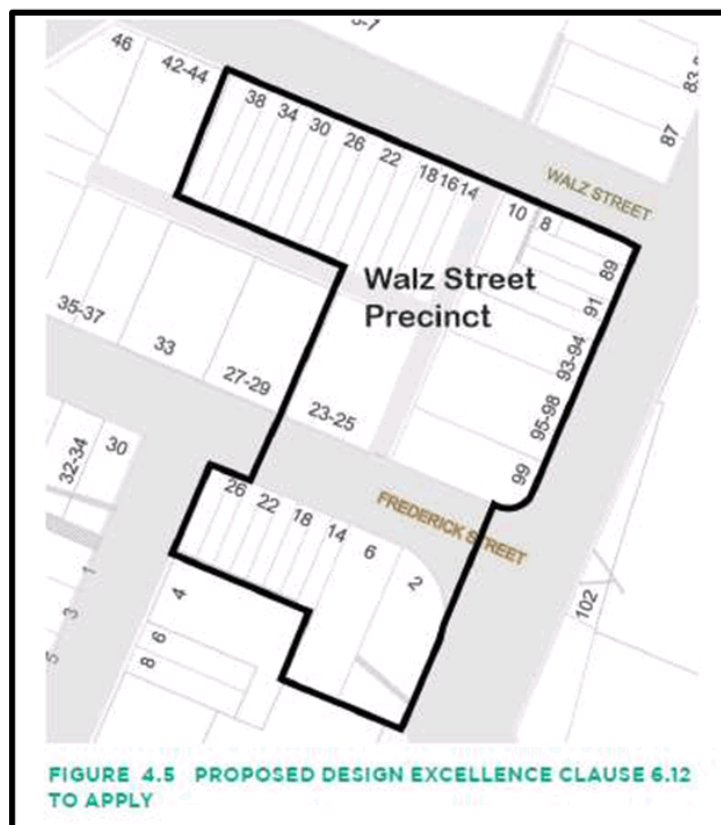
### Land Reservation Acquisition



*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

### Design Excellence

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



*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## **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.

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## Part 6 – Project Timeline

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

**Table 12 – 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

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## **Appendix A – Urban Design Report: Arncliffe West**

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

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

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

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



*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

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

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## **Appendix E – Traffic Report**

*Draft Planning Proposal: Amendment 1 - Public Spaces Legacy Program*

## **Appendix F – Flooding Report**



## ARNCLIFFE WEST URBAN DESIGN AND BUILT FORM STUDY

VERSION 1.0 MAY 2021



## ACKNOWLEDGEMENT OF COUNTRY

Bayside Council wish to acknowledge Aboriginal people as the traditional custodians of this land.

Through thoughtful and collaborative planning we seek to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

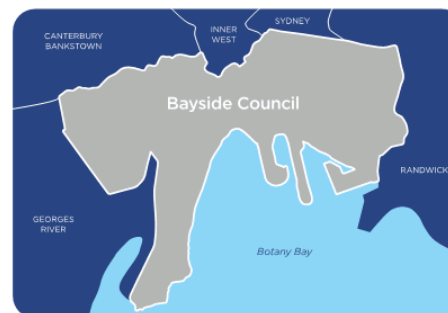


Table of Revisions				
Date	Revision	Status	By	Checked
6 May 2021	Version 1.0	For Bayside Local Planning Panel Meeting 20 May 2021	CH	MA



### Telephone Interpreter Services - 131 450

Τηλεφωνικές Υπηρεσίες Διερμηνέων بخدمة الترجمة الهاتفية 電話傳譯服務處 Служба за преведување по телефон

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## .....1.0 Introduction









## 1.1 EXECUTIVE SUMMARY

In 2020, the Department of Planning, Industry and Environment announced the Public Spaces Legacy Program under which Bayside Council is eligible for a grant of up to \$5.5M to deliver new or upgraded public and open spaces. One of the requirements associated with this grant is the commitment to deliver on housing and jobs growth, by exhibiting an updated Local Environmental Plan (LEP) to incorporate housing or employment supply for at least 6-10 years by 30 June 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.

Four areas have been identified as “0-5 year investigation areas”. These areas include:

- Walz Street Precinct
- Bay Street Precinct
- Rockdale Town Centre Precinct
- Arncliffe West Precinct

This study has been undertaken to inform potential changes to planning controls to facilitate housing delivery in the remaining undeveloped sites in the Arncliffe West precinct,

This study reflects on the unique character of place and strategic opportunities for the precinct to identify a potential built form that will improve the amenity of the area for existing and future residents as well strengthen the town centre identity.

### 1.0.1 METHODOLOGY

The Study provides a review of the current controls, identifies opportunities and constraints and provides recommended controls. It also responds to Ministerial Direction 7.9 and the stipulation contained in the Bayside West Precinct 2036 Plan, that Arncliffe West “will be the subject of further investigation to consider opportunities for greater masterplanning and high quality urban design outcomes”.

The Study identifies 4 key Development Areas within the Investigation Area:

- Area 1 ‘High Street’ (B4 Mixed Use zone)
- Area 2 ‘Medium-High Density Residential
- Area 3 ‘Low Density Residential’
- Area 4 No Change

The report will consider:

- The existing planning framework
- The strategic context and impact on the site.
- Contextual analysis to identify opportunities, constraints and challenges.
- Envisage the desired built form
- Describe design principles to guide the future built form and character of the precinct.
- Provide recommendations to inform the revisions of the draft Bayside Local Environmental Plan 2021 and Development Control Plan.

### 1.1.1 RECOMMENDATIONS

To realise the desired future character for the Arncliffe West study area there are a number of implementation recommendations.

These include:

- Changes to the Bayside Local Environmental Plan as per the table in Figure 1.1.
- Preparation of a Development Control Plan to reflect the design principles and other objectives identified in this report,
- Preparation of a Contribution Plan

### 1.2 BACKGROUND

In 2020, the Department of Planning, Industry and Environment (DPIE) announced the Public Spaces Legacy Program under which Bayside Council is eligible for a grant of up to \$5.5M to deliver new or upgraded public and open spaces. One of the requirements associated with this grant is the commitment to deliver on housing and jobs growth, by exhibiting an updated local environmental plan (LEP) to incorporate housing or employment supply for at least 6-10 years by 30 June 2021. The proposed LEP updates for Arncliffe West are included in this program.

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.

The \$5.5 million will fund projects in two of the Green Grids of Council and fund important projects that expand recreation opportunities for the Bayside community. \$3 million will be allocated to implement the first stage of the Barton Park Masterplan, Banksia which includes the active transport component along the Muddy Creek Foreshore and \$2.5 million towards the construction of a regional playspace at Sir Joseph Banks Park, Botany.

Barton Park in association with other projects will reconnect the areas south of airport to the waterfront and further along Muddy Creek, Cooks River and the broader Green Grid within a network of green spaces and recreational facilities to continuously improve quality of living, economic opportunities and the environment for our residents and future generations.

DRAFT BAYSIDE LEP 2021	Existing	Proposed
Zoning	Varies: R2, R3, B4, B1	R2 and R3 areas rezoned to R4 Arncliffe Park Area (2A) and Kelsey St Area (2B)
Height of Building	Varies	Some sites within B4 Zone increased up to 28 metres Areas within the Arncliffe Park Area (2A) + Kelsey St Area (2B) increased to 14m
Floor Space Ratio	Varies	Increased FSR to 1.25:1 in areas being rezoned to R4 (2A, 2B) and existing R4 area (2C) Increased FSR varies between 2.7:1 to 3.4:1 in area zoned B4.
Design Excellence	Applies to all areas of study area	No change
Land Reservation Acquisition	None identified	No change

FIGURE 1.1 PROPOSED CHANGES TO PLANNING CONTROLS

### 1.3 THE LOCAL CONTEXT

#### PLANNING FOR THE SURROUNDING AREA

In 2013, Council completed a Princes Highway Corridor Strategy that analysed and developed strategies to revitalise the Princes Highway Corridor, and including the centres around Arncliffe and Banksia.

Using this strategy, Council nominated the Princes Highway corridor to be a Priority Precinct. In December 2014 the Minister for Planning and Public Spaces announced that Arncliffe and Banksia would be Priority Precincts with the aim of revitalising the centres with more housing close to the Arncliffe and Banksia train stations, while rejuvenating employment along the Princes Highway corridor.

In 2016, following the investigation work undertaken for these precincts, the Department of Planning and Environment (DP&E) exhibited a Precinct Proposal for the area then called Bayside West (Arncliffe, Banksia and Cooks Cove).

The rezoning was completed in 2018. A Ministerial Direction ensures that development within the Bayside West Precincts is consistent with the Bayside West Precincts 2036 Plan.

The 2036 Plan identified the Arncliffe West as a precinct for further investigation.



FIGURE 1.2 STUDY AREA

#### 1.3.1 THE STUDY AREA

The Arncliffe West precinct is located on the western side of the Arncliffe Train Station and is bound at the south by Pitt-Owen Avenue, west to Arncliffe Park, to Firth Street at the east and north to Thompson Street comprising some 26 hectares.

Arncliffe West is approximately 11 km south of the Sydney CBD and 3 km to Sydney airport. It is located next to the M5 East motorway and is well serviced by the adjacent train station in the T8 Airport & South Railway Line.

It sits within walking distance to major natural features and recreation facilities including the Bardwell Valley, the Cooks River and Barton Park, and 2km to the Botany Bay foreshore.

Surrounding major urban renewal areas include Wolli Creek, Banksia and the other areas within the Bayside West planned precincts.



1.4 EXISTING PLANNING CONTROLS

1.4.1 ZONING

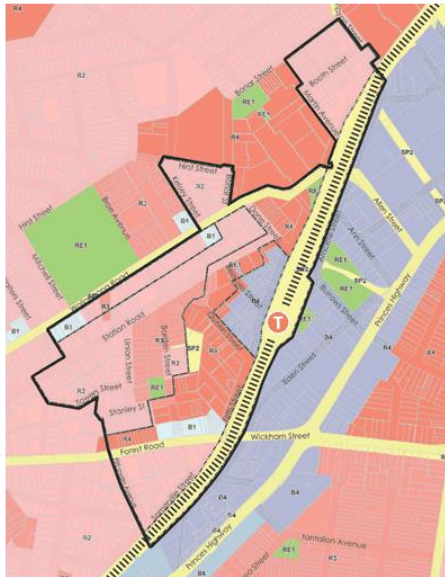


FIGURE 1.5 ZONING

- B1 Neighbourhood Centre
- B2 Local Centre
- B4 Mixed Use
- B6 Enterprise Corridor
- R2 Light Industrial
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- Regional Environmental Plan No 33
- RU4 Primary Production Small Lots
- SP2 Infrastructure

1.4.2 HEIGHT OF BUILDING

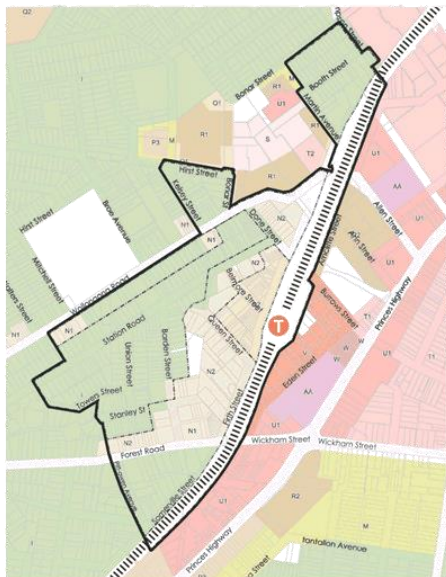


FIGURE 1.4 HEIGHT OF BUILDING

- I - 8.5
- M - 12
- N1 - 13
- N2 - 14.5
- O1 - 15
- O2 - 16
- P1 - 17.5
- P2 - 17.75
- P3 - 18
- Q1 - 19
- Q2 - 20.5
- R1 - 21
- R2 - 22
- S - 24
- T1 - 26.5
- T2 - 27
- T3 - 28
- T4 - 29
- T5 - 29.5
- U1 - 31
- U2 - 33
- V - 36
- W - 42
- X - 46
- Y - 51
- AA - 70

1.4.3 FLOOR SPACE RATIO



FIGURE 1.3 FLOOR SPACE RATIO

- D - 0.5
- F - 0.6
- N - 1
- P1 - 1.25
- P2 - 1.26
- S1 - 1.5
- S2 - 1.65
- S3 - 1.8
- T1 - 2
- T2 - 2.2
- U1 - 2.5
- U2 - 2.85
- V1 - 3
- V2 - 3.1

#### 1.4.4 LOT SIZES



FIGURE 1.8 LOT SIZES

Some parts of the precinct currently has minimum lot sizes limited to 450sqm. Some parts of the precinct do not have lot size limitations.

#### 1.4.6 ACTIVE STREETS



FIGURE 1.7 ACTIVE STREET FRONTAGES

Active frontage requirements are currently limited to the areas closest to the station.

#### 1.4.7 DESIGN EXCELLENCE

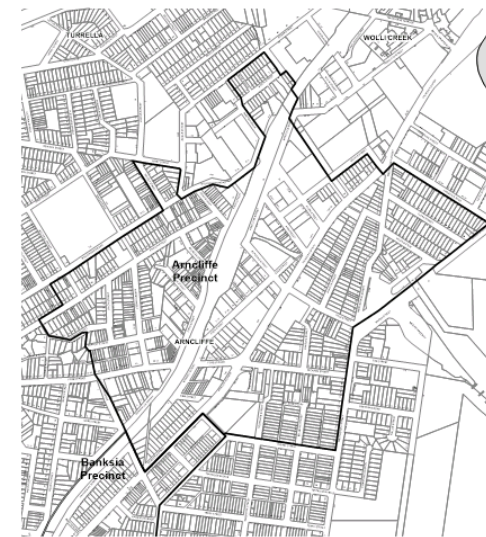


FIGURE 1.6 DESIGN EXCELLENCE

Design Excellence requirements apply to the whole precinct.

#### 1.4.5 LAND RESERVATION ACQUISITION

Land Reservations for road widening of Bonar Street applies to the Study Area.

1.5 STRATEGIC CONTEXT

1.5.1 GREATER SYDNEY REGION PLAN, 2018

The NSW Government's Metropolitan Strategic Plan sets out the future direction for Sydney's growth. The Plan provides a 40-year vision and a 40-year plan to guide land use and infrastructure planning. It envisions Greater Sydney as a metropolis of three cities: with Bayside falling under the Eastern Harbour City District Plan.

The plan contains objectives and strategies to make Greater Sydney more liveable, productive and sustainable. The alignment of infrastructure and population and employment growth throughout Greater Sydney is intended allow residents to access jobs and services in their nearest metropolitan and strategic centre within 30 minutes by public transport. This requires higher land-use densities and redevelopment of the areas around major nodes in the public transport network, including Bayside LGA.

Several road and rail visions are shown that will substantially increase transport connectivity in the region, including the M6 Motorway and rail connections to Randwick and Bankstown.

Arncliffe (including Arncliffe West), Banksia, Rockdale, and the Princes Highway corridor are flagged for urban renewal whilst Randwick and Kogarah are highlighted as key Health and Education Precincts near the Bayside LGA.

1.5.2 FUTURE TRANSPORT STRATEGY 2056, 2018

Outlines transport infrastructure priorities and aims to achieve the aspiration of a 30-minute city set out in the Region Plan.

The strategy notes the key projects in the Bayside LGA including the M6 and extension – Kogarah to Loftus, Port Botany freight line duplication, Foreshore Road upgrade and the Eastern Suburbs to inner west rapid bus links. Initiatives for investigation (20+ years) include addressing long-term capacity constraints to Port Botany and South East and the Extension of South East Mass Transit to Miranda.

DESIGN CONSIDERATIONS

Amenity and diversity of apartment sizes important

Opportunity for more small retail

Expect a higher number of children and so safe public domain and provision of open space is important

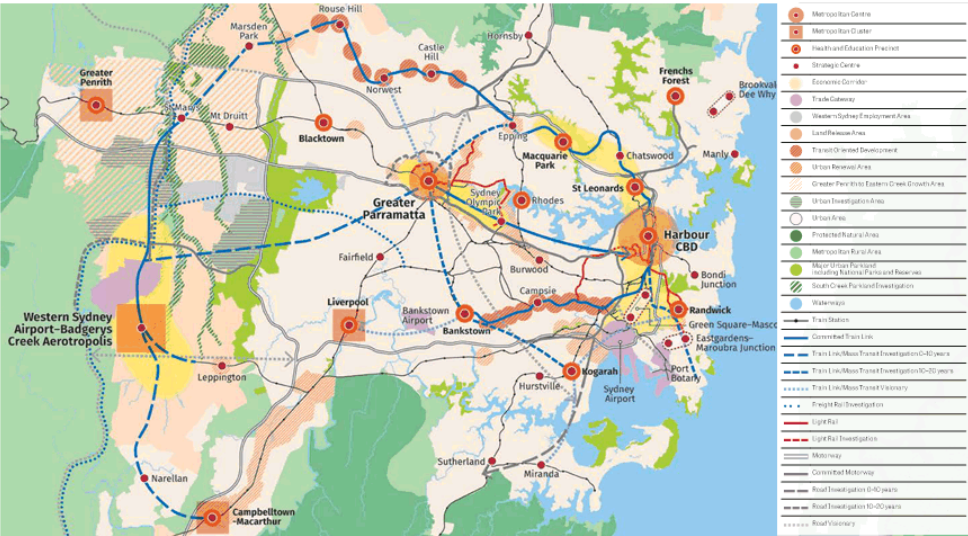


FIGURE 1.10 GREATER SYDNEY REGION PLAN



#### 1.5.4 EASTERN CITY DISTRICT PLAN, 2018

This plan seeks to implement the Region Plan through planning priorities and actions. Councils are required to align all subsequent planning with the District Plan. It encourages greater housing supply and diversity with urban renewal opportunities around centres and areas with proximity to the regional transport network.

To facilitate housing supply, the plan sets a 5-year housing target for the Bayside LGA (10,150 dwellings) and requires the development of a 6-10 year housing target as well as capacity to contribute to the District's 20-year strategic housing target of 157,500 dwellings.

The plan requires a place-based approach to be undertaken to maintain and enhance the liveability of the Eastern City District by:

- Providing services and social infrastructure to meet people's changing needs
- Fostering healthy, creative, culturally rich and socially connected communities
- Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Creating and renewing great places and local centres, and respecting the District's heritage.

The plan identifies a series of principles to be followed for place-based planning for centres:

- Provide public realm and open space focus;
- Increase residential development in, or within walkable distance of, the centre, deliver transit-oriented development and co-locate facilities and social infrastructure.
- Provide, increase or improve local infrastructure and open space; improve walking, cycling and public transport connections, including through the Greater Sydney Green Grid.
- Expand retail and commercial floor space; Create employment opportunities; support the night time economy;
- Provide community facilities and services, arts and cultural facilities; integrate and support creative enterprise and expression.
- Conserve and interpret heritage values; accommodate local festivals, celebrations, temporary and interim uses.
- Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

#### DESIGN CONSIDERATIONS

More housing needed to meet Sydney's projected growth

M6 and future mass transit potentially reducing traffic along Princes Highway and Bay St

Delivery of infrastructure to align with development.

#### 1.5.3 BETTER PLACED, 2017

The NSW Government identifies Design as a strategic approach needed to ensure that as our cities and towns grow bigger they get even better. Better Placed is a suite of guidelines to inform place-based/design-driven planning prepared and continuously upgraded by the NSW Government Architect that has become the basis of the Government's 'new approach to precinct planning'.

It responds to the concerns of communities and those involved in the development of our built environments about the impact of poor design, and defines how we can make the most of the opportunities that will arise as we develop new spaces and places.

#### Good design makes better places

New development has the potential to transform quality of life for people, stimulate the economy and enhance the environment. The design of the built environment shapes the places where we live, work and meet. The quality of design affects how spaces and places function, how they integrate, what they contribute to the broader environment, and the users, inhabitants and audiences they support or attract.

Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. To achieve this, good design needs to be at the centre of all development processes from the project definition to concept design and through to construction and maintenance.

FIGURE 1.11 SOURCE: GANSW



### 1.5.5 GREEN GRID – CENTRAL DISTRICT, 2017

The Greater Sydney Green Grid details a long term vision to connect communities to the landscape. The Green Grid will see a network of high quality green areas, from regional parks to local parks and playgrounds that connect centres, public transport and public spaces to green infrastructure and landscape features. The vision includes enhanced waterway corridors, transport routes, suburban streets, footpaths and cycleways.

In the Bayside LGA the key areas of the Green Grid are Rockdale Wetlands, Bardwell Valley Trail and Botany Bay Foreshore. It also identifies opportunities to deliver Boulevard Streets as Green Links from Urban Centres to Botany Bay. Other suggested actions include improving interpretation signage, pedestrian and cyclist experience, connectivity to the foreshore and provide enhancements to the length of Cook Park from Brighton le Sands to Sans Souci.

#### DESIGN CONSIDERATIONS

Minor links will connect Rockdale to an improved network of green and recreation spaces, and reconnect to the waterfront - facilitate connectivity to the major links.

Consider wayfinding, urban legibility and visual corridors to reconnect Rockdale with its lost landscape identity.

Undertake a place-based, design-driven planning approach.



FIGURE 1.12 GREEN GRID

THE VARIOUS AND UNIQUE LANDSCAPES OF SYDNEY ARE RECOGNISED AS AN ASSET THAT CAN REINFORCE CHARACTER, IDENTITY AND ENVIRONMENTAL RESILIENCE. DELIVERED ALONGSIDE INFRASTRUCTURE AND URBAN RENEWAL AN ENHANCED NETWORK OF OPEN SPACE AND GREEN INFRASTRUCTURE CAN SERVE TO SHAPE AND SUPPORT NEW AND EXISTING COMMUNITIES. THE HARBOUR, THE COASTLINE AND THE COOKS RIVER PROVIDE A COHERENT SPATIAL STRATEGY THAT DEFINES THE LANDSCAPE QUALITY OF THE SUBREGION.

### SD.1.12 ROCKDALE WETLANDS – GEORGES RIVER TO COOKS RIVER

This group of projects have a very high conservation value extending from the Cooks to the Georges River along Muddy Creek, through Eve Street Wetlands, Spring Street Wetlands, Landing Lights Wetland, Patmore Swamp, Scarborough Park Ponds and through to Sans Souci. Opportunities include wetland restoration, establishment of bird hides education, interpretation and an improved pedestrian and cyclist environment. The Rockdale Wetlands Green Corridor is adjacent to the eastern part of the study precinct.

### CD.1.13 BARDWELL VALLEY TRAIL AND WOLLI CREEK

This project cluster contains projects from Hurstville to Turella connecting pockets of natural bushland and remnant Turpentine Forest and Eucalypt Woodland which create a swathe of green in the middle of the densely populated area of the district. Projects include conservation management, green skills and interpretation, connectivity and biodiversity.

### CD.1.14 BOTANY BAY FORESHORE AND COOKS PARK TRAIL

The Botany Bay Foreshore project is important in its context of linking the Great Coastal Walk to Botany Bay and the coastal projects of the South District. This cluster of projects provides an opportunity to improve connectivity to the foreshore and provide enhancements to the length of Cook Park from Brighton Le Sands to Sans Souci. This area is within 1km of the study area.

### 1.5.6 BAYSIDE WEST PRECINCTS 2036 PLAN

Planned precincts are generally identified as areas with good access to existing or planned transport infrastructure and that have the potential to provide for significant growth in housing and jobs.

The Bayside West Precincts 2036 Plan identifies the Arncliffe West area (the subject of this study area) as requiring further investigation.

During the consultation process a range of views were expressed by property owners and residents supporting the proposal. Others were against the proposal citing concerns about road, public transport school and open space capacity as well as concern about loss of local character, views, and urban design quality.

The plan for Arncliffe is underpinned by four of the five key themes expressed in this document:

1. Create vibrant and connected town centre.
2. Improve accessibility for pedestrians, cyclists and vehicles; and make good connections between homes, jobs and local families across the Precincts.
3. Provide more homes and improve and increase housing choice.
4. Improve existing and provide new areas of open space

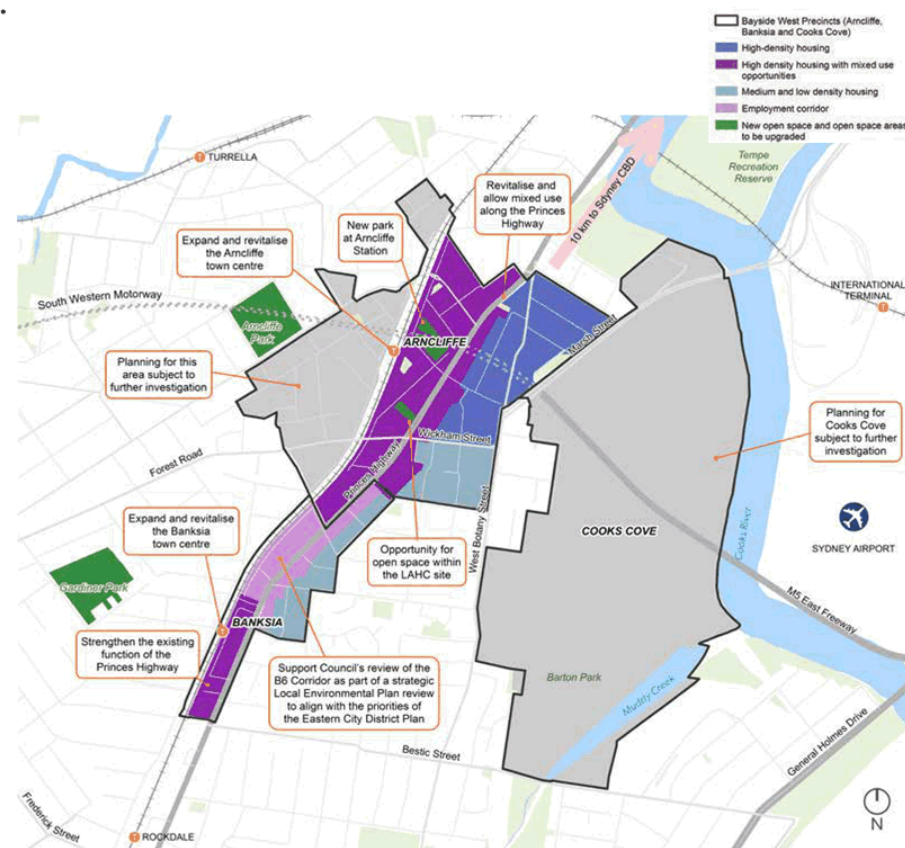


FIGURE 1.13 BAYSIDE WEST PRECINCT

### ARNCLIFFE AND BANKSIA GREEN PLAN, 2018

Provides a framework for the provision of new open space, open space infrastructure, tree canopy network and green links. It identifies opportunities for providing pedestrian focused streets that are comparable to linear park environments and quality laneway treatments that provide for passive recreation and high quality outdoor experiences.

The Plan recommends a new park at the RMS site at Burrows St in Arncliffe (0.7 ha) and investigation into new parks at Eden Street (0.4 ha) connecting Arncliffe with Princes Highway and at Allen Street (0.5 ha) incorporating the State heritage listed South Western Sydney Ocean Outfall Sewer (SWSOOS). Adding approximately 2.12 ha of open space in the precinct would ensure 9.5 ha of open space person for the future population of 25,000 people.

The plan also identifies an accessibility gap for the area within the study site located between Somerville Street and Forest Road and the area north of Forest Road to Towers Street.

The Tree Canopy Plan identifies a new strategy focusing on public land with a suggested total of 996 new trees to be added to public areas within the precinct

The open spaces proposed in the Green Plan would provide an enhanced, interlinked network of green infrastructure for the community of Arncliffe and Banksia, addressing the future demand.

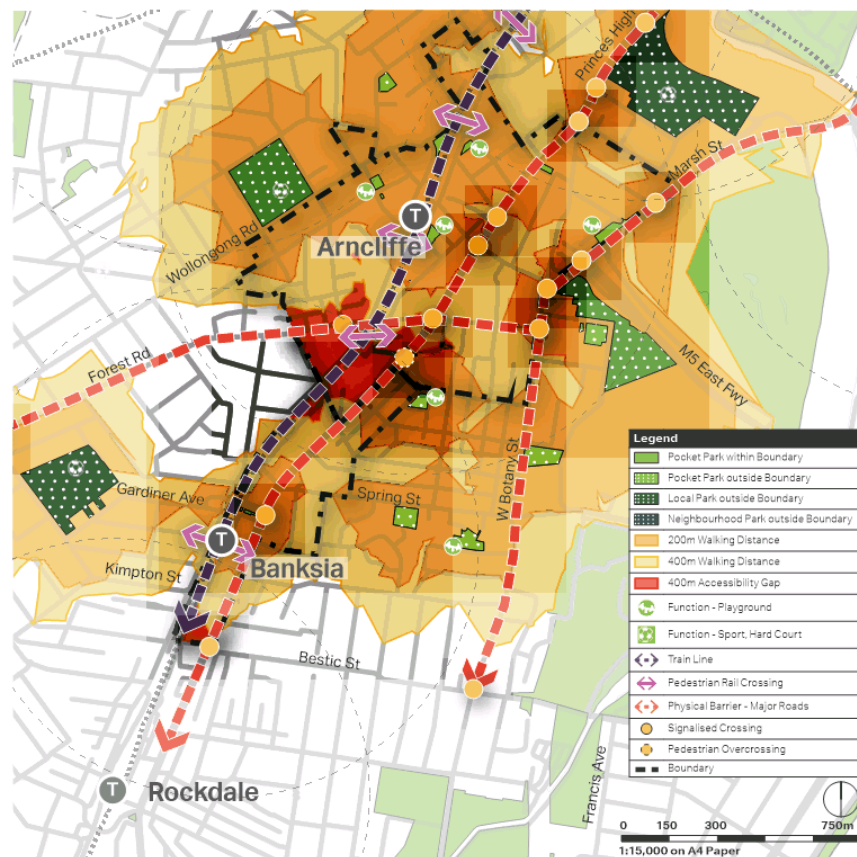


FIGURE 1.14 GREEN PLAN

### BAYSIDE WEST SPECIAL INFRASTRUCTURE CONTRIBUTION

The Bayside West Special Infrastructure Contribution (SIC) was adopted in 2020 as a mechanism to collect contributions from residential development to help fund State and regional infrastructure. The SIC applies to any additional residential development which occurs within the Bayside West precinct including Arncliffe West.

It will provide \$88.3 million towards the delivery of key State infrastructure to support long-term growth in the Bayside West precinct and could include:

- Road and intersection upgrades – undertake road improvements and intersection upgrades to roads within the Bayside West SIC such as the Princes Highway, Marsh Street, West Botany Street, and Forest Street.
- Education – provide funding towards additional primary school places generated by population growth within the Bayside West precinct.
- Open space – land acquisition for a future park in Arncliffe on eastern side of station
- Pedestrian and cycleway improvements – enhance and expand cycleways and pedestrian paths along critical links such as the Cooks River foreshore, the Southern and Western Suburbs Ocean Outfall Sewer (SWSOOS), Cahill Park and Tempe Reserve, and over the Princes Highway and Marsh Street.



FIGURE 1.15 BAYSIDE WEST SPECIAL INFRASTRUCTURE CONTRIBUTION (SIC)



### 1.5.7 BAYSIDE 2030 - COMMUNITY STRATEGIC PLAN 2018-2030, 2018

Details the vision and outcome for 2030 in Bayside, setting the strategic direction for Council's delivery program and operation plans. The framework for the plan is based on guiding principles for social justice, resilient cities and good governance. It is developed around four themes for Bayside in 2030:

***A vibrant place:***

Built forms focus on efficient use of energy, are sympathetic to the natural landscape and make our area a great place to live. Neighbours, visitors and businesses are connected in dynamic urban environments.

***Our people will be connected in a smart City:***

Knowledge sharing and collaboration ensures that we have the expertise and relationships to lead with integrity, adapt to change, connect vulnerable people to community and effectively respond in times of adversity and stress.

***Green, leafy and sustainable:***

The biodiversity of the area is protected and enhanced through collaborative partnerships. Vital habitats are supported to rehabilitate, thrive, adapt and recover from risks and climate events. The landscape will be preserved and regenerated to benefit a healthy environment now and in future.

***A prosperous community:***

Business innovation, technology, flourishing urban spaces and efficient transport will attract diverse business, skilled employees and generate home based business. Growth in services to the local community will generate employment support, a thriving community and livelihoods.

The plan identifies key future projects in the area including the M6 (formerly named F6 extension), train and mass transit links, light rail investigation between strategic centres and urban renewal at Bayside West, Bardwell Valley and Turrella.

### 1.5.8 BAYSIDE LOCAL STRATEGIC PLANNING STATEMENT, 2020

Sets out the land use vision for Bayside to 2036 and details the implementation of the key actions from the Eastern City District Plan and Region Plan through the same themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability. The LSPS determines how Bayside will manage land for the next 20 years with practical measures for aligning population and infrastructure growth.

The LSPS notes that Bayside will need an additional 28,000 dwellings by 2036, these will need to be in a variety of housing types with a particular focus on medium density dwellings to meet the population increase in families with children.

The Green Grids through Bayside are important social infrastructure and open space priorities with a particular focus on improving accessibility and functionality to best suit the growing community.

Sydney Airport and Port Botany are key trade gateways that are important to the economy of Sydney and the nation. Growth in the movement of people and freight is predicted over the coming 20 years.

Arncliffe West is highlighted as a medium term investigation priority with short term goals of investigating opportunities for rezoning for additional residential. Arncliffe itself is identified for urban renewal, with changes expected to provide significant change in the town centre over the coming years whilst recognising and incorporating the heritage of the area.

**1.5.9 BAYSIDE LOCAL HOUSING STRATEGY, 2020**

Sets the strategic framework and vision for housing in Bayside drawing on existing policy, demographic trends, and local opportunities and constraints to formulate an action plan for residential growth. The strategy plans for housing until 2036 and includes a series of priorities needed to make housing more affordable, diverse and suited to the changing needs of the local community.

The Bayside housing target between 2016 and 2036 is 26,021 inclusive of the 10,150 target to 2021 in the District Plan. The strategy highlights that Bayside currently has a large proportion of 2-bedroom dwellings with an expected shortfall in dwellings appropriate for key categories of growth; lone person households and families. The Strategy also highlights the importance of planning for affordable housing, encouraging infrastructure delivery and good design and the preservation of local character through planning controls.

To respond to housing challenges in Bayside, the strategy notes several investigation areas including Arncliffe West, given that airport restrictions limit suitability for intensification of housing in other adjoining areas. Arncliffe is identified as an area with potential for additional apartment development in the centre and for additional low scale apartment typologies north of the railway station would improve the interface between the existing R3 and R4 zones.

**DESIGN CONSIDERATIONS**

- F6 and future mass transit potentially reducing traffic along Princes Highway and Bay Street
- Identify existing and desired future character to ensure development positively responds to them
- Provide more housing numbers and diversity
- Consider affordable housing on challenging sites for delivering residential flat buildings where it is possible to reduce parking spaces

## 5.1 Implementation and delivery plan

The objectives of the Strategy will be implemented through a series of action outlined in Table 11.

**Table 11 Bayside Housing Strategy Action Plan**

ACTION	SHORT (0-2 YEARS)	MEDIUM (3-5 YEARS)	ONGOING (10+ YEARS)
<b>1. Plan for housing supply and delivery</b>			
Plan for housing targets of 10,150 additional dwellings between 2016 and 2021, 7,720 additional dwellings between 2021 and 2026 and 8,151 additional dwellings between 2026 and 2036.	✓	✓	✓
Review development capacity and take-up rates every five years to ensure sufficient capacity remains.		✓	✓
<b>2. Plan for the location of new housing</b>			
Investigate and plan for the investigation areas outlined in this Strategy (Arncliffe, Banksia, Rockdale, Kogarah, Carlton, Boxley North and Bardwell Park) including the preparation of an implementation plan.	✓		

FIGURE 1.16 LOCAL HOUSING STRATEGY

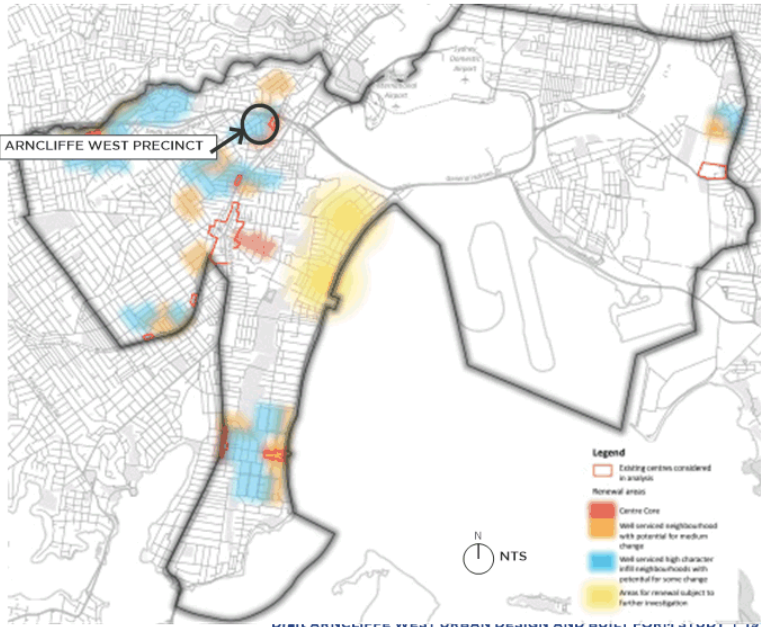


FIGURE 1.17 LOCAL HOUSING STRATEGY

### 1.5.12 DRAFT SOCIAL INFRASTRUCTURE STRATEGY

The Social Infrastructure Strategy will guide Council in providing appropriate social infrastructure that can meet the expected need of the future community.

The strategy highlights an under provision of community facilities across the Bayside LGA. Existing facilities in growth areas are being placed under significant pressure due to population growth with new facilities required by 2036 to meet this need. Furthermore, Sydney Airport is a barrier to open space connectivity and as such, regional scale facilities need to be provided on both sides of the LGA.

The Green Grid is highlighted as important areas of open space noting the green space and recreation corridor link from Bay St through Rockdale Wetlands to President Avenue. Council has commenced work on spatial frameworks for the corridors.

### 1.5.10 DRAFT CENTRES AND EMPLOYMENT LANDS STRATEGY

Envisioned to be the basis for Council's retail, economic, industrial and urban services priorities looking forward. The strategy notes that employment in Bayside is set to grow significantly by 2036 driving demand for employment floorspace.

Sydney airport and Port Botany are key employment hubs, driving a large proportion of the industrial jobs in the LGA. However, the growth in employment is expected to be predominantly based on knowledge intensive and population serving jobs as opposed to industrial, health and education jobs.

The strategy highlights the opportunity for new manufacturing services to make use of the proximity to transport infrastructure and the renewal of the Princes highway corridor to bring character to the area. Kogarah collaboration area is a key opportunity with George's River Council.

### 1.5.11 PRINCES HIGHWAY CORRIDOR

The Princes Highway Corridor between Wolli Creek and Banksia is a key precinct in Bayside.

The vision for the corridor is for "A connected corridor or complementary centres, each building on their strengths and local urban characteristics. These centres will be connected by an active green link that runs parallel to the railway line, encouraging activation from the Princes Highway and development and industry forms that are appropriate for the role of each centre."

A recommendation in this section is that Arncliffe provide an authentic local centre that is recognized

Improvements recommended to attract further investment include footpath widening, street tree planting and shop-top development.

#### 1.5.14 DRAFT TRANSPORT STRATEGY AND DRAFT BIKE PLAN

The draft transport strategy focuses on increasing efficiency across the network and creating more safe and accessible transport options for the community and industry.

The draft Bike Plan builds on the Transport Strategy with a greater focus on active transport by making use of Green Grid links for high quality links.

#### 1.5.13 DRAFT ENVIRONMENTAL REVIEW OF PLANNING CONTROLS

The draft Environmental Review of Planning Control document identifies key environmental themes, challenges and opportunities and priority actions for the future.

Key areas of focus are the Cooks River, Rockdale Wetlands and Mill Stream and Botany Wetlands Open Space Corridors and the Wolli Creek Regional Park and Bardwell Valley Parklands. These areas have high ecological value and provide essential recreation opportunities for the community.

#### 1.5.16 DRAFT ENVIRONMENTAL REVIEW OF PLANNING CONTROLS

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Key areas of focus are the Cooks River, Rockdale Wetlands and Mill Stream and Botany Wetlands Open Space Corridors and the Wolli Creek Regional Park and Bardwell Valley Parklands. These areas have high ecological value and provide essential recreation opportunities for the community.

#### 1.5.15 DRAFT FLOODING AND STORMWATER STUDY

The draft Flooding and Stormwater Study identifies challenges and opportunities to flooding and stormwater management in the Bayside Council LGA, focusing on planning controls in the LEP and DCP.

The discussion paper identifies the need for land use planning policies that include consideration of climate change and the promotion of Water Sensitive Urban Design.

##### DESIGN CONSIDERATIONS

Opportunity to augment cycling network, pedestrian connectivity and street activation through redevelopment.

Improve links to transport nodes

Improved facilities and amenity around transport nodes and along movement routes.

##### DESIGN CONSIDERATIONS

Redevelopment sites as key opportunity to implement and connect WSUD initiatives

Built form to facilitate efficient management of waste, and encourage sustainable habits

Retain water in the landscape & improve water quality downstream

Development to remove obstructions to overland flow



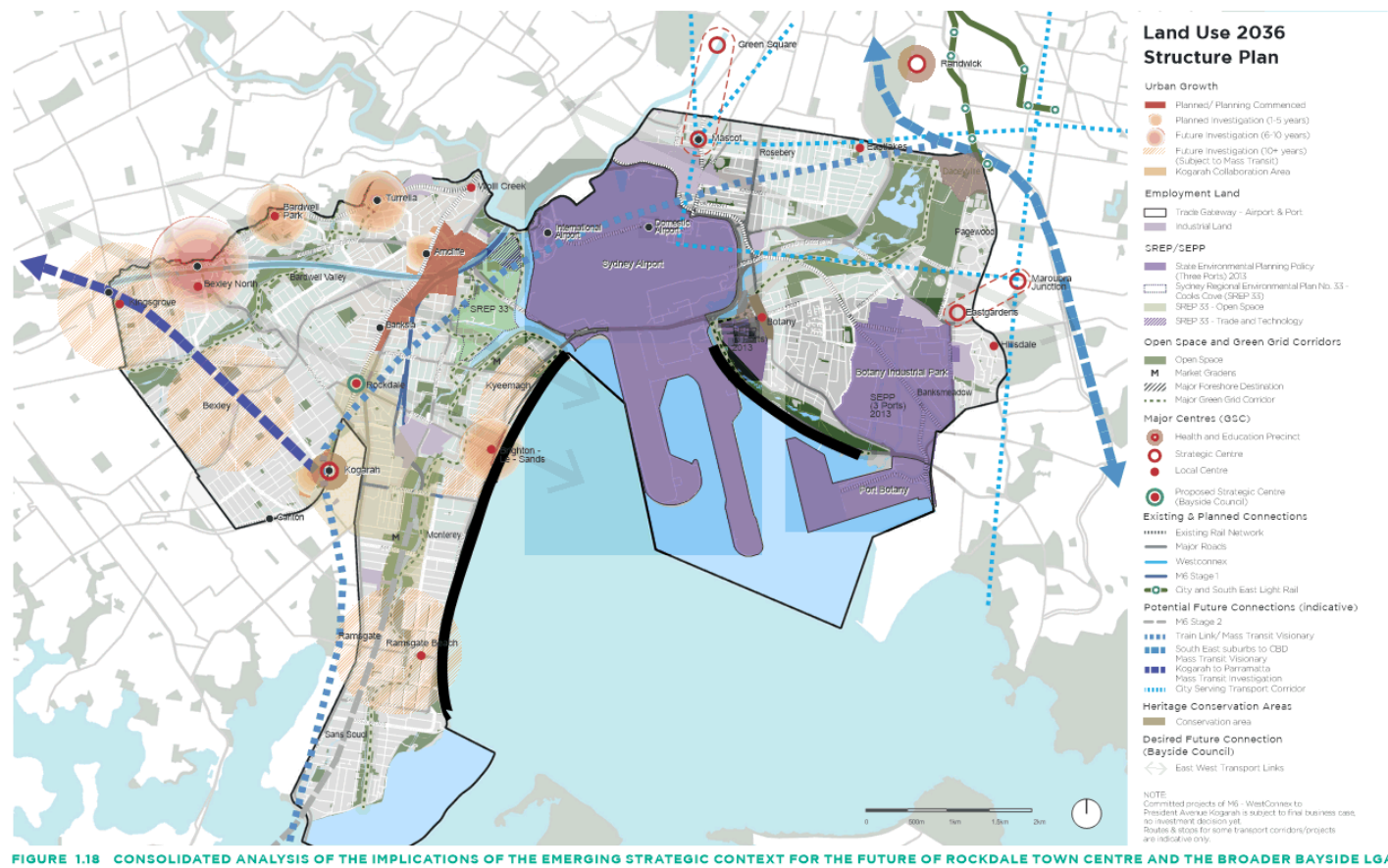


FIGURE 1.18 CONSOLIDATED ANALYSIS OF THE IMPLICATIONS OF THE EMERGING STRATEGIC CONTEXT FOR THE FUTURE OF ROCKDALE TOWN CENTRE AND THE BROADER BAYSIDE LGA

## 1.6 KEY LOCAL INFRASTRUCTURE PROJECTS

### 1.5.17 METROPOLITAN GREEN GRID PROGRAM

The Metropolitan Green Grid program has provided grant funding to Council to deliver spatial frameworks for three green corridors. This work will identify opportunities for substantial improvements in open space quantity, quality, connectivity and biodiversity.

Arncliffe West is well positioned between the Bardwell Valley and Wolli Creek Corridor and the Rockdale Wetlands Corridor. Existing and future residents have excellent access to the recreational facilities to be provided in these vast tracts of open space.

#### DESIGN CONSIDERATIONS

Future built form to respond to and integrate with planned upgrades and promote accessibility

Increase visual and physical connectivity between the Study Area and its waterways, green spaces and recreation facilities

Redevelopment to be seen as opportunity for delivering additional open space and upgrades

### 1.6.1 BARTON PARK MASTERPLAN

The Barton Park Masterplan was endorsed by Council in June 2020 with a approved funding strategy for Zone 1 (Active and Passive Park) and Zone 2 (foreshore Environment Zone including the active transport component).

\$3m of the grant associated with Public Spaces Legacy will be directed to this stage of works.



FIGURE 1.19 BARTON PARK MASTERPLAN

### 1.6.2 ARNCLIFFE UPGRADES, 2021

Council is delivering improvements to Arncliffe Town Centre. The work will focus on Firth Street between Wollongong and Forest Roads, and will include a portion of Queen and Belmore Streets.

- New feature paving made of high quality granite pavers in the business precinct
- Widening footpaths by re-aligning the kerb, to provide a safer walkway for pedestrians
- A feature area between Queen Street and Belmore Street and space for footpath dining
- New street furniture, landscaping and street trees
- A new pedestrian crossing at Queen Street
- On-road cycleway markings.

The works will be sympathetic to the locally heritage listed Arncliffe Town Centre that includes significant items such as the Post Office and Arncliffe Station. It includes the construction of new high quality footpath pavements, the reconstruction of three existing pedestrian crossings and the construction of a fourth crossing at the end of Queen Street.

The works also include the associated Ausgrid compliant lighting upgrades, construction of new kerbs, pram ramps and drainage infrastructure, new street furniture, features to encourage outdoor dining especially near the station, widening of kerbs in strategic locations to facilitate street tree planting and the upgrade of 2 small parks.



.....

## 2.0 Opportunities and Constraints Analysis

The analysis is key in understanding the opportunities and constraints for the study area and will provide the rationale to the proposed future built form.

.....

## 2.1 PRECINCT DEMOGRAPHICS - SNAPSHOT

For the purpose of this study a study area of the Arncliffe-Bardwell Valley Statistical Areas 2 (SA2) is considered an appropriate area to assess the

Arncliffe West Centre. The Arncliffe-Bardwell Valley SA2 is generally considered the catchment for the Arncliffe West Centre.

The Arncliffe-Bardwell Valley area has a population of 21,448 with a median age of 31, lower than the median for the Bayside LGA (35). The most common housing types are flats and apartments with the average household size 2.7 people, comparatively the most common housing type for Greater Sydney is separate houses with a similar average household size. This indicates that it is likely larger families and groups are living in smaller dwellings compared with Greater Sydney.

The study area is very culturally diverse with 46.8% of the community born overseas and 57.1% speaking a language other than English at home. The top three languages other than English spoken in Arncliffe are Arabic, Mandarin and Macedonian. This is substantially higher than Greater Sydney (42.9% and 35.8%), this diversity is important to consider during the design process.

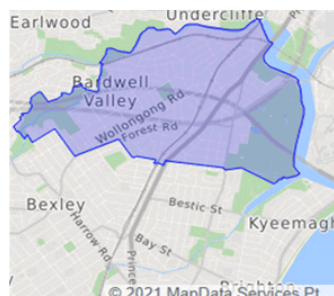


FIGURE 2.1 ARNCLIFFE-BARDWELL VALLEY SA2 STATISTICAL AREA

Professionals are the most common occupation in the study area (25.7%) as well as in Bayside LGA (22.5%) and Greater Sydney (26.3%). The next most common in the study area is Clerical and Administrative Workers (14.1%), aligning with the general trends for the LGA and Greater Sydney.

This can be reflected in hours of work and travel patterns of the community who are more likely to travel to economic centres such as the CBD and Parramatta. With good public transport from Arncliffe to these centres and the high density living in this area, residents may be less likely to have private vehicles, this should be a consideration during the design process to ensure retail and recreation facilities are accessible.

The unemployment rate is somewhat higher (6.6%) in the study area compared with Bayside LGA (5.9%) and Greater Sydney (6.0%). This may be reflected in the retail demand and the recreation patterns of the community.

#	Arncliffe-Bardwell-Valley*#	Bayside-LGA**#	Greater-Sydney*#
Population#	21,448#	178,396#	4,823,991#
Median age#	31#	35#	36#
Average household size#	2.7#	2.7#	2.8#
Dwelling structure#	Flat or apartment 56.4%#	Flat or apartment 45%#	Separate house 56.9%#
Born overseas#	59.8%#	47.5%#	42.9%#
Households with a language other than English is spoken#	62.3%#	56.6%#	35.8%#
Unemployment rate#	6.6%#	5.9%#	6.0%#

FIGURE 2.2 PROFILE ID DATA



## 2.2 CULTURAL AND SOCIAL VALUES

### 2.2.1 HISTORIC CONTEXT

The traditional owners of the area are the Aboriginal Peoples of the Eora Nation including the Gamaygal, Gwegal, Bidjigal and Gadigal Clans and collectively they are known as the “water people”.

Prior to European settlement, the Bayside Local Government Area was comprised of coastal, wetland, waterway and bushland environments that sustained the Eora Nation with plentiful resources to support a rich culture.

The “Village of Arncliffe” was subdivided in the 1840s but due to the relative inaccessibility development was slow. Wollongong Road and Forest Roads were built by convict labour following the easiest path along the ridge. The land was originally settled as farms and forestry with Arncliffe once described as having the characteristics of an English village situated amid quiet rural scenery with neat cottages.

The area once had many grand and Victorian homes character homes with many now demolished. Some grand homes still remain with the grand home Athelstane preserved in the grounds of the Athelstane Public School.

The railway cut through Arncliffe Hill and opened in 1884 and from that time sales of land and development has accelerated. The Arncliffe to Bexley Steam tramway operated between 1909 to 1927 with stations adjacent to one another in Arncliffe.

This part of Sydney has been subjected to significant infrastructure that has supported the growth of Sydney with industries such as boiling down works, sewage farms, and various factories and workshops in the 20th century.

Arncliffe is a very diverse area having been settled by people from all over the world and this is reflected the local character of the area with Arncliffe Town Centre being a focus of community life.



FIGURE 2.3 1985 SKETCH OF VIEW OVER ARNCLIFFE RAILWAY STATION



FIGURE 2.5 ARNCLIFFE TO BEXLEY TRAM



FIGURE 2.4 COMMUNITY LIFE IN ARNCLIFFE

### 2.2.2 HERITAGE ITEMS

Heritage items identified in Schedule 5 of the LEP include:

- Street plantings in Firth Street (I18)
- Arncliffe Post Office, Firth Street (I19)
- Glenlevie Lane, off 43-44 Firth St to Stanley St (I20)
- Victorian Shop & dwelling, 45 Firth St; (I21)
- St Francis Xavier Church Group, Forest Road (I22)
- St Francis Xavier Catholic Presbytery, Forest Road (I23)
- Rosslyn Hospital, Forest Road (I24)
- Victorian Houses at 16, 20, 22 & 26 Stanley Street (I48, I49, I50 & I51)
- Terrace House at 78 Wollongong Road (I59).

Arncliffe Park (I58) is a local heritage item outside the study area that is highly valued by the local community and development around it should be carefully planned to protect the park's character.

The State Listed Arncliffe Railway Station Group (I1) is of high significance as an important station on the Illawarra Line and is one of three remaining stations with 1880s buildings intact.

The Platform 1/2 building (1884) is an elaborate Victorian Italianate style building with decorative cast iron columns and brackets to the awnings. The Platform 3/4 building (1923), footbridge, stairs and overhead booking office all contribute to the high heritage value and are individually of high heritage significance

The protection of some original houses on streets with high value will ensure diversity in character and population into the future.



FIGURE 2.7 ST FRANCIS XAVIER CHURCH GROUP



FIGURE 2.8 ARNCLIFFE PUBLIC SCHOOL



FIGURE 2.9 ST DAVID'S ANGLICAN CHURCH

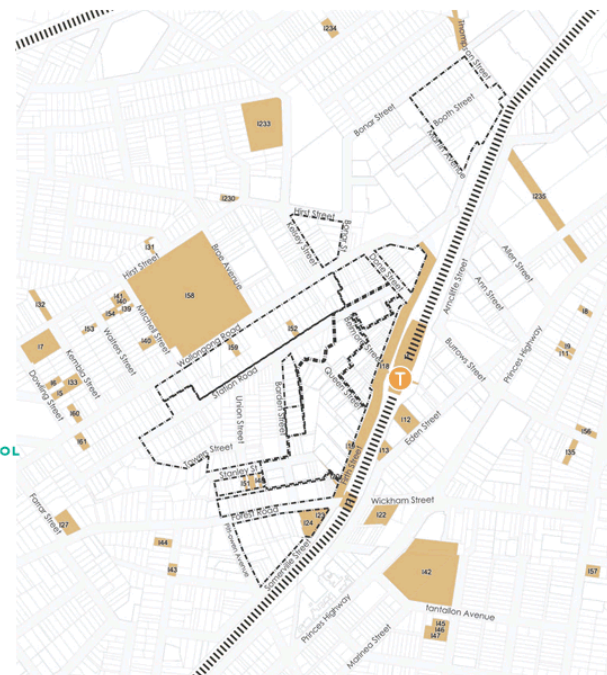


FIGURE 2.5 HERITAGE ITEMS

#### DESIGN CONSIDERATIONS

Protect good tree planting and original houses on streets with high value to ensure future diversity in character and population

Development around Arncliffe Park to be carefully planned to protect the park's character.

Protect cultural landmarks such as churches

Sites where residential flat buildings would not fit.



### 2.2.3 COMMUNITY FACILITIES

There are four community facilities in this catchment including:

1. Arncliffe Library, Firth Street
2. Coronation Hall and Community Facility, Arncliffe located on the corner of Barden Street and Stanley Street and associated parcels of land on 24 Union St for parking and rear lanes totals almost 2,200 sq m)
3. Arncliffe Preschool (139 Forest Road, Arncliffe) in the heritage listed former Arncliffe Fire Station (outside of the study area)
4. Arncliffe Youth Centre (completed in late 2020) (outside of the study area on Princes Highway).

In addition, Council owns land in the study area that is currently delivering community services located at:

5. 38 Firth Street, which is tenanted to the Arncliffe Disability Services Centre and that contains a carpark with approximately 40 unmarked spaces used for community parking. The property also contains Lot 37a - a council owned sub-station.
6. 3 Belmore Street, the rear of which is used by the Arncliffe Early Childhood Centre. The front half of this property is privately let to a shop front business. This site is adjacent to the Arncliffe Branch Library Council.



FIGURE 2.12 ARNCLIFFE LIBRARY FRONTAGE TO FIRTH STREET



FIGURE 2.10 COMMUNITY FACILITIES AT CORONATION HALL



FIGURE 2.11 COUNCIL OWNED LAND CONTAINS ONE OF THE SUBSTATIONS THAT DOMINATES THE ANGLE PARKING WITH THE DISABILITY SERVICES CENTRE IN THE BACKGROUND.

## 2.3 LAND OWNERSHIP

### GOVERNMENT LAND

Council owns land within the study site that comprises the open space & public domain in parks:

1. Almond Street Reserve
2. Belmore Street Reserve
3. Small pocket park
4. Council carpark

Laneways that provide access through the study site and could be further enhanced to provide better connectivity and pedestrian permeability:

5. 17 Station Street - laneway adjacent reserve
6. Queen Street
7. Mitchell Lane
8. Coronation Lane - potential to achieve access to Council land holdings at 38 Firth Street
9. Glenlewie Lane (Privately owned lane)
10. Substantial land holdings are held for the substation centrally to the study site and adjacent to Council land holdings. There is potential for the substation to expand or for surplus land to be made available where it connects to other open space.

### DESIGN CONSIDERATIONS

Opportunity to improve the safety and comfort of laneways with lighting and widening to improve site lines

Enhance pedestrian experience and design buildings to address laneways for improved security

Protect historic character features such as fencing and stone features



FIGURE 2.13 17 STATION STREET - LANEWAY ADJACENT RESERVE



FIGURE 2.14 MITCHELL LANE



FIGURE 2.15 GLENLEWIE LANE & WROUGHT IRON FENCE NEXT DOOR



FIGURE 2.16 LAND OWNERSHIP

## STRATA OWNERSHIP PATTERN

There are a number of strata properties in the area. The majority of the sites contain more than 8 units.



**FIGURE 2.17 LAND OWNERSHIP**



## 2.4 BUILT FORM AND CHARACTER

### 2.4.1 EXISTING CHARACTER

Arncliffe is a busy, vibrant and well-served centre.

The area has good character, with large lots, well maintained houses, interesting topography, and some streets have good tree planting.

The origin of the suburb is associated with quarrying of the local sandstone for building, evident in older style buildings. Remnant exposed rock faces that should be protected and their relationship with the built form celebrated.

The protection of some original buildings on streets with high value will ensure diversity in character and population into the future.

Arncliffe Park is a local heritage item that is highly valued by the local community and development around it should be carefully planned to protect the park's character.

Council is currently implementing it's Town Centre Masterplan with the High Street upgrade due for completion in April 2021 which will set an improved standard for the public domain.

#### DESIGN CONSIDERATIONS

Orientation of building in relation to topography and view corridors

Challenges for amalgamation

Consider use of sandstone and high quality materials that enhances the public domain

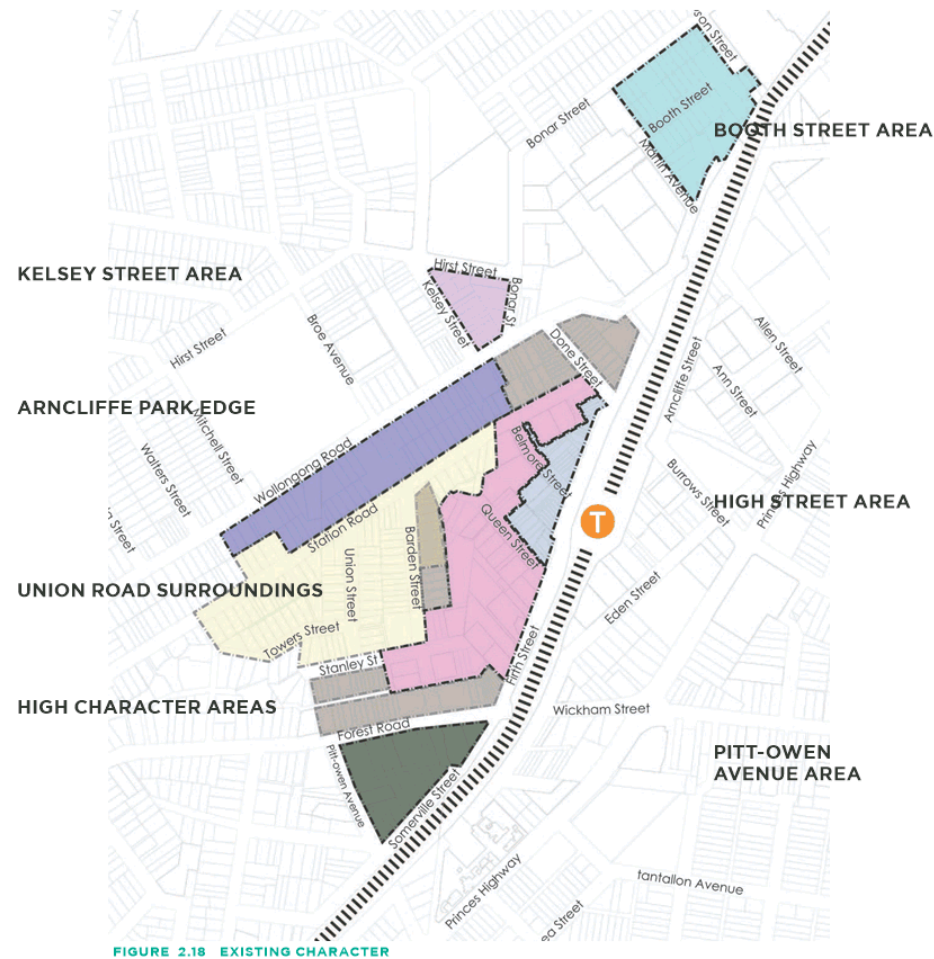


FIGURE 2.18 EXISTING CHARACTER

**HIGH STREET AREA**

Located along Firth Street there is an attractive High Street characterised by 1 to 2 storey shop top housing with original facades as well as community buildings.

Firth Street itself has on street parking and wide sidewalks to support growth.



Arncliffe station



Pedestrian side walk along Firth Street



Looking south along Firth Street

**ARNCLIFFE PARK EDGE**

Located Along Wollongong Road fronting Arncliffe Park. Predominately 1 to 3 storey, with some high character residential development with pockets of mixed use shop top housing.

Shop top housing in need of uplift however, development with blank facades or wide driveways along Wollongong Road would not be appropriate.



St. Mark Coptic Church



Existing shop top housing



In-active frontages along Wollongong Road



High character low density residential

**BOOTH ST AREA**

The area around Booth Street has low density residential housing. The area sits between two areas an area of low density residential flat buildings in Bonar Street. In addition to the residential landuses there is a well established private school and adjacent mosque.

The area is traversed by the South Western Sydney Ocean Outfall Sewer below ground (SWSOOS). The SWSOOS is visible about ground in nearby Thompson Street and is visible from the precinct.

**SOMERVILLE STREET AREA**

Issue with topography and long high fences facing road due to shape of lots.

On ridgeline and proximity to key character items limits higher buildings as it would impact the whole region.



One to two storey detached dwellings



Adjacent R3 zone at 6 storeys



High character suburban areas with street tree planting

**UNION ROAD SURROUNDINGS**

This area has low density residential with some medium density housing, recently developed dual-occupancies and adjacent some areas identified as having high character.

The area is a well established residential area with homes of various time periods that relate in a similar scale to each other.

The topography undulates in this area and there are distant views of the Church Spire in Forest Road. The uniform scale does not intrude into the view corridors.

**HIGH CHARACTER AREAS**

There are numerous high character areas including heritage items.

There is a significant group of attached homes with some heritage listed in Stanley St. These are well presented on a high point with long views of the park. Similarly the homes north of Belmore Street Reserve have very high character as do the homes on both sides of Done Street.

The group in Barden Street are positioned on a rocky outcrop.

Several commercial buildings date back to the early 1900s and present a strong high quality presence to Forest Road. The area west of the Barden St does not have high character but the height preserves significant district views.



3 storey walk up interfaced with single storey dwellings



High density residential topographically higher than Mixed Use zone



2 storey shop top corner of Forest Road and Firth Street



**KELSEY STREET AREA**

The area around Kelsey Street has low density residential housing with three houses of high character and faces areas of high character on the other side of Wollongong Road.

Development in the southern part of the Kelsey Street precinct would have to maintain some character relationship with the high character/low scale homes across the road in Wollongong Road.



One to two storey detached dwellings



Adjacent R3 zone at 6 storeys



High character suburban areas with street tree planting

**EXISTING APARTMENTS**

The area is a well established residential area with residential flat buildings of various time periods that relate in a similar scale to each other.

The topography of the area and existing strata limits development possibilities.



3 storey walk up interfaced with single storey dwellings



High density residential topographically higher than Mixed Use zone



2 storey shop top corner of Forest Road and Firth Street

**HIGH CHARACTER AREAS**

There are numerous high character areas including heritage items.

There is a significant group of attached homes with some heritage listed in Stanley St. These are well presented on a high point with long views of the park. Similarly the homes north of Belmore Street Reserve have very high character as do the homes on both sides of Done Street.

The group in Barden Street are positioned on a rocky outcrop.

Several commercial buildings date back to the early 1900s and present a strong high quality presence to Forest Road. The area west of the Barden St does not have high character but the height preserves significant district views.

## RECENT/PROPOSED DEVELOPMENT

## 1) 3-3A STANLEY STREET

CONSTRUCTED



## 2) 16-18 QUEEN STREET

CONSTRUCTED



## 3) 104-106 WOLLONGONG ROAD

CONSTRUCTED



## 4) 40-44 WOLLONGONG ROAD

CONSTRUCTED



## 5) 30 FIRTH STREET

REFUSED



## 6) BONAR STREET PRECINCT

RESIDENTIAL FLAT BUILDING  
TYPOLOGY, VARIOUS STAGES

## 7) BONAR STREET PRECINCT

PART WITHIN RESIDENTIAL  
FLAT BUILDING, PART  
WITHIN TERRACE HOUSING  
TYPOLOGY AREAS,  
CONSTRUCTED



## 2.5 LANDSCAPE CHARACTER

### 2.5.1 TOPOGRAPHY, VIEWS AND VISTAS

The topography of the area is complex, with multiple high points and some areas of significant slope that is a consequence of the sandstone bedrock. Parts of the Arncliffe, Banksia and Rockdale areas have been quarried for its supply of building stone and which is featured in some homes of the early settlement and in the construction of landscape features in local parks such as Arncliffe Park and Gardiner Park.

The significant ground level changes across the precincts and in the surrounding area result in views towards a number of areas being achieved from the higher ground. Views towards the Sydney CBD can be achieved from the northern and eastern parts of both precincts and towards the Cooks River and Botany Bay from the Forest Road ridgeline in Arncliffe. The Rockdale DCP identifies the importance of maintaining and enhancing views to significant landmarks which include the Cooks River area. It also specifically identifies the views of the St Francis Xavier's Church and St David's Church spires on Forest Road as key landmarks which should be considered in site planning.

The former Rockdale City Council previously released a view analysis in June 2013 as part of the Princes Highway Corridor Strategy. This view analysis concluded that the existing building heights permissible under the Rockdale LEP already have the potential to obscure the views to the Forest Road ridge and the spires of St David's Church and St Francis Xavier's Church and the Arncliffe Public School.

Section 4.1.1 of the Rockdale DCP includes guidelines requiring view corridors to landmarks and significant heritage items to be protected where possible. Both church spires have been identified as 'landmarks' in the DCP, and other significant views have been identified towards the Cooks River, CBD and Botany Bay.



FIGURE 2.21 VIEW TO CITY FROM TOWERS PLACE



FIGURE 2.22 VIEW LOOKING EAST FROM FOREST ROAD

The DCP will continue to apply and appropriate view protection should be addressed at the design stage with site design and setbacks to encourage view sharing where possible.

Tree canopy contributes in a positive way to enhance views by framing and softening the visual context

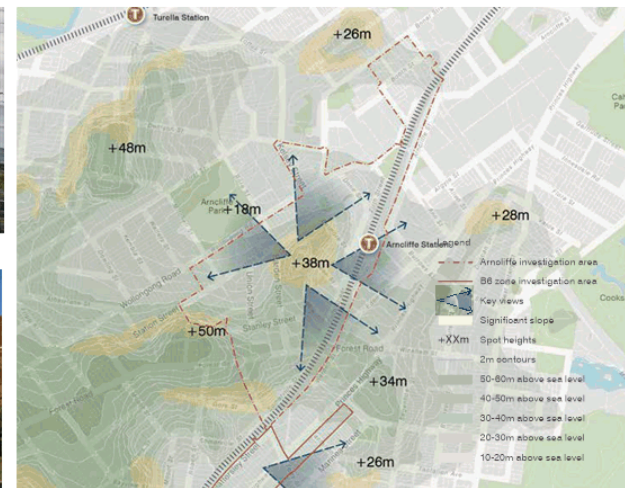


FIGURE 2.20 LANDSCAPE VIEW CORRIDORS



FIGURE 2.19 ST MARKS COPTIC ORTHODOX CHURCH

#### DESIGN CONSIDERATIONS

When planning new connections consider potential barriers to movement created by topography

Protect view corridors

Plan building heights according to topography

Protect significant tree canopy

Opportunity for open space on high point and consolidate with other government land

### 2.5.2 CONTRIBUTORY CHARACTER FEATURE

1. Group of Victorian cottages and rear lane with Araucaria sp. tree in as an elevation to the street
  2. Bayside Anglican Church corner Forest Road and Pitt-Owen Avenue
  3. Corner Forest Road and Barden Street fruit shop facade (1903) - strong elevation to the street & trees opposite
  4. Glenlevie Lane and wrought iron fence with sandstone base
  5. Obtrusive view - Side facade of IGA incomplete building works
  - 6a. Character facade on corner of Queen Street (30 Firth St)
  - 6b. Character facade on corner of Belmont Street (15 Firth St)
  7. Stone rock wall facing Belmont Street and Station Street
  8. St Marks Coptic Orthodox Church
  9. Character of Wollongong Road Shops
  10. Elevation of shops corner Forest Road and First Street & associated original signage
  10. Elevation of Firth St from Forest Road
- Significant trees - there are trees which are either culturally associated with the subdivision or endemic species
- High Point - A high point of the site is on the western part of Queen Street with potential for special views



FIGURE 2.23 CONTRIBUTORY CHARACTER FEATURES

### 2.5.3 CONTRIBUTORY CHARACTER FEATURES

The numbers refer to items on the previous plan.

1. Group of Victorian cottages and rear lane with Araucaria sp. tree in as an elevation to the street

2. Bayside Anglican Church corner Forest Road and Pitt-Owen Avenue

3. Corner Forest Road and Barden Street fruit shop facade (1903) - strong elevation to the street & trees opposite

5. Obtrusive view - Side facade of IGA incomplete building works

6a. Character facade on corners of Queen Street (30 Firth St)

6b. Character facade on corner of Belmont Street (15 Firth Street)

7. Stone rock wall facing Belmont Street and Station Street

10. Elevation of shops corner Forest Road and First Street & associated original signage

11. Elevation of Firth St from Forest Road



VICTORIAN COTTAGES, STANLEY ST



FOREST RD - CHURCH SPIRE



CNR FOREST ROAD & TREES ON SOUTH SIDE



OBTRUSIVE ELEVATION OF IGA



CHARACTER FACADE - 30 FIRTH STREET



CHARACTER FACADE CNR BELMONT ST



NATURAL ROCK FACE - STATION STREET



ELEVATION OF SHOPS CORNER FIRTH ST



ELEVATION OF SHOPS FROM FOREST RD



### 2.5.4 OPEN SPACE

P1 - Arncliffe Park (is outside the study area) it, was established for public recreational purposes in 1889 and is associated with the early subdivision of Arncliffe and continues to fulfil its role of a 19th century town square forming an important landscape focus in its location. It is testament to the economic environment of the 1930s when unemployed men were given government work to undertake projects for the benefit of the community. The park provides excellent tree canopy and high quality landscape features such as the extensive sandstone walling and timber entry points. It is considered to be a cultural landscape of considerable value to its local community as reflected by its heritage status.

Council small parcels of open space within the study area at:

P2 - Belmore Street Reserve is a local park (1000 sq m) with an adjacent laneway connecting to Wollongong Rd at pedestrian signals.

P3 - Small pocket park (113 sq m) exists on the intersection of Belmore Street and Station Street opposite a remnant rock face located at 20 Belmore Street - provides visual relief

P4 - Pedestrian through link zoned as open space is located at 6 Queen Street and provides pedestrian access to the Intellectual Disability Foundation of St George however building poorly placed for good through access (vehicle access is off Firth Street).

P5 - Pitt Owen Avenue Gardens an unformed road at intersection of Pitt Owen Avenue and Gore Street near Somerville Street (approx 800 sqm) but too steep to function as useful open space - the road closure could provide access for the local community and provide views and green space.



FIGURE 2.24 POCKET PARK WITH UPGRADE UNDERWAY



FIGURE 2.25 6 QUEEN STREET WALKWAY



FIGURE 2.26 ROAD CLOSURE AT PITT OWEN GARDENS - LONG SOUTH VIEWS

### TREE CANOPY

The majority of the tree canopy is located within the streets or in existing public open space and includes remnant trees from Swamp Oak Floodplain Forest and Sandstone Woodland communities alongside introduced native and exotic tree species although there are no endangered ecological communities.

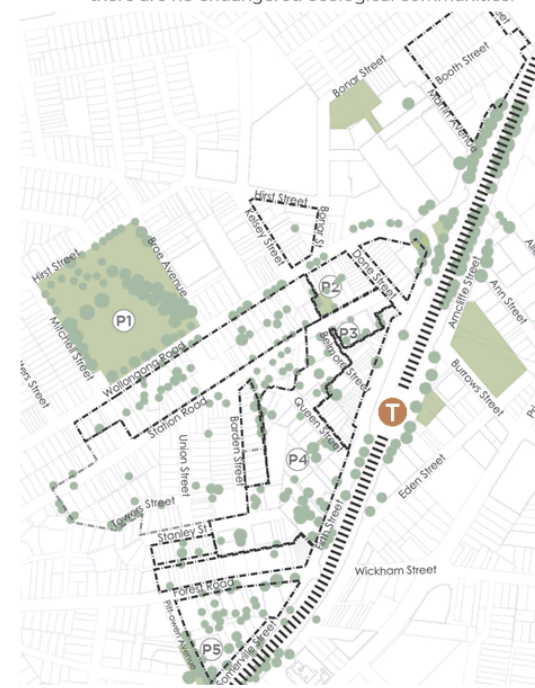


FIGURE 2.27 OPEN SPACE

### 2.5.5 NATURAL ENVIRONMENT AND CANOPY COVER

Potential contamination must be taken into consideration as part of rezoning to ensure the land is suitable or can be made suitable.

Clause 7 of SEPP 55 will ensure that contamination and remediation will be properly addressed and considered by the planning authority at future development application stages and that the land will be required to be made suitable for the proposed developments, prior to those developments being carried out. It is therefore unnecessary to include additional provisions in the recommended Planning instrument for contamination and remediation purposes.

The soils are low risk for acid soils with the area mapped as Class 5 and hence not expected to be found in the study area.

Two sites are identified as potentially contaminated.

84 Wollongong Road was a service station prior to 2000 and has since been redeveloped as town housing so may already be remediated.

14a Queen Street is identified as a sub-station.



FIGURE 2.28 FIRTH ST LOOKING SOUTH



FIGURE 2.29 ARNCLIFFE PARK



FIGURE 2.30 TREE CANOPY - GREEN PLAN

#### DESIGN CONSIDERATIONS

Explore additional site links connecting people to open space and station using trees in design

Protect tree canopy especially in streets and in public open space

Protect trees in private land especially cultural plantings and endemic tree species as well as groups of smaller specimens

Increase tree canopy from 19.2% coverage

## 2.6 MOVEMENT

### 2.6.1 VEHICULAR TRAFFIC

The below recommendations are captured in the existing Contribution Plan for the area and further recommendations will arise from development masterplans and improvements to rear laneways to ensure that servicing is adequate or can be contained within the site.

Intersection studies outside the study area are required for:

- Walli Creek Road / Wollongong Road
- Fripp Street / Wollongong Road
- Dowling Street / Wollongong Road (indicated as blue asterix on plan)

A signalised crossing is to be considered for the roundabout at Wollongong Road / Firth Street (indicated as blue asterisk on plan)

Pedestrian/Cycle Improvements are required at crossings as well as on-road cycle paths in Wollongong Road and Allen Street adjacent to the study area.

It is recommended that the original AIMSUN models are reviewed to ensure that the appropriate densities have been included to confirm if other road treatments are considered to be necessary.

Applicants are to be guided towards ensuring rear laneways are integrated into development masterplans, or as a minimum all servicing is contained within the site.

## PARKING

In addition to on street parking Council operates a public carpark accessible via the laneway adjacent to the post office and exit is via Coronation Lane which has a blind spot and therefore is hazardous for pedestrians. The carpark is not well marked, is poorly lit and it is not visible from the street and services commuters rather than the centre itself.

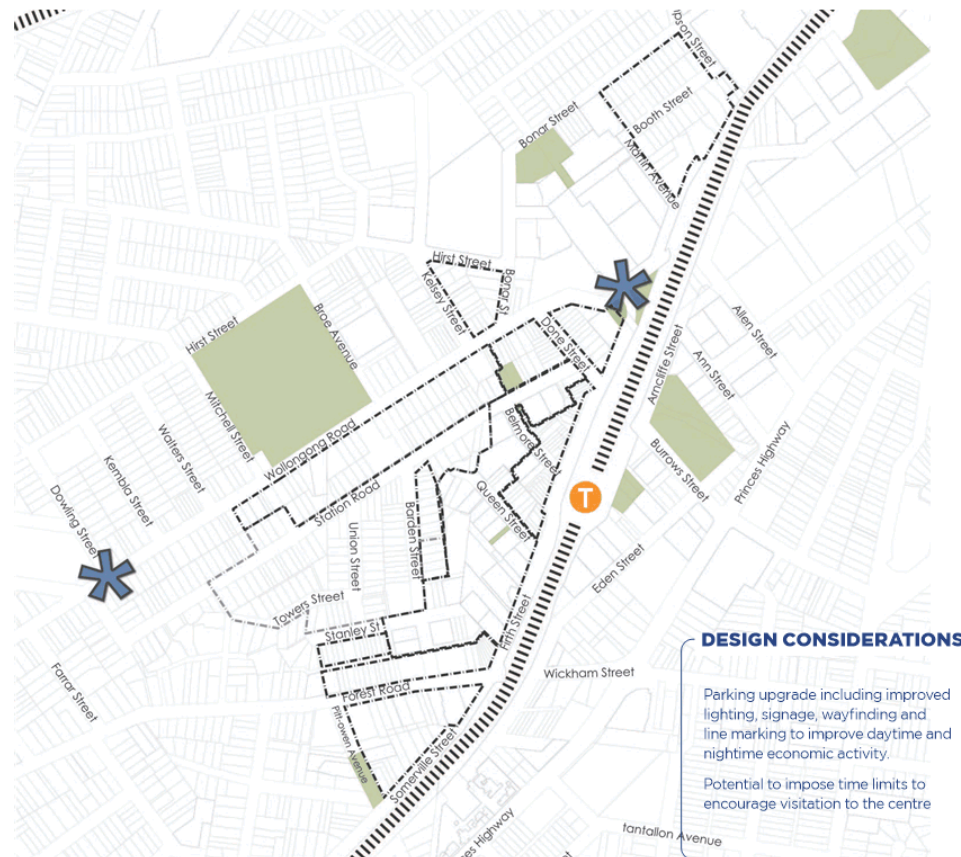


FIGURE 2.31 PLANNED TRAFFIC FACILITIES



### 2.6.2 PEDESTRIAN AND CYCLE MOVEMENTS

The steep topography and high point in Queen Street prevent access from Arncliffe Park to Arncliffe Station. Pedestrian permeability is quite good however the lanes and access points suffer from poor public amenity, lack of lighting and wayfinding.

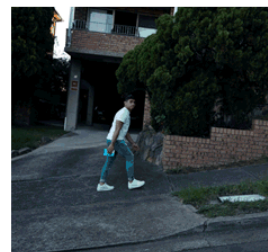
Wollongong Road is too narrow, carries a bus service and cannot accommodate cycle infrastructure.

The Bike Plan provides a shared path on the western side of Wollongong Road however with outdoor dining in some limited locations there is still the potential for conflicts.

1. Opportunity site for open space, connectivity and town centre parking.
2. Opportunity for site link and potential open space in collaboration with State Government owned land
3. Opportunity to provide for unobstructed overland flow and provide a through site link



FIGURE 2.32 MOVEMENT



## 2.7 FLOODING AND DRAINAGE

The principal areas affected by flooding in the study area are:

The triangular-shaped block bounded by Kelsey St, Hirst St, Bonar St and Wollongong Road ("Kelsey St block"),

The block bounded by Booth St, Martin Ave and the railway corridor ("Martin Ave block"), and

The block bounded by Station St, Broe Ave, Wollongong Rd and Mitchell St ("Station St block").

Of these areas, the Kelsey St block is the area with the most significant direct flooding exposure in the 1% AEP event.

The pre-development creek-line from this catchment runs approximately halfway between Wollongong Road and Hirst St, from south-west to north-east. The stormwater trunk drainage pipe for the catchment runs through the centre of the block (a 1.8 m diameter pipe at this location). When this pipe system capacity is exceeded, overland flow occurs through this area. Parts of this block are affected by high hazard flooding in the 1% AEP event due to the depth and velocity of this overland flow path.

Any future proposal must be designed to keep the overland flow path unobstructed.

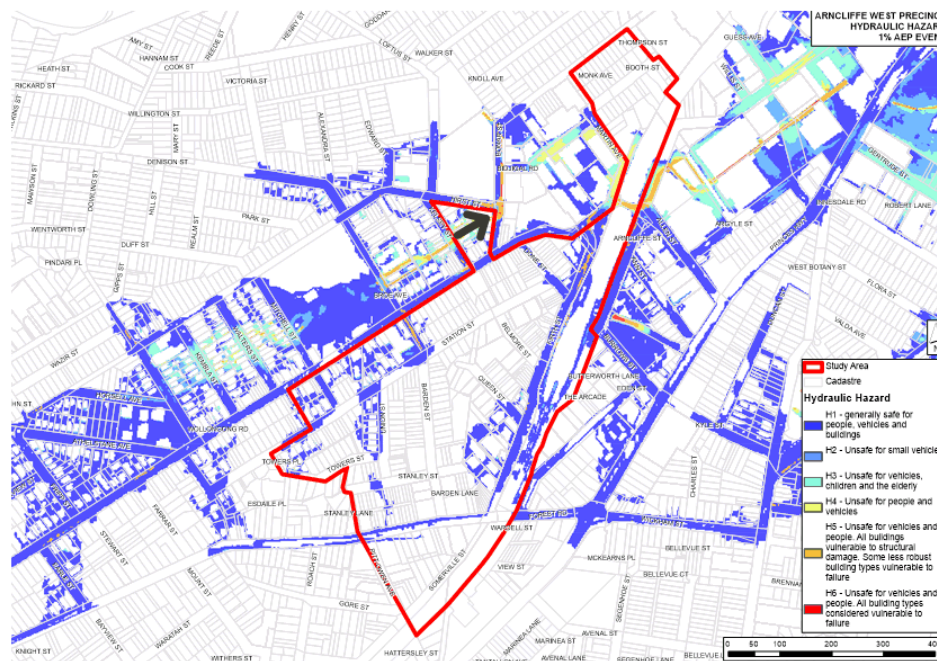


FIGURE 2.33 FLOODING HAZARDS MAP

### DESIGN CONSIDERATIONS

Opportunity to create unobstructed overland flow path and creating a safe pedestrian pathway with high landscape quality.



## 2.8 PROXIMITY TO AIRPORT

### OBSTACLE LIMITATIONS SURFACE (OLS)

The area is subject to separate building height restrictions and approval processes to ensure that new buildings and constructions do not interfere with the normal operations of Sydney Airport.

The Obstacle Limitation Surface (OLS) defines the height of development where development applications will be referred to the relevant authority for approval.

For Arncliffe, any building which is higher than 51m AHD (from sea level), or lower for the southern and eastern parts of the precinct will be referred for approval.

The topography in Arncliffe means that, depending on the ground level, acceptable building heights range from as low as 7m (for example at Forest Road) to as tall as 49m (for example at Innesdale Road close to Cahill Park).

The area is also subject to an upper height limit set by the Procedure for Air Navigation Services – Aircraft Operations (PANS-OPS).

For Arncliffe, buildings above this height would generally not be permitted, with heights varying from 60m AHD or 20m above ground level at West Botany Street to 126.4m AHD or 112m above ground level around Arncliffe Park.

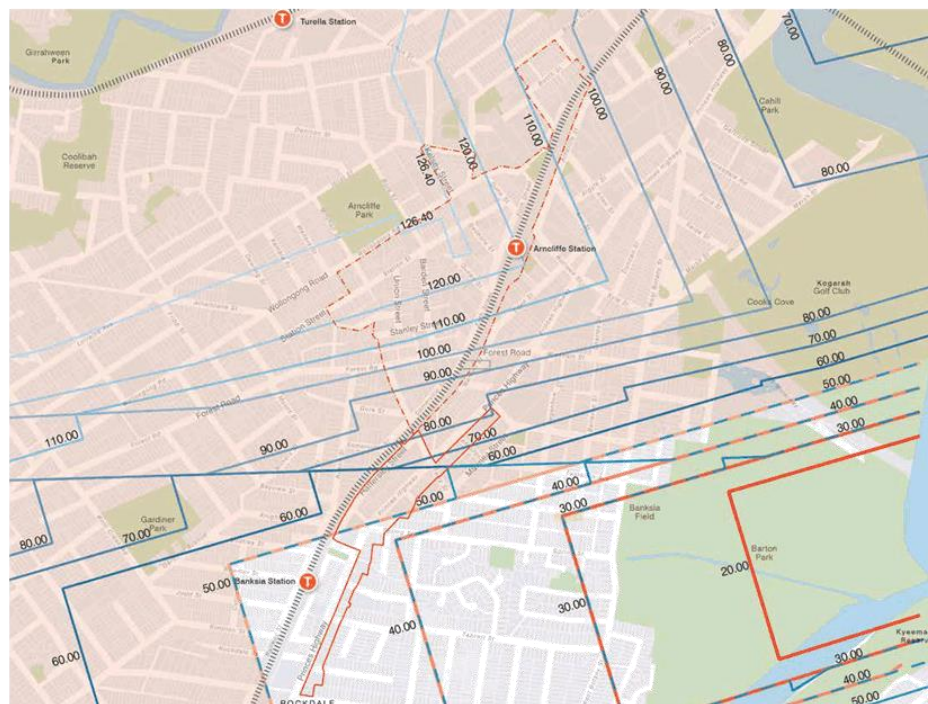


FIGURE 2.34 AIRPORT RESTRICTIONS MAP

### AIRPORT NOISE

The airport has guidelines for residential development near the airport to ensure that airport noise and the impact on residential amenity is considered in the development assessment process.

The Australian Noise Exposure Forecast (ANEF) defines contours for acceptable noise impacts.

Most of the Banksia precinct and south-eastern corner of the Arncliffe precinct is within the ANEF 20 contour. Within this affected area, residential development is allowed, subject to noise mitigation through building design.

The south-eastern corner of the Banksia precinct is within the ANEF25 contour.

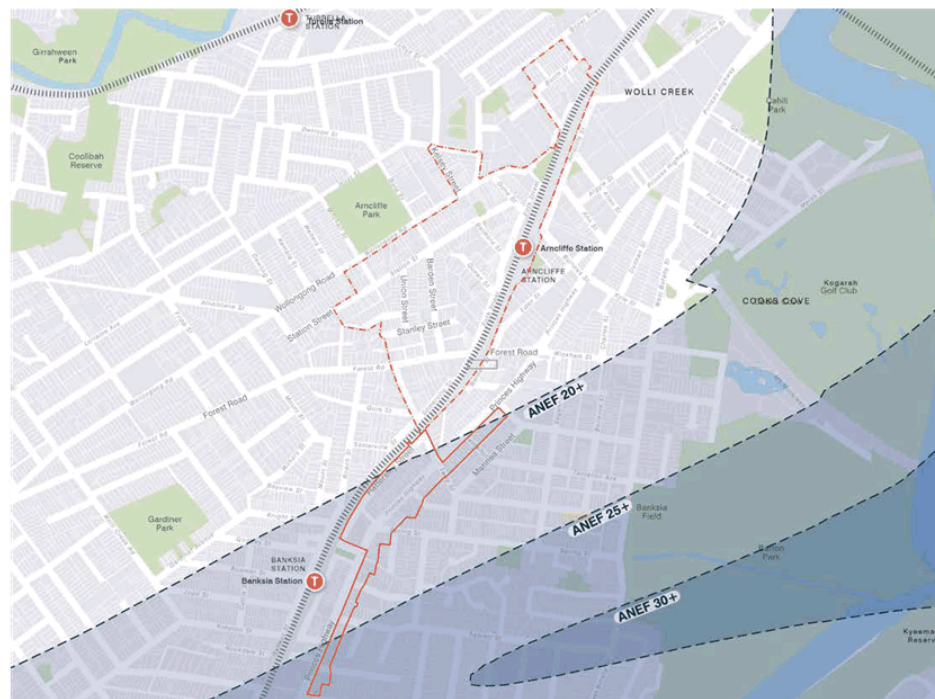


FIGURE 2.35 AIRPORT NOISE CONTOURS

## 2.9 CONSOLIDATED OPPORTUNITIES & CHALLENGES

### 2.9.1 CHALLENGES

1. Protect existing trees - especially significant trees
2. Steep Topography and lack of direct connections create barriers to pedestrian permeability.
3. Low levels of lighting in laneways limit pedestrian movements at night
4. Local Regional views in multiple areas and also along the streets - protect views where possible
5. Protect 19th century fabric (special character sites identified)
6. High point has limited access points and lacks connectivity in the precinct
7. Existing suburban subdivision with direct interface with new high-rise development (potential transition),
8. Overland flow paths must remain unobstructed
9. Reduced parking rates
10. Insufficient open space in precinct
12. Steep topography in area bound by Forest Road and Somerville Street

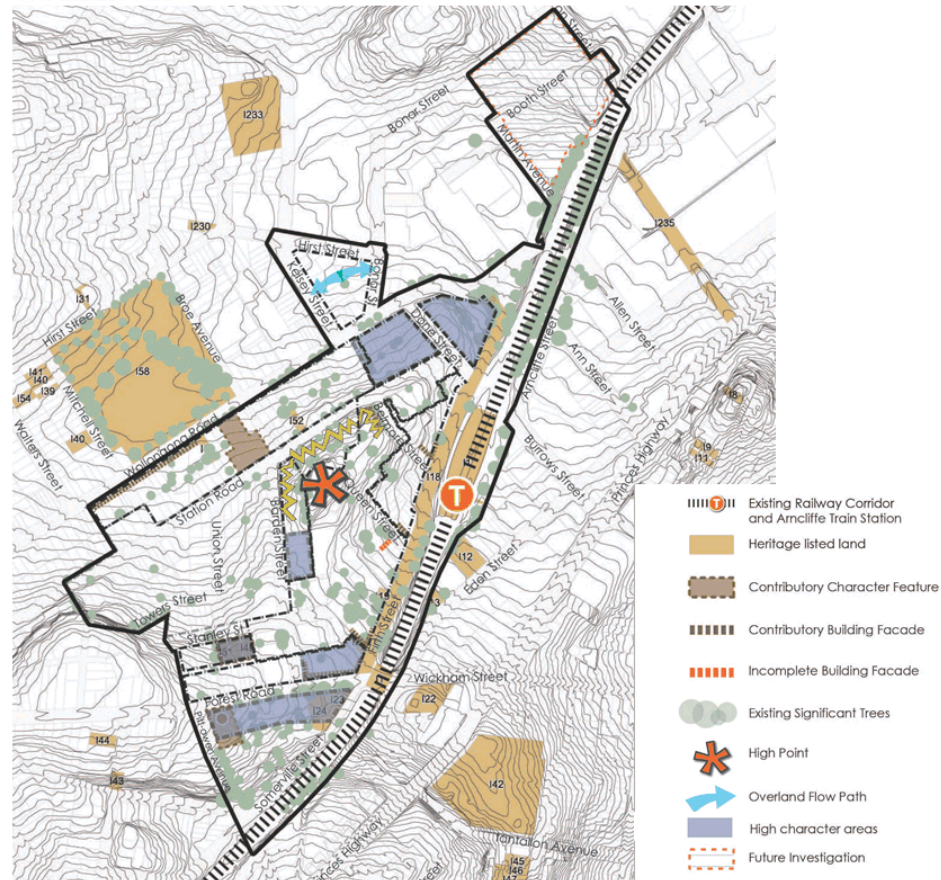


FIGURE 2.36 CHALLENGES



### 2.9.2 OPPORTUNITIES

1. Good suburban character and streets. Protect existing trees especially significant trees
2. Topography creates visual interest and showcases high character housing and exposed rock faces
3. Laneway network an opportunity to improve pedestrian permeability and opportunity to improve quality of lighting and landscape treatments
4. Local Regional views in multiple areas and also along the streets
5. 19th century fabric (special character sites identified) has high aesthetic quality that cannot be created and can incorporate into public domain to create valuable precincts
6. Opportunity for hill top park and pedestrian green link to connect other government owned land and through links
7. Opportunity for improved public domain and north facing built form looking onto Arncliffe Park
8. Existing suburban subdivision with direct interface with new high-rise development creates and opportunity for well considered transitions
9. Unobstructed overland flow path creates an opportunity for reduced flooding hazards
10. Overland flow paths can be used for high quality public domain for pedestrian or service access
11. Opportunity for public domain improvements to High street
12. Opportunity for increased heights and density subject to reduced parking rates
13. Open space to create new open space in areas that have low levels of service

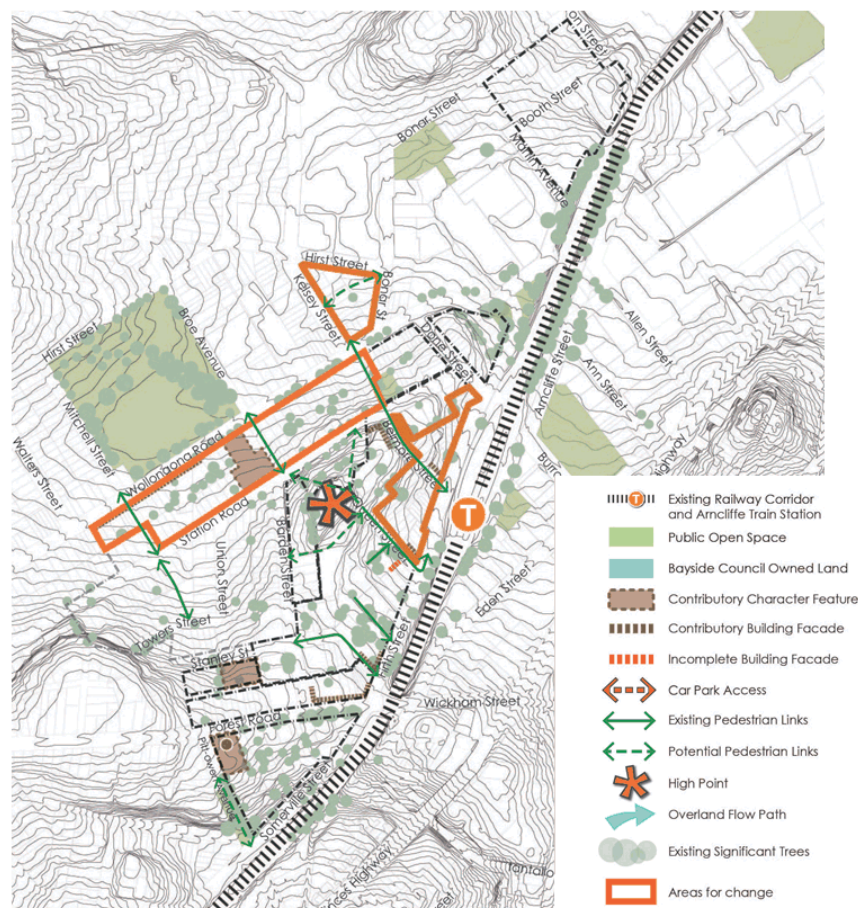


FIGURE 2.37 OPPORTUNITIES

.....

## .....3.0 Desired Future Character and Design Recommendations

### 3.1 DESIGN VISION FOR BAYSIDE WEST PRECINCTS TO 2036

*The Bayside West Precincts are vibrant, attractive and connected communities, where people live and work. Located 10kms to the south of the CBD and adjacent to the Sydney Airport, the Precincts have been built on great access to public transport, community facilities, new open spaces, shops and local services, communities, where people live and work. Located 10kms to the south of the CBD and adjacent to the Sydney Airport, the Precincts have been built on great access to public transport, community facilities, new open spaces, shops and local services.* Bayside West Precincts 2036, DPIE

#### 3.1.1 DESIGN PRINCIPLES

##### CHARACTER AND PLACE

- Enhance the distinctive identity of the study area as a whole and the different character areas.
- Aim for Design Excellence to realise the vision to 2036
- Protect character features such as contributory/ high quality buildings especially brick, decorative and sandstone construction, facades, trees, and natural features such as rock outcrops
- Future public domain and built form to be delivered with the aim to protect and enhance views and vistas to important places
- Create a strong sense of place using landmarks, strong visual cues and focal points
- Encourage a vibrant culture during the day and encourage the night time economy where appropriate

##### BUILT FORM

- Enhance the identity of the area with a built form that responds to, and integrates a variety of typologies of medium-low scale residential development with existing natural and built character elements
- Minimise loss of solar access to neighbouring properties, and open space by considering built form massing and orientation
- Lot amalgamation and building massing distribution to optimise design quality outcomes including preserving amenity and redevelopment potential of adjacent sites
- Create diversity in street wall heights and setbacks that respond positively to the unique character of each area, adjoining neighbours, the public domain and allows for additional deep soil landscaping where appropriate.
- Facades and buildings to be articulated to limit negative impacts on public domain and to create visual interest and sense of place in the precinct

##### PUBLIC DOMAIN

- Improve pedestrian permeability and encourage a pedestrian friendly environment, well coordinated laneways, through-site links, passive surveillance, lighting and wayfinding
- Improve safety, comfort and connectivity for pedestrians and cyclists with surrounding recreational areas
- Deliver gains for the Green and Blue Grids through a finer-grained integration between landscape and built form to achieve wins for sustainability, habitat, canopy and public amenity using WSUD and stormwater to green the landscape
- Maintain and improve access for servicing of retail area by vehicles while limiting negative impacts on activated area

### 3.2 DESIGN RECOMMENDATIONS

The Study identifies 4 key Development Analysis Areas within the Study Area:

- Area 1 High Street (B4 Mixed Use zone)
- Area 2 Medium-High Density Residential
- Area 3 Low-Medium Density Residential
- Area 4 No Change

This section further consolidates the opportunities and constraints and discusses development potential and recommendations for an appropriate future built form character for each area.

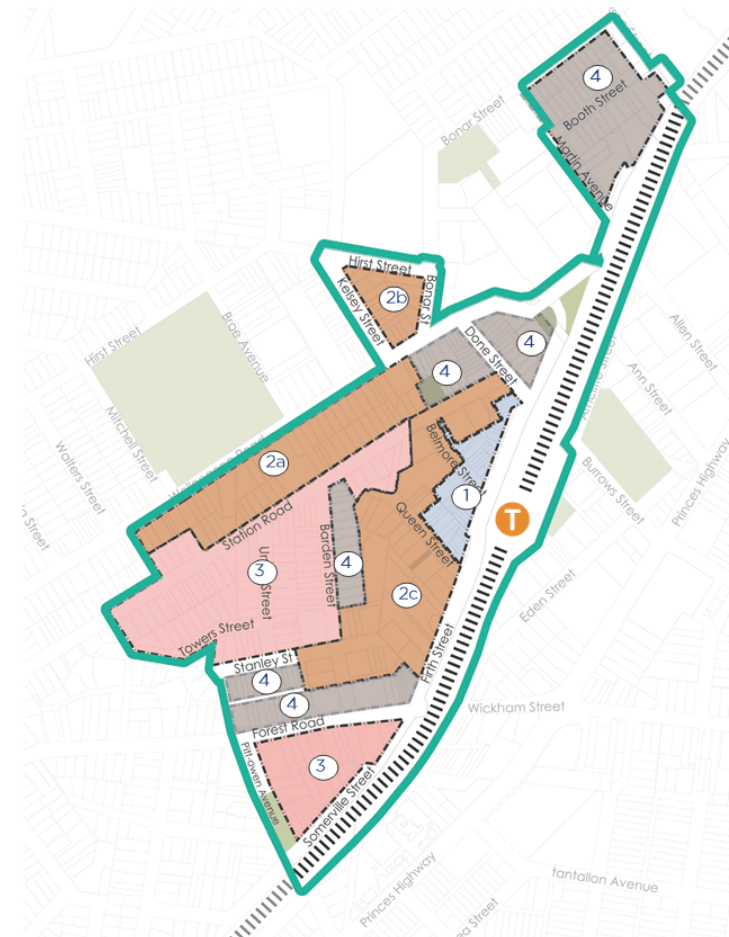


FIGURE 3.1 POTENTIAL REDEVELOPMENT AREAS IDENTIFIED



### 3.2.1 AREA 1 - HIGH STREET

#### DEVELOPMENT POTENTIAL

The entirety of the B4 Mixed Use zone, contains an attractive 'High Street' in Firth Street and is comprised of 1-2 storey shop top housing, with some original facades and community buildings. The Area benefits from immediate access to trains, on-street parking and wide sidewalks to support growth.

This area has restrictions that will impact building heights by the OLS, interface with existing heritage and character, solar access, irregular lot patterns and orientation.

#### DESIRED FUTURE CHARACTER

Development should retain contributory facades as much as possible and retain a low scale, active street wall facade.

A fine grain character should be achieved at the ground level, and single-width driveways and communal open spaces on rooftops should be encouraged.

The following sites have already developed into the desired character and no further changes are needed:

- 10 - 12 Belmore Street - this site has developed to its full potential. Further change to planning controls is not warranted.
- 19-17 Belmore Street - An approved boarding house under construction will develop the site to its full potential. Further change to planning controls is not warranted.
- 21-25 Belmore street - these sites have been isolated and have limited potential for further development. Further change to planning controls is not warranted.



FIGURE 3.3. AREA 1 - PRECINCT MAP



FIGURE 3.2 AREA 1 - HIGH STREET (B4 MIXED USE ZONE) - IMAGES

### FUTURE BUILT FORM - LOT AMALGAMATION AND FLOOR SPACE RATIO

Amalgamation patterns are one of the key factors influencing the FSR. The proposed lot amalgamation pattern and building massing distribution will optimise design quality outcomes including preserving amenity and redevelopment potential of adjacent sites

Site 1 - FSR 2.7:1

Site 2 - FSR 2.7:1

Site 3 - FSR 3.4:1

Site 4 - FSR 3.4:1

Site 5 - FSR 2:1 (topography and OLS restrict the maximum number of storeys which significantly reduces the potential FSR for this site).

The example scheme presented here:

- demonstrates how buildings can relate to specific shape of lots
- develops building forms that relate to neighbouring sites
- provides boundary setbacks to comply with the Apartment Design Guide (ADG) objectives
- provided building forms capable of complying with the ADG's solar access and cross ventilation requirements.

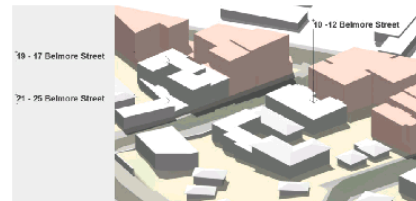
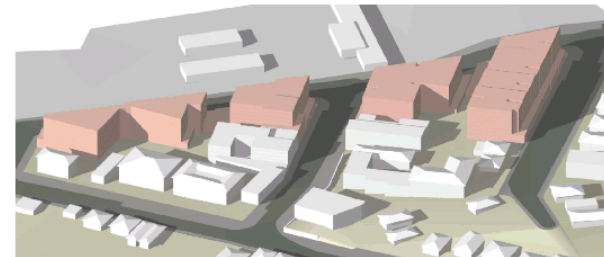


FIGURE 3.4 AREA 1 - FLOOR SPACE RATIO



### FUTURE BUILT FORM - BUILDING CONFIGURATION AND MASSING

For the purposes of determining appropriate built form controls, the study area divides Area 1 into 7 amalgamated sites. Each site was considered with regard given to interfaces with lower-density areas, separation between adjoining existing high density/residential flat buildings, dominant lot patterns, orientation and solar access requirements.

Building height controls are assigned by site ensuring no breach of the OLS at the highest point of each site. Appropriate FSR controls are then established relative to these optimal building height controls.

Site 1 - 28m

Site 2 - 28m

Site 3 - 28m

Site 4 - 28m

Site 5 - 23.5m (the site has an existing maximum RL of 27.5m restricting the maximum number of storeys to 6).

Site 6 - 27m

Site 7 - 28m

Challenging interfaces will require side setbacks on some sites and that may create an opportunity for additional deep soil planting.



FIGURE 3.5 AREA 1 - HEIGHTS OF BUILDINGS

### 3.2.2 AREA 2 - MEDIUM-HIGH DENSITY RESIDENTIAL

The 'Medium-High Residential' area contains a variety of residential and mixed use development typologies. This area has potential for low-medium scale apartment development, with consideration for a range of constraints, including airport height limitations (OLS), interface issues, pedestrian environments and flood prone land.

The Area comprises of 3 distinct sub-areas:

- 2A 'Arnccliffe Park Edge'
- 2B 'Kelsey Street Triangle'
- 2C 'Existing Apartment Area'

#### RECOMMENDATIONS

This area warrant the development of fine grain built form studies to inform DCP controls to ensure the most appropriate design response is implemented relative to site specific conditions.

These investigations will inform the development of an integrated public domain and built form masterplan for the precinct.

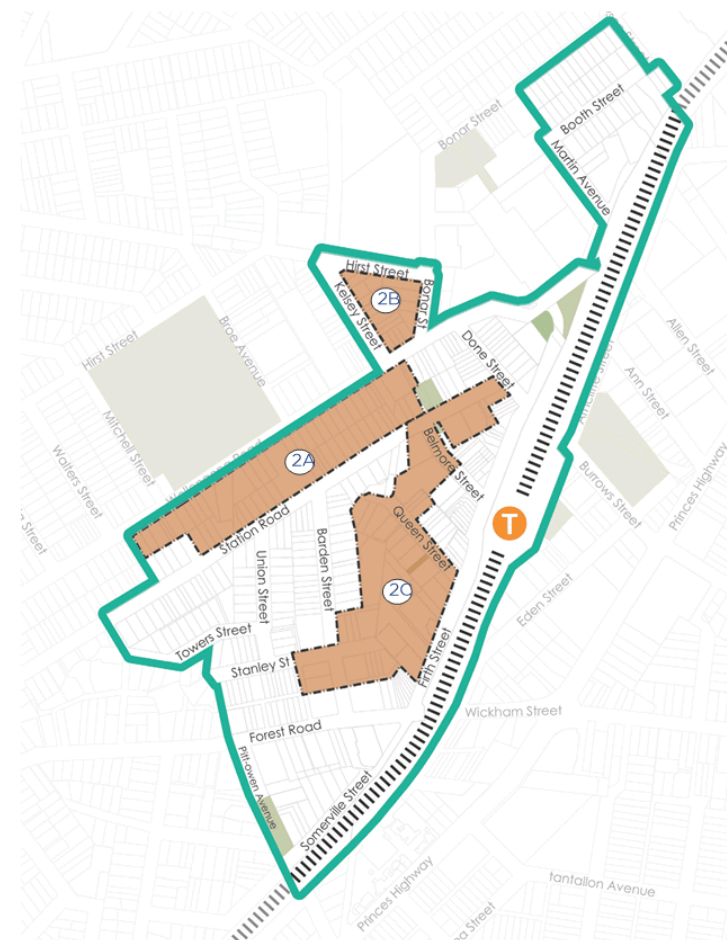


FIGURE 3.6 AREA 2 - MEDIUM - HIGH DENSITY RESIDENTIAL - STUDY AREA



## SUB-AREA 2A ARNCLIFFE PARK EDGE

### DEVELOPMENT POTENTIAL

Sub-area 2A is located opposite Arncliffe Park, on the eastern side of Wollongong Road up to and including the B1 zones and the remainder of the block bound by Mitchell Street, Station Street and the council owned laneway linking Belmore Street Reserve with Wollongong Road.

This sub-area is comprised predominantly of 1-2 storey buildings with a consistent character including some high character homes and shop top housing. The high amenity of the adjacent park combined with good accessibility to reliable public transport provides opportunities for additional well-designed density.

The built form must respond to potential interface issues with the heritage-listed park across the road, lower-density residential areas nearby, as well as a few local heritage-listed dwellings contained within the block. Uplift potential in this area is also restricted by identified flood in this block and the sensitive view corridors to the ridgeline along Forest Road including landmark churches in the south-western fringe of the study area.

### DESIRED FUTURE CHARACTER

The development of a street wall with a human scale of 2-3 storeys is desirable in this precinct with the upper levels orientated so as to reduce massing facing the Arncliffe Park and Station Street.

Where possible allow space for side setback landscaping.

Positive curtilage is to be provided to respect heritage items.



FIGURE 3.8 AREA 2A - PRECINCT MAP

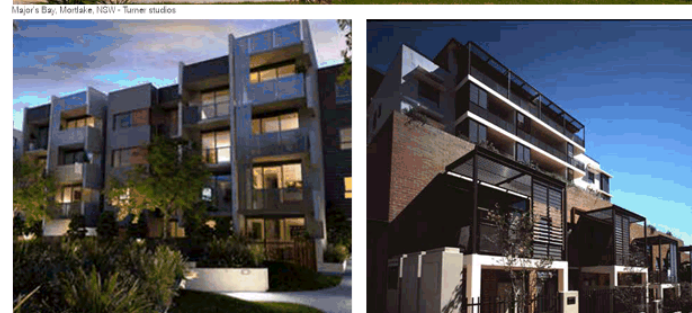
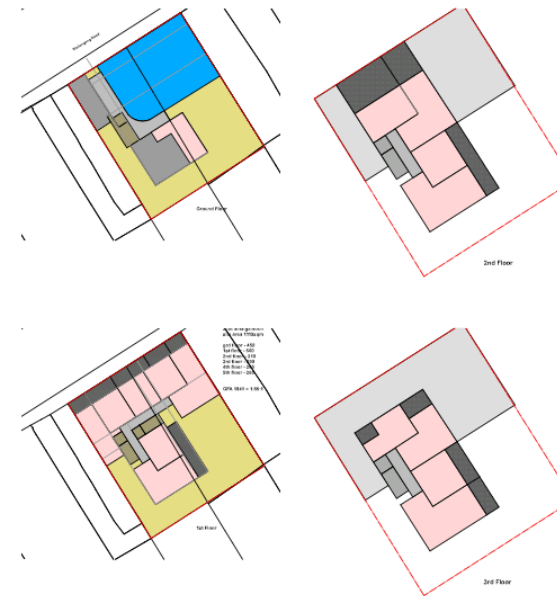


FIGURE 3.7 AREA 2B - ARNCLIFFE PARK EDGE PRECEDENT IMAGES

**FUTURE BUILT FORM**

- Transition to residential areas across Station St are facilitated by elevated topography in lower density areas
- 4 storey (14 m) with an FSR of 1:25:1 is recommended to facilitate the delivery of RFB in a landscape setting with a bespoke response to site specific street wall height and setback variations to adapt to different conditions on neighbouring sites
- Upper storeys to be generously set back/reduce bulk through massing and facade treatment
- Basement car parking ensures optimised streetscape outcome
- Habitable rooms provide street surveillance, while non-habitable rooms best placed to face boundaries
- Large communal open space provides opportunities for deep soil planting
- Typology difficult to achieve on lots with width less than 30m

**FIGURE 3.9 AREA A - POTENTIAL TYPOLOGY**

### SUB-AREA 2B KELSEY STREET TRIANGLE

'The Kelsey Street Triangle' is located on land to the north-west of Wollongong Road and bounded by Kelsey Street, Hirst Street, Bonar Street and Wollongong Road. This sub-area comprises predominantly single-storey detached dwellings, but is surrounded on most sides by higher-density residential zonings. Similar existing built form occurs opposite this block along the western frontage of Kelsey Street, but medium-density typologies occupy land further west. Recent high-density developments occur immediately north of the block, while there are remnant industrial and employment uses on R4-zoned land to the east.

The Flooding Hazards map identifies the sub-area as flood-affected land, including an overland flow path which occurs along the north-western fringe of the Arncliffe West Investigation Area. There are also potential interfacing issues with the low-density residential area to the south and broader traffic and pedestrian safety concerns along Wollongong Road.

### DESIRED FUTURE CHARACTER

There are three homes with high character on the corner of Bonar and Wollongong Roads. Design controls will be required to guide future development and transitions to high character homes to the south. A response to that area will also be required with a built form appropriate for interface areas with consideration for suitable scale and articulation.



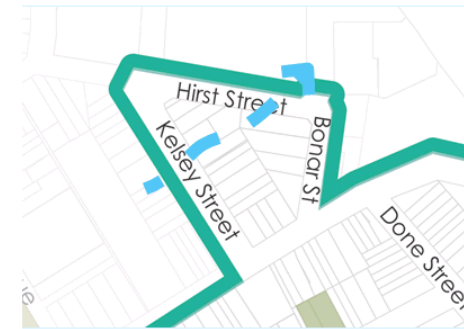
FIGURE 3.11 AREA 2B - PRECINCT MAP



FIGURE 3.10 AREA 2B - KELSEY STREET TRIANGLE PRECEDENT IMAGES

**FUTURE BUILT FORM**

- Transition to surrounding residential on the corner of Wollongong Road and Bonar Street
- Maximum building height of 4 storeys or 14m.
- Overland flow must not be obstructed.  
Development in this area will likely reduce flood hazards in the area and there is an opportunity to take advantage of this constraint to provide public or private amenity and potentially implement WSUD principles.
- An FSR of 1.25:1 is recommended in this precinct to cater for suitable transitions to character areas and to ensure overland path remains unobstructed.
- Basement car parking will ensure good streetscape outcomes with single width driveways

**FIGURE 3.12 AREA 2B - KELSEY STREET**



### SUB-AREA 2C MEDIUM-HIGH DENSITY RESIDENTIAL

Area 2C is currently zoned high density residential and immediately adjoins Area 1.

This sub-area is already substantially developed with residential flat buildings and in some parts is constrained by topography and airport height limitations. There remains some limited opportunity for high-density infill of typologies consistent with Sub-areas 2A and 2B.

Special consideration will need to be given on a site by site basis with respect to steep topography, lack of facilitated vehicular access and servicing, the shape of the lots in this area, and setbacks required to meet the Apartment Design Guideline (ADG) given the amount of existing neighbouring apartments.

As such, only a minor increase in FSR is recommended to the overall area which may assist to encourage redevelopment of older walk-up flats while still retaining a diversity of housing types and provide some affordability housing.

### DESIRED FUTURE CHARACTER

Currently this precinct presents a negative character where the high quality items have not been given due consideration and heritage items do not have adequate curtilage. Poor legibility results in unclear navigations for pedestrians and important facilities such as public parking are not visible to those that do not know the area.

Some redevelopment will present an opportunity to improve precinct legibility, vehicular and pedestrian access and with good design a strong sense of place may emerge.

Ideally this area will yield modest scaled Residential Flat Buildings in a landscaped setting,



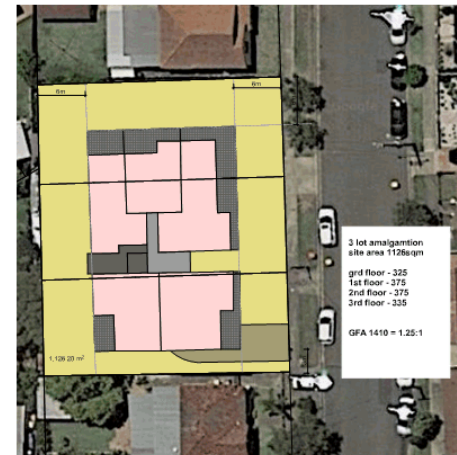
FIGURE 3.13 AREA 2C - PRECINCT MAP



FIGURE 3.14 AREA 2B - KELSEY STREET TRIANGLE PRECEDENT IMAGES

**FUTURE BUILT FORM**

- Each development will need to be carefully considered to ensure that pedestrian permeability and good connections especially through the public realm are protected and further enhanced.
- Redevelopment of a few sites in this precinct may create opportunities for improved permeability with enhancements to the existing laneway network.
- Site-specific DCP provisions will be developed to take into account matters such as the interfacing issues, land amalgamation opportunities, ground floor heights, ground floor uses and public domain treatments.
- A maximum FSR of 1.25:1 and a maximum height of 4 storeys is recommended in the broader areas to cater for the considerations above.
- Amalgamation patterns will be developed to maximise development potential, limit isolation of parcels and facilitate design excellence outcomes.
- This precinct has a substantial government land holding in the core of this study area and opportunities to reimagine the use of this government land should be investigated to provide much needed public open space and public amenity to serve the growing population

**FIGURE 3.15 AREA 2C - POTENTIAL AMALGAMATION PATTERN AND TYPOLOGY**

### AREA 3 LOW DENSITY RESIDENTIAL

This area is suitable for limited infill development of low to medium-density residential typologies. It occurs in the west of the Study Area, as well as the 'triangle' to the south of Forest Road. It is predominantly zoned R2 and R3 and adjoins areas of high character but has a mix of character including new dual occupancy development.

The area is also characterised by design constraints such as interfacing with heritage-listed sites, topography, lower permeability and, in the case of the 'triangle' of land south of Forest Road, an identified gap in accessibility to open space. Further, this land contains St David's Anglican Church, which is recognised in the Rockdale DCP 2011 as a landmark feature for significant views to the ridgeline on Forest Road.

Area 3 is more closely aligned to investigations of medium-density residential potential across the LGA. Given the broader LGA-wide implications, Council will consider Area 3 to fall under these ongoing parallel investigations and is therefore not further investigated in this study other than noting that heights will be substantially limited in this area and a variety of low rising dwelling typologies would be more appropriate.

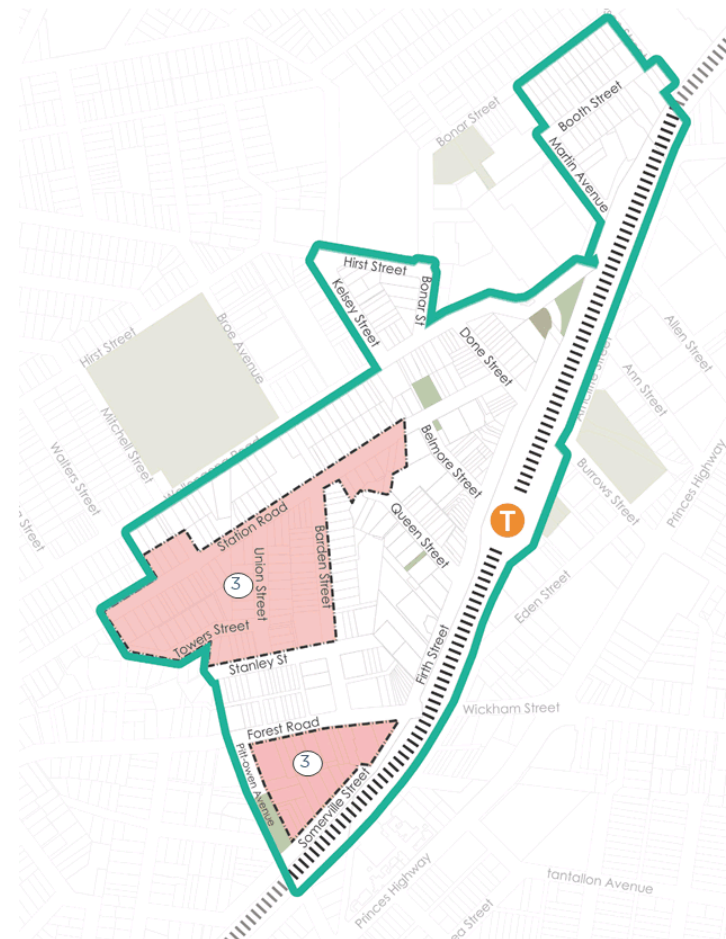


FIGURE 3.10 AREA 3 'LOW DENSITY RESIDENTIAL'

#### AREA 4 NO CHANGE

The area where 'No Change' is recommended is comprised of the remainder of the Arncliffe West Study Area. For a variety of reasons, it is considered that this Area is not presently capable of accommodating further changes to zoning or other planning controls.

The proximity to dangerous goods pipelines presents an urban hazard over parts of the Study Area. Operators of the Moomba to Sydney Ethane Pipeline, APA Group, have identified a potential 'rupture zone' in the vicinity of the pipeline, including land in the far north of Arncliffe West. Council has been in regular discussion with both DPIE and the APA Group with regard to planning within the catchments of dangerous goods pipelines and is awaiting further guidance from DPIE on considering this issue in the strategic planning process. Until further guidance is made available, no changes are recommended to planning controls for this part of the Study Area.

Within the Study Area are pockets of residential or business uses of particularly high character, or which contain sites of current or potential local heritage significance. It is considered that any changes to planning controls to encourage infill development within these pockets would be incongruous with the observed high character aesthetic. Further, where current or potential local heritage items occur in these pockets, infill development is arguably inconsistent with existing planning controls. Therefore, no changes to planning controls are proposed in these high character pockets.

For the 'triangle' of land bound by Done Street, Firth Street and Wollongong Road, it is considered that potential uplift facilitated by changes to current planning controls is limited by a combination of:

existing high-density planning control setting; the relatively small size and irregular shape of the block; and its close proximity to an identified pocket of high character low-density residential land.

For land along Forest Road, it is considered that potential uplift is limited by a combination of: the existing high-density planning control setting; the block's elevation close to the Sydney Airport OLS and its close proximity to an identified pocket of high character low-density residential land.

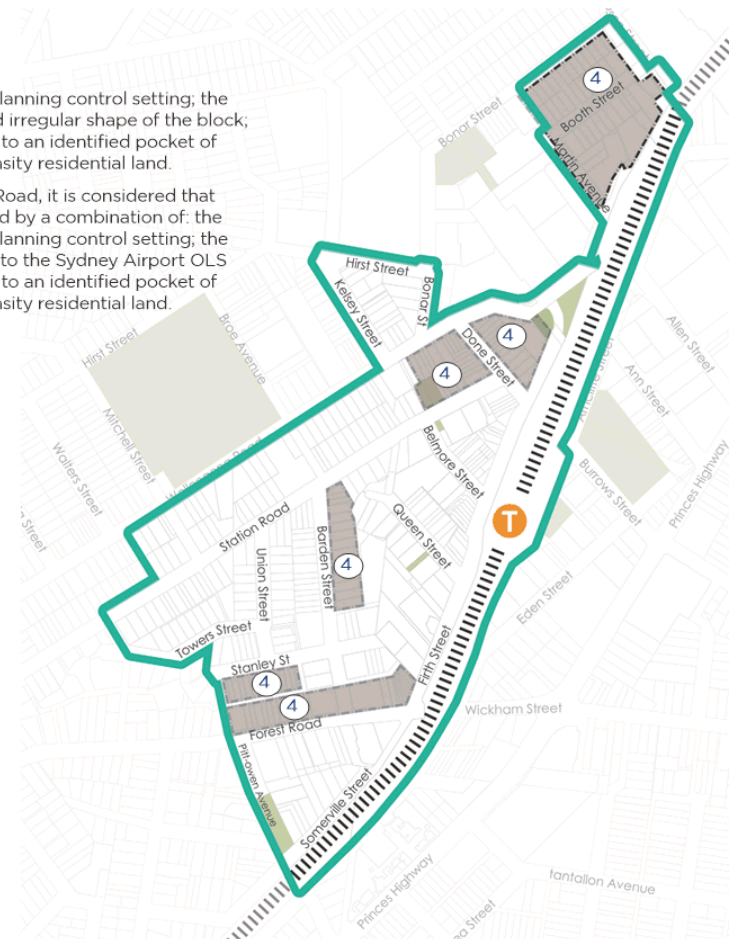


FIGURE 3.17 AREA 4 - 'NO CHANGE'

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## ..... **4.0 Recommendations for Implementation**



## 4.1 PROPOSED CHANGES TO PLANNING CONTROLS

### 4.1.1 CHANGES TO BLEP 2021

Refer to the table at Figure 4.1 for a summary of recommended planning controls to be included in Amendment 1 of Bayside Local Environmental Plan (BLEP 2021).

#### ZONING

Figure 4.2 illustrates the changes to the Zoning Map in the study area with some area changing from R2, R3 to R4.

#### HEIGHT OF BUILDINGS (HOB)

Figure 4.4 illustrates the changes to the Height of Building Map up to 28 metres in some areas.

#### FLOOR SPACE RATIO

Figure 4.3 illustrates the changes to the Floor Space Ratio Map with changes up to 3.4:1 in some areas.

#### DESIGN EXCELLENCE

No change proposed to the existing map.

#### LAND RESERVATION ACQUISITION

No change proposed to the existing map.

DRAFT BAYSIDE LEP 2021	Existing	Proposed
Zoning	Varies: R2, R3, B4, B1	R2 and R3 areas rezoned to R4 Arncliffe Park Area (2A) and Kelsey St Area (2B)
Height of Building	Varies	Some sites within B4 Zone increased up to 28 metres Areas within the Arncliffe Park Area (2A) + Kelsey St Area (2B) increased to 14m
Floor Space Ratio	Varies	Increased FSR to 1.25:1 in areas being rezoned to R4 (2A, 2B) and existing R4 area (2C) Increased FSR varies between 2.7:1 to 3.4:1 in area zoned B4.
Design Excellence	Applies to all areas of study area	No change
Land Reservation Acquisition	None identified	No change

FIGURE 4.1 RECOMMENDED PLANNING CONTROLS SUMMARY



FIGURE 4.2 PROPOSED CHANGES TO ZONING

R4 High Density Residential



FIGURE 4.3 PROPOSED CHANGES TO FLOOR SPACE RATIO

1.25:1  
2.7:1  
3.4:1



FIGURE 4.4 PROPOSED CHANGES TO HEIGHT OF BUILDING

14m  
23.5m  
27m  
28m



## 4.2 FURTHER RECOMMENDATIONS

### DEVELOPMENT CONTROL PLAN (DCP)

- Review the existing Arncliffe and Banksia DCP and incorporate in the Bayside Development Control Plan
- to reflect recent development and the design
- principles for each character area, including the
- corresponding controls to achieve place-based
- built form outcomes.
- update with place-based controls for the study area.

### DEVELOPMENT CONTRIBUTIONS

- Review the existing Development Contributions Plan and items applicable to the Study Area as part of the preparation of the new harmonised Bayside Contributions Plan 2021.





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## URBAN DESIGN AND BUILT FORM STUDY BAY STREET

VERSION 1.0 MAY 2021



## ACKNOWLEDGEMENT OF COUNTRY

Bayside Council wish to acknowledge Aboriginal people as the traditional custodians of this land.

Through thoughtful and collaborative planning we seek to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

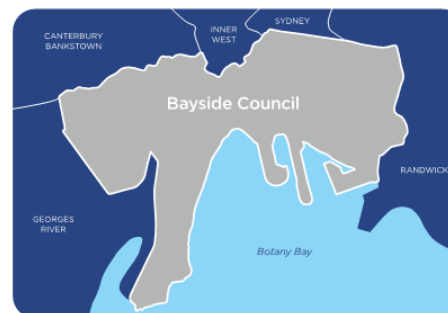


Table of Revisions				
Date	Revision	Status	By	Checked
6 May 2021	Version 1.0	For Bayside Local Planning Panel Meeting 20 May 2021	IC	MA



**Telephone Interpreter Services - 131 450**

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## .....1.0 Introduction





## 1.1 EXECUTIVE SUMMARY

In 2020, the Department of Planning, Industry and Environment announced the Public Spaces Legacy Program under which Bayside Council is eligible for a grant of up to \$5.5M to deliver new or upgraded public and open spaces. One of the requirements associated with this grant is the commitment to deliver on housing and jobs growth, by exhibiting an updated Local Environmental Plan (LEP) to incorporate housing or employment supply for at least 6-10 years by 30 June 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.

Four areas have been identified as "0-5 year investigation areas". These areas include:

- Walz Street Precinct
- Bay Street Precinct
- Rockdale Town Centre Precinct
- Arncliffe West Precinct

### 1.1.1 METHODOLOGY

This Urban Design and Built Form Study has been undertaken to establish appropriate built form and height controls for the study area in the Bay Street Precinct that comply with the objectives of the Apartment Design Guidelines and protect the character of the existing precinct.

In summary, the future character of the Bay Street will be:

"Bay Street will become an urban, green and active Boulevard that connects Rockdale and Brighton Le Sands, the street will be flanked by towering trees on both sides of the street, with widening shared path for people to walk, exercise, play and commute."

The report will consider:

- The existing planning framework
- The strategic context and impact on the site.
- Contextual analysis to identify opportunities, constraints and challenges.
- Envisage the desired built form
- Describe design principles to guide the future built form and character of the precinct.
- Preparation of a Contribution Plan

### 1.1.2 RECOMMENDATIONS

To realise the desired future character for the Bay Street Precinct study area there are a number of implementation recommendations.

These include:

- Changes to the Local Environmental Plan as per the table in Figure 1.1.
- Preparation of a Development Control Plan to reflect the design principles and other objectives identified in this report,
- Preparation of detail documentation for Bay Street including lighting design to ensure frontage works are delivered in an integrated manner for the buildings and public domain given the challenging topography.

DRAFT BAYSIDE LEP 2021	Existing	Proposed
Zoning	R2 Residential	R3 Medium Density Residential R4 High Density Residential B4 Mixed Use
Height	8.5m	9.5m, 14m, 24m and 27m
Floor Space Ratio	0.5:1	0.7:1, 1.2:1, 2:1
Land Reservation	Road widening	117 Cameron Street
Acquisition	Crofts Lane Extension	126 Bay Street (portion 3.5m x 21m)

FIGURE 1.1 RECOMMENDED PLANNING CONTROLS



## 1.2 THE STUDY AREA

The area sits between the Rockdale Town Centre and Brighton Le Sands Town Centre. Figure 1.1 illustrates the boundary of the study area.

This includes:

Northern side of Bay Street

- Properties 64 to 246 (even numbers only) Bay Street, Rockdale.
- Properties 132-150 (even numbers only) Farr Street
- Properties 1-7 Ador Ave

Southern side of Bay Street

- Properties 83-213 (odd numbers only) Bay Street, Rockdale.

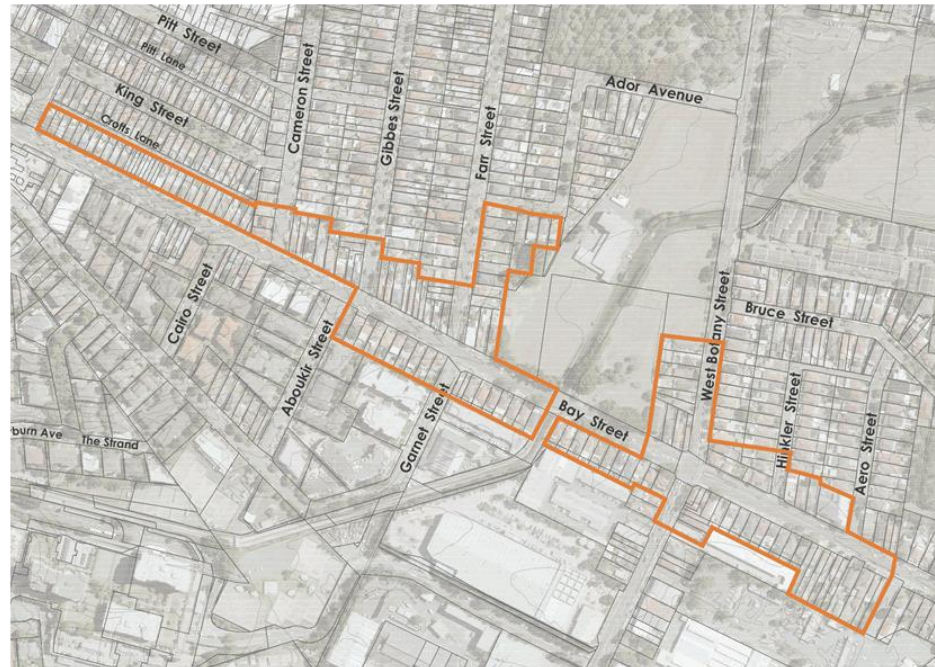


FIGURE 1.2 STUDY AREA

### 1.3 THE LOCAL CONTEXT

All sites within the study are within:

- 1km flat walk of either Rockdale Town Centre or Brighton Le Sands Town Centre.
- Close to Kogarah Station and Kogarah Collaboration Area
- Have excellent access to retail, entertainment, health and education options for future residents.
- Several types of regional infrastructure services the precinct including Rockdale Railway Station, the Rockdale Wetlands Corridor, M6 Corridor, Cook Park and Lady Robinsons Beach.
- Easy access to Sydney Airport either by road or by public transport.
- Rockdale Wetlands Corridor Open Space (Green Grid) and Coastal Walk: Botany Foreshore (Green Grid) are within walking distance .

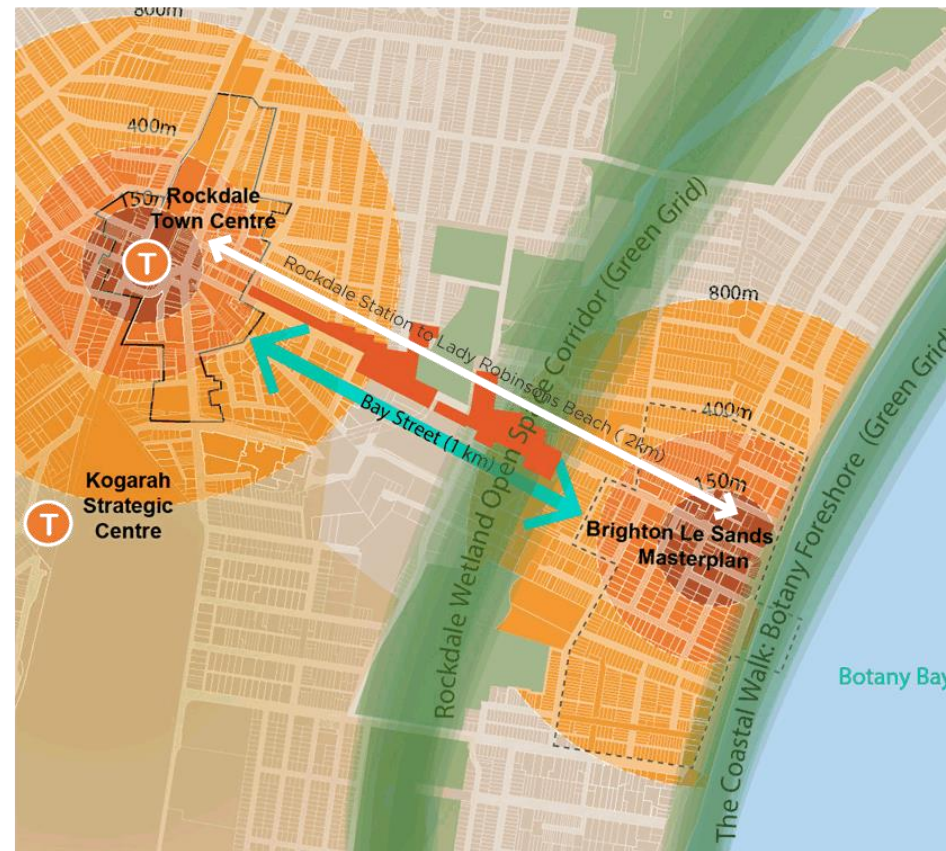


FIGURE 1.3 LOCAL CONTEXT



1.4 PLANNING FRAMEWORK

The precinct is under the Draft Bayside Local Environmental Plan (BLEP) 2021.

1.4.1 ZONING

The precinct is currently zoned R2 Low Density Residential with a central area zoned RE1: Public Recreation, adjacent to the area Zoned SP2: Special Uses which is reserved as a road corridor. To the south is an area zoned IN2: Light Industry.

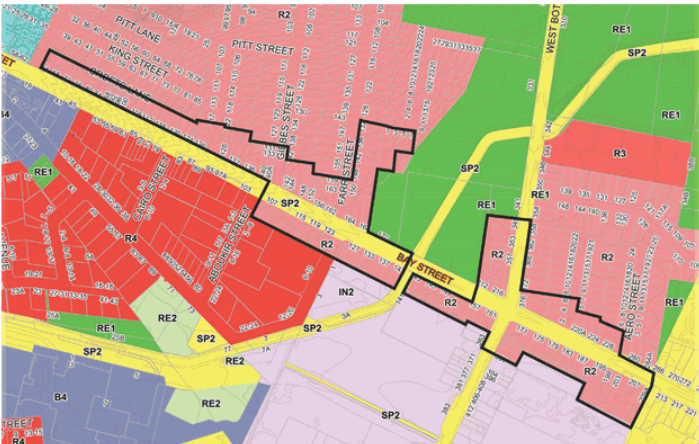


FIGURE 1.4 ZONING MAP

1.4.2 HEIGHT OF BUILDINGS

The precinct allows a maximum height of buildings is 8.5m

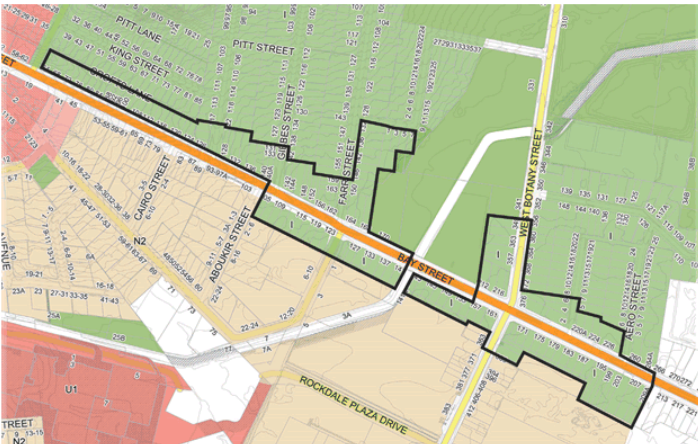


FIGURE 1.5 HEIGHT OF BUILDINGS MAP



1.4.3 FLOOR SPACE RATIO

The current Floor Space Ratio is 0.5:1.

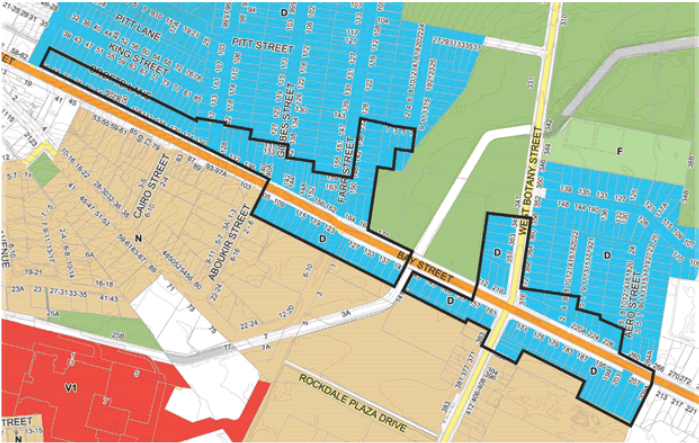


FIGURE 1.6 FLOOR SPACE RATIO MAP

1.4.4 LAND RESERVATION ACQUISITION (LRA)

There is a 5-6m land acquisition reservation along the length of Bay Street for road widening. This road reservation occurs on the southern side of Bay Street in the study area.

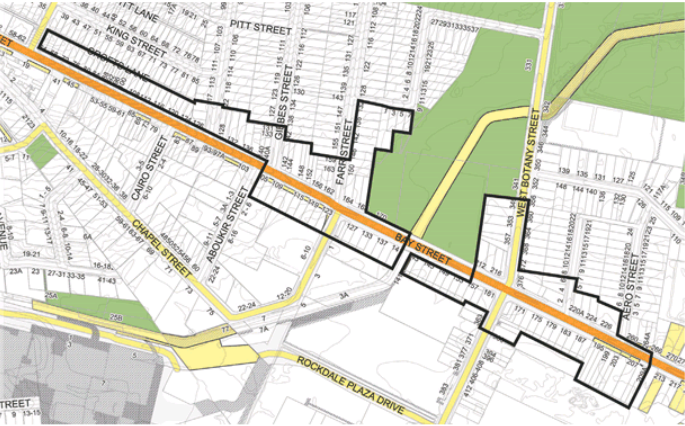


FIGURE 1.7 LAND RESERVATION ACQUISITION

### 1.4.5 HERITAGE

There is only one heritage item within the study area which is a private residence.

House - 140 Farr Street, Rockdale

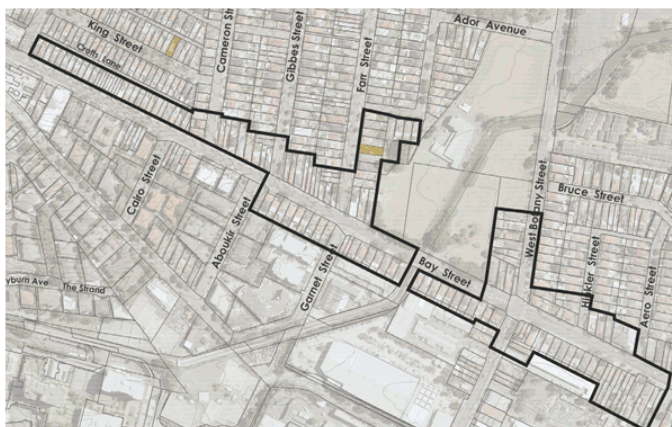


FIGURE 1.8 HERITAGE ITEMS

## 1.5 STRATEGIC CONTEXT

### 1.5.1 BROADER STRATEGIC CONTEXT

#### GREATER SYDNEY REGION PLAN, 2018

The Greater Sydney Region Plan - A Metropolis of Three Cities is the NSW Government's plan for metropolitan Sydney and sets out the future direction for Sydney's growth. The Plan provides a 40-year vision and plan to guide land use and infrastructure planning. It envisions Greater Sydney as a metropolis of three cities: the Eastern Harbour city with Bayside forming part of the Eastern Harbour City.

The plan contains objectives and strategies to make Greater Sydney more liveable, productive and sustainable. The alignment of infrastructure, population and employment growth throughout Greater Sydney is intended to facilitate access to jobs and services within 30 minutes by public transport. This requires higher land-use densities and redevelopment of areas around major nodes in the public transport network, including Bayside LGA.

Rockdale and the Princes Highway corridor are flagged for urban renewal whilst Randwick and Kogarah are highlighted as key Health and Education Precincts. Several road and rail visions are shown that will substantially increase transport connectivity to Rockdale including the M6 Motorway and rail connections to Randwick and Bankstown.

#### FUTURE TRANSPORT STRATEGY 2056, 2018

The Future Transport Strategy, 2056 outlines transport infrastructure priorities and aims to achieve the 30-minute city.

The strategy notes key projects in the Bayside LGA including the M6 and extension - Kogarah to Loftus, Port Botany freight line duplication, Foreshore Road upgrade and the Eastern Suburbs to inner west rapid bus links. Initiatives for investigation (20+ years) include addressing long-term capacity constraints to Port Botany and South East and the Extension of South East Mass Transit to Miranda.

#### SOUTH EAST SYDNEY TRANSPORT STRATEGY 2020



FIGURE 1.9 GREATER SYDNEY REGION PLAN

The South East Sydney Transport Strategy (SESTS) is guided by the Future Transport Strategy and focuses specifically on the localised area of south eastern Sydney. A number of projects have been identified such as a new rapid bus line from Maroubra to Rockdale, investigation of a future Metro line from Kogarah to Randwick and delivery of principle bicycle network. Brighton Le Sands has been identified as the potential location of a metro station. Possible location of the metro station may be near the study area.



### EASTERN CITY DISTRICT PLAN, 2018

This plan seeks to implement the Region Plan through planning priorities and actions. Councils are required to align all subsequent planning with the District Plan. It encourages greater housing supply and diversity with urban renewal opportunities around centres and areas with proximity to the regional transport network.

To facilitate housing supply, the plan sets a 5-year target for the Bayside LGA of 10,150 dwellings and requires the development of a 6-10 year housing target as well as capacity to contribute to the District's 20-year strategic housing target of 157,500 dwellings.

The plan requires a place-based approach to be undertaken to maintain and enhance the liveability of the Eastern City District by:

- Providing services and social infrastructure to meet people's changing needs
- Fostering healthy, creative, culturally rich and socially connected communities
- Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Creating and renewing great places and local centres, and respecting the District's heritage.

The plan identifies a series of principles to be followed for place-based planning for centres:

- Provide public realm and open space focus;
- Increase residential development in, or within walkable distance of, the centre, deliver transit-oriented development and co-locate facilities and social infrastructure.
- Provide, increase or improve open space and infrastructure; improve walking, cycling and public transport connections, including through the Greater Sydney Green Grid.
- Protect/expand retail and/or commercial floor space; protect/expand employment opportunities; support the night-time economy;
- Provide community facilities and services, arts and cultural facilities; integrate and support creative enterprise and expression.
- Conserve and interpret heritage values; accommodate local festivals, celebrations, temporary and interim uses.
- Provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

#### DESIGN CONSIDERATIONS

More housing needed to meet Sydney's projected growth

M6 and future mass transit potentially reducing traffic along Princes Highway and Bay St

Delivery of infrastructure to align with development.

### BETTER PLACED, 2017

The NSW Government identifies Design as a strategic approach needed to ensure that as our cities and towns grow bigger they get even better. Better Placed is a suite of guidelines to inform place-based/ design-driven planning prepared and continuously upgraded by the NSW Government Architect that has become the basis of the Government's 'new approach to precinct planning'.

It responds to the concerns of communities and those involved in the development of our built environments about the impact of poor design, and defines how we can make the most of the opportunities that will arise as we develop new spaces and places.

#### Good design makes better places

New development has the potential to transform quality of life for people, stimulate the economy and enhance the environment. The design of the built environment shapes the places where we live, work and meet. The quality of design affects how spaces and places function, how they integrate, what they contribute to the broader environment, and the users, inhabitants and audiences they support or attract.

Better Placed is a policy for our collective aspirations, needs and expectations in designing NSW. It is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. To achieve this, good design needs to be at the centre of all development processes from the project definition to concept design and through to construction and maintenance.

FIGURE 1.10 SOURCE: GANSW

### GREEN GRID – CENTRAL DISTRICT, 2017

The Greater Sydney Green Grid details a long term vision to connect communities to the landscape. The Green Grid will see a network of high quality green areas, from regional parks to local parks and playgrounds that connect centres, public transport and public spaces to green infrastructure and landscape features. The vision includes enhanced waterway corridors, transport routes, suburban streets, footpaths and cycleways.

In Bayside LGA the key areas of the Green Grid are Rockdale Wetlands, Bardwell Valley Trail and Botany Bay Foreshore. It also identifies opportunities to deliver boulevard streets as Green Links from Urban Centres to Botany Bay. Other suggested actions include improving interpretation signage, pedestrian and cyclist experience, connectivity to the foreshore and provide enhancements to the length of Cook Park from Brighton le Sands to Sans Souci.



FIGURE 1.11 GREEN GRID

### DESIGN CONSIDERATIONS

Green Grid Corridors provide connections and high quality open space.

Reconnect Rockdale to the waterfront and facilitate connectivity to major links.

Provide wayfinding, urban legibility and visual corridors to reconnect Rockdale with its lost landscape identity.

THE VARIOUS AND UNIQUE LANDSCAPES OF SYDNEY ARE RECOGNISED AS AN ASSET THAT CAN REINFORCE CHARACTER, IDENTITY AND ENVIRONMENTAL RESILIENCE. DELIVERED ALONGSIDE INFRASTRUCTURE AND URBAN RENEWAL AN ENHANCED NETWORK OF OPEN SPACE AND GREEN INFRASTRUCTURE CAN SERVE TO SHAPE AND SUPPORT NEW AND EXISTING COMMUNITIES.

THE HARBOUR, THE COASTLINE AND THE COOKS RIVER PROVIDE A COHERENT SPATIAL STRATEGY THAT DEFINES THE LANDSCAPE QUALITY OF THE SUBREGION.

### SD.1.12 ROCKDALE WETLANDS – GEORGES RIVER TO COOKS RIVER

This group of projects have a very high conservation value extending from the Cooks to the Georges River along Muddy Creek, through Eve Street Wetlands, Spring Street Wetlands, Landing Lights Wetland, Patmore Swamp, Scarborough Park Ponds and through to Sans Souci. Opportunities include wetland restoration, establishment of bird hides education, interpretation and an improved pedestrian and cyclist environment. The Rockdale Wetlands Green Corridor is adjacent to the eastern part of the study precinct.

### CD.1.13 BARDWELL VALLEY TRAIL AND WOLLI CREEK

This project cluster contains projects from Hurstville to Turella connecting pockets of natural bushland and remnant Turpentine Forest and Eucalypt Woodland which create a swathe of green in the middle of the densely populated area of the district. Projects include conservation management, green skills and interpretation, connectivity and biodiversity.

### CD.1.14 BOTANY BAY FORESHORE AND COOKS PARK TRAIL

The Botany Bay Foreshore project is important in its context of linking the Great Coastal Walk to Botany Bay and the coastal projects of the South District. This cluster of projects provides an opportunity to improve connectivity to the foreshore and provide enhancements to the length of Cook Park from Brighton le Sands to Sans Souci. This area is within 1 km of the study area.

### KOGARAH COLLABORATION AREA PLACE STRATEGY, 2020

Encourage a flourishing culture and night-time economy. Investigate and identify locations for student and affordable housing, short-term accommodation and serviced apartments close to transport.

Create high quality public spaces and facilities that focus on wellness. Support the vision for a wellness precinct by investigating ways to maintain and improve air quality.

Protect and enhance the natural environment, increase the quantity, access to and quality of open space and enhance the urban tree canopy. Increase % of urban tree canopy in:

- town centres and main streets and areas with low urban tree canopy cover;
- areas with high pedestrian activity and high vulnerability and high urban heat island effect;
- Government owned land; and
- Green Grid routes.

Revitalise the Muddy Creek corridor and other local creeks to:

- improve walking and cycling between Rockdale and Kogarah town centres;
- improve the interface with the creek line;
- create new open space and seamless connections between key places;
- create an east-west Green Grid connection linking major open spaces.

There is an opportunity to make a direct connection from the study area.

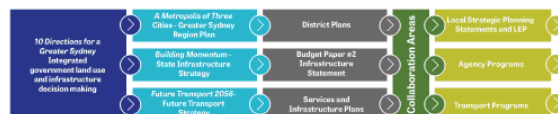


FIGURE 1.12 HIERARCHY OF PLANS

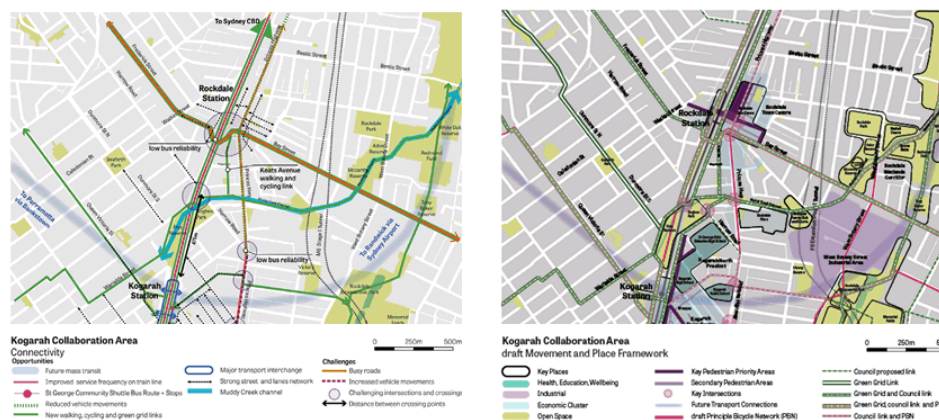


FIGURE 1.13 KOGARAH COLLABORATION AREA PLACE STRATEGY

### DESIGN CONSIDERATIONS

- Lobby to improve bus service
- Keats Ave link will connect small parcels of open space in local context
- Provide missing connections
- Promote safety by design and promote passive supervision

### 1.5.2 LOCAL STRATEGIC CONTEXT

#### BAYSIDE LOCAL STRATEGIC PLANNING STATEMENT, 2020

Sets out the land use vision for Bayside to 2036 and details the implementation of the key actions from the Eastern City District Plan and Region Plan through the same themes of Infrastructure and Collaboration, Liveability, Productivity and Sustainability. The LSPS determines how Bayside will manage land for the next 20 years with practical measures for aligning population and infrastructure growth.

The LSPS notes that Bayside will need an additional 28,000 dwellings by 2036, these will need to be in a variety of housing types with a particular focus on medium density dwellings to meet the population increase in families with children.

The Green Grids through Bayside are important social infrastructure and open space priorities with a particular focus on improving accessibility and functionality to best suit the growing community.

Sydney Airport and Port Botany are key trade gateways that are important to the economy of Sydney and the nation. Growth in the movement of people and freight is predicted over the coming 20 years.

Rockdale is highlighted as a Proposed Strategic Centre with significant expected job growth. An important aspect of this centre is the relationship with the Kogarah Health and Education Precinct and collaboration area.

#### BAYSIDE 2030 - COMMUNITY STRATEGIC PLAN 2018-2030, 2018

Details the vision and outcomes for 2030 in Bayside, setting the strategic direction for Council's delivery program and operation plans. The framework for the plan is based on guiding principles for social justice, resilient cities and good governance. It is developed around four themes for Bayside in 2030:

The plan identifies key future projects in the area including the M6 (formerly named F6 extension), train and mass transit links, light rail investigation between strategic centres and urban renewal at Bayside West, Bardwell Valley and Turrella.

#### DESIGN CONSIDERATIONS

Provide more and diverse housing .

Built form to be sympathetic to the landscape, create dynamic urban environments, and make the area a great place to live.

Reduce social, economic and environmental vulnerability.

Ensure built form allows for job growth, efficient transport and innovation, and help attract investment

F6 and future mass transit potentially reducing traffic along Princes Highway and Bay St

#### *A vibrant place:*

Built forms focus on efficient use of energy, are sympathetic to the natural landscape and make our area a great place to live. Neighbours, visitors and businesses are connected in dynamic urban environments.

#### *Our people will be connected in a smart City:*

Knowledge sharing and collaboration ensures that we have the expertise and relationships to lead with integrity, adapt to change, connect vulnerable people to community and effectively respond in times of adversity and stress.

#### *Green, leafy and sustainable:*

The biodiversity of the area is protected and enhanced through collaborative partnerships. Vital habitats are supported to rehabilitate, thrive, adapt and recover from risks and climate events. The landscape will be preserved and regenerated to benefit a healthy environment now and in future.

#### *A prosperous community:*

Business innovation, technology, flourishing urban spaces and efficient transport will attract diverse business, skilled employees and generate home based business. Growth in services to the local community will generate employment support, a thriving community and livelihoods.



### BAYSIDE CENTRES & LOCAL HOUSING STRATEGY, 2021

The Bayside Local Housing Strategy was adopted by Council and sets the strategic framework and vision for housing in Bayside. It draws on policy and demographic trends alongside analysis of local opportunities and constraints to formulate an action plan for residential growth. The Strategy plans for housing until 2036 and includes a series of priorities needed to make housing more affordable, diverse and matched to the changing needs of the local community.

The Strategy highlights that Bayside currently has a large proportion of 2-bedroom dwellings with an expected shortfall in dwellings appropriate for key categories of growth; lone person households and families. The Strategy also highlights the importance of planning for affordable housing, encouraging infrastructure delivery and good design and the preservation of local character through planning controls.

To respond to the challenges of housing in Bayside, the strategy notes several investigation areas including Rockdale Town Centre and Bay Street.

Proximity to Sydney Airport limits building heights in the LGA.

Moderate change may be appropriate in pockets surrounding the Rockdale centre to the west where lots are larger and in close proximity to open space.

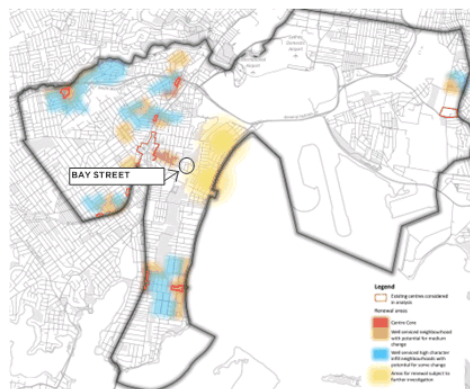


FIGURE 1.14 SITE WITHIN HOUSING STRATEGY

### DRAFT SOCIAL INFRASTRUCTURE STRATEGY

The Social Infrastructure Strategy will guide Council in providing appropriate social infrastructure that can meet the expected need of the future community.

The strategy highlights an under provision of community facilities across the Bayside LGA. Existing facilities in growth areas are being placed under significant pressure due to population growth with new facilities required by 2036 to meet this need. Furthermore, Sydney Airport is a barrier to open space connectivity and as such, regional scale facilities need to be provided on both sides of the LGA.

The Green Grid is highlighted as important areas of open space noting the green space and recreation corridor link from Bay St through Rockdale Wetlands to President Avenue. Council has commenced work on spatial frameworks for the corridors.

### 5.1 Implementation and delivery plan

The objectives of the Strategy will be implemented through a series of action outlined in Table 11.

Table 11 Bayside Housing Strategy Action Plan

ACTION	SHORT (0-2 YEARS)	MEDIUM (3-5 YEARS)	ONGOING (10+ YEARS)
<b>1. Plan for housing supply and delivery</b>			
Plan for housing targets of 10,150 additional dwellings between 2016 and 2021, 7,720 additional dwellings between 2021 and 2026 and 8,151 additional dwellings between 2026 and 2036.	✓	✓	✓
Review development capacity and take-up rates every five years to ensure sufficient capacity remains.		✓	✓
<b>2. Plan for the location of new housing</b>			
Investigate and plan for the investigation areas outlined in this Strategy (Arncliffe, Banksia, Rockdale, Kogarah, Carlton, Bexley North and Bardwell Park) including the preparation of an implementation plan.	✓		

FIGURE 1.15 DRAFT BAYSIDE HOUSING STRATEGY

### DESIGN CONSIDERATIONS

Enable the provision of more housing

Undertake place-based approach to understand character and set out how that will be protected and enhanced through redevelopment.

Promote diverse and affordable housing

**DRAFT CENTRES AND EMPLOYMENT LANDS STRATEGY**

The draft Centres and Employment Lands Strategy notes that employment in Bayside is set to grow significantly by 2036 driving demand for employment floorspace.

Sydney Airport and Port Botany are important employment hubs in the Bayside area, making up a large proportion of jobs in the LGA. However, future growth in employment is expected to be predominantly based on knowledge intensive and population serving jobs as opposed to industrial, health and education jobs.

The draft strategy highlights the opportunity for new manufacturing services to make use of the proximity to transport infrastructure and the renewal of the Princes Highway corridor to bring character to the area.

**DESIGN CONSIDERATIONS**

Provide facilities, green spaces and linkages through redevelopments.

Housing, public domain and facilities for people of all ages.

Built form to allow floor space for employment growth, integrated with residential uses.

Surrounding built form to respond to the great potential of civic area.

**DRAFT TRANSPORT STRATEGY AND DRAFT BIKE PLAN**

The draft transport strategy focuses on increasing efficiency across the network and creating more safe and accessible transport options for the community and industry.

The draft Bike Plan builds on the Transport Strategy with a greater focus on active transport by making use of Green Grid links for high quality links.

**DESIGN CONSIDERATIONS**

Opportunity to augment cycling network, pedestrian connectivity and street activation through redevelopment.

Improve links to transport nodes

Improved facilities and amenity around transport nodes and along movement routes.

**DRAFT ENVIRONMENTAL REVIEW OF PLANNING CONTROLS**

The draft Environmental Review of Planning Control document identifies key environmental themes, challenges and opportunities and priority actions for the future.

Key areas of focus are the Cooks River, Rockdale Wetlands and Mill Stream and Botany Wetlands Open Space Corridors and the Wolli Creek Regional Park and Bardwell Valley Parklands. These areas have high ecological value and provide essential recreation opportunities for the community.

**DRAFT FLOODING AND STORMWATER STUDY**

The draft Flooding and Stormwater Study identifies challenges and opportunities to flooding and stormwater management in the Bayside Council LGA, focusing on planning controls in the LEP and DCP.

The discussion paper identifies the need for land use planning policies that include consideration of climate change and the promotion of Water Sensitive Urban Design.

**DESIGN CONSIDERATIONS**

Redevelopment sites as key opportunity to implement and connect WSUD initiatives

Built form to facilitate efficient management of waste, and encourage sustainable habits

Retain water in the landscape & improve water quality downstream

Development to remove obstructions to overland flow

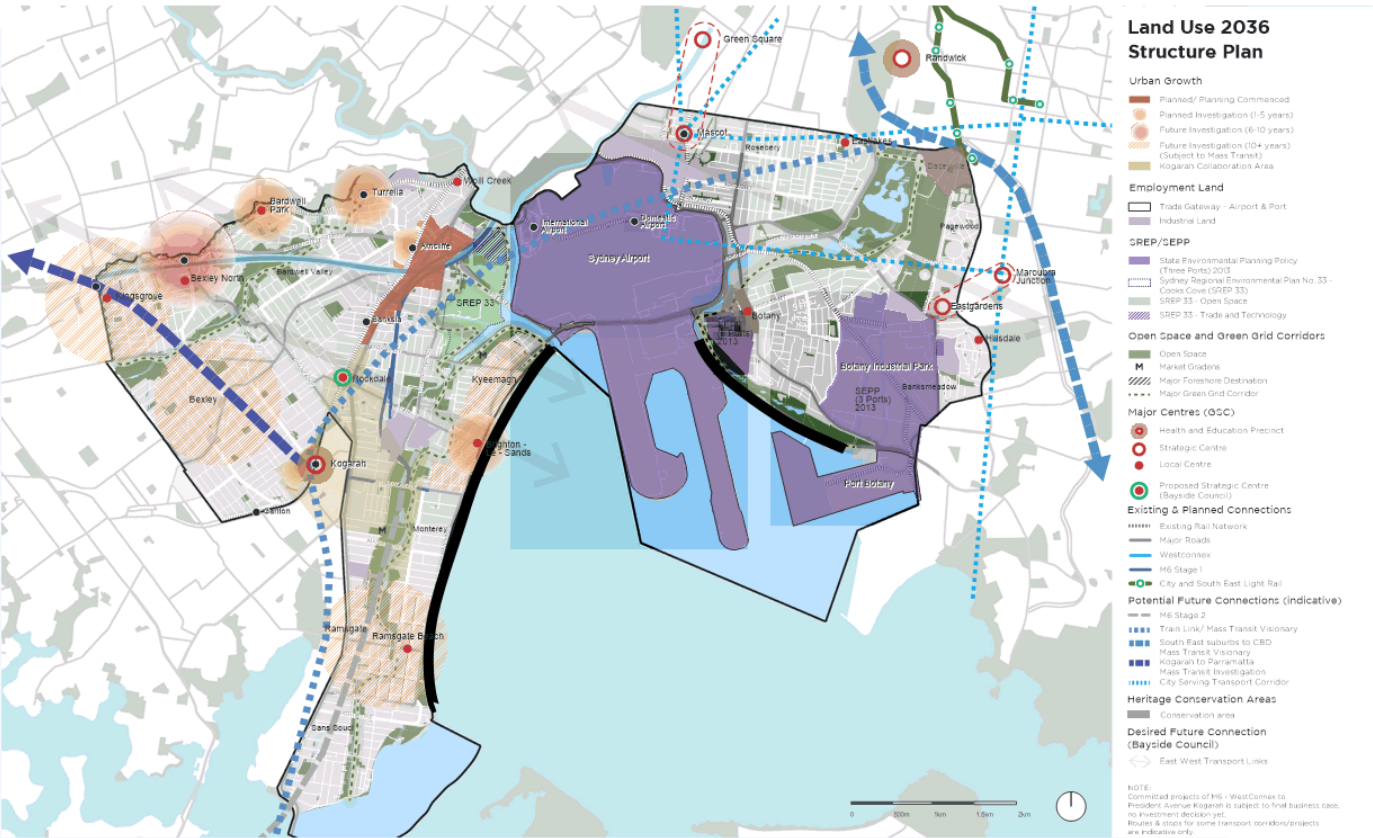


FIGURE 1.16 CONSOLIDATED ANALYSIS OF THE IMPLICATIONS OF THE EMERGING STRATEGIC CONTEXT FOR THE FUTURE OF ROCKDALE TOWN CENTRE AND THE BROADER BAYSIDE LGA

### 1.5.3 KEY STATE INFRASTRUCTURE PROJECTS UNDERWAY

#### M6 STAGE 1

The first stage of the M6 project has commenced. This section of road will be underground with an entry/exit portal at President Avenue. As part of this project a number of sites are being utilised as compounds with open space facilities demolished at Bicentennial Park and to be reinstated as part of the compensatory works.

McCarthy Reserve and the area east of the Sydney Water channel will receive significant upgrades as part of the M6 works and will include a skate park, playground, synthetic field and active transport paths that connect the open space. These works have commenced.



FIGURE 1.17 OVERALL MAP OF M6



FIGURE 1.18 PROPOSED UPGRADES TO OPEN SPACE

#### MUDDY CREEK NATURALISATION - SYDNEY WATER

Sydney Water own and are responsible for the Muddy Creek storm water channel draining to the Cooks River estuary. Sydney Water has commenced the design process for a naturalisation program for the section upstream of Bestic Street into the upper Muddy Creek catchment. This does not include the section immediately adjacent to Bay Street as the channel has not yet reached the end of its serviceable life however the treatment will be consistent once Sydney Water determines the need for the project to be extended upstream and beyond Bay Street.

The Sydney Water project includes the active transport link from Ador Reserve to Bestic Street through White Oak Reserve connecting to active transport north through Barton Park and through Kyeemagh.

#### DESIGN CONSIDERATIONS

Additional high quality recreation and green spaces will support a growing population in the Study Area

Need to improve connections from the Study Area to those facilities



#### 1.5.4 KEY LOCAL INFRASTRUCTURE PROJECTS

## ROCKDALE TOWN CENTRE MASTERPLAN

The Rockdale Town Centre Masterplan will be used to guide the Centre's growth and development. The associated Rockdale Town Centre Masterplan Implementation Plan (2013) includes a detailed program of future works to implement the masterplan through town planning tools and actions.

The Implementation Plan informs Councils' Developer Contributions Scheme, allocating how funds collected from new development in the Town Centre and across the City can be used to contribute to the delivery of new infrastructure.

Where Public Domain projects are identified as being fundable from developer contributions, recommendations are made with regard to the potential nexus to be investigated in the review of Councils Developer Contribution's Scheme.

Rockdale Town Centre will grow as the Civic and cultural heart of the City, with new and improved infrastructure and services to benefit Rockdale's diverse community.

The current Contributions Plan also identifies that Rockdale Town Centre services the wider community. This means that contributions may be collected from development across the City to fund new infrastructure envisaged in the Masterplan.

## METROPOLITAN GREEN GRID PROGRAM

The Metropolitan Green Grid program has provided grant funding to Council to deliver spatial frameworks for three green corridors. This work will identify opportunities for substantial improvements in open space quantity, quality, connectivity and biodiversity.

## BARTON PARK MASTERPLAN

The Barton Park Masterplan was endorsed by Council in June 2020 with a approved funding strategy for Zone 1 (Active and Passive Park) and Zone 2 (foreshore Environment Zone including the active transport component).

\$3m of the grant associated with Public Spaces Legacy will be directed to this stage of works.

## DESIGN CONSIDERATIONS

Future built form to respond to and integrate with planned upgrades and promote accessibility

Increase visual and physical connectivity between Rockdale Town Centre and its waterways, green spaces and recreation facilities

### Redevelopment as opportunity for delivering additional open space and upgrades



FIGURE 1.19 BARTON PARK MASTERPLAN

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## 2.0 Opportunities and Constraints Analysis

The analysis is key in understanding the opportunities and constraints for the study area and will provide the parameters on which strategies and projects are proposed.

.....

## 2.1 DEMOGRAPHICS

For the purpose of this study the Rockdale-Banksia Statistical Areas 2 (SA2) is considered an appropriate area to assess the Rockdale Town Centre. The Rockdale-Banksia SA2 is generally considered the catchment for the Rockdale Town Centre Masterplan area.

The Rockdale-Banksia area has a population of 19,961 with a median age of 33, slightly lower than the median for the Bayside LGA (35). The most common housing types are flats and apartments with an average household size of 2.8 people, comparatively the most common housing type for Greater Sydney is separate houses with the same average household size. This indicates that it is likely larger families and groups are living in smaller dwellings compared with the LGA and Greater Sydney.

The study area is very culturally diverse with 65.8% of the community born overseas and 72.1% speaking a language other than English at home. This is substantially higher than that of the rest of the Bayside LGA (47.5% and 56.6%) and Greater Sydney (42.9% and 35.8%), this diversity is important to consider during the design process. Interpretation and use of public spaces can vary across different cultures and should be reflected in design.

Professionals are the most common occupation in the study area (19.6%) as well as in Bayside LGA (22.5%) and Greater Sydney (26.3%). The next most common occupation in the study area are labourers (14.9%), substantially more common than in the LGA (9.4%) and Greater Sydney (7.5%). This is noticeable in the hours that workers are traveling, dining and shopping with labourers traditionally working earlier in the day or shift work in industrial roles. Consideration of early morning and later evening movements may be important to consider in the design process.

The unemployment rate is somewhat higher (7.3%)

in the study area compared with Bayside LGA (5.9%) and Greater Sydney (6.0%). This may be reflected in the retail demand and the recreation patterns of the community.

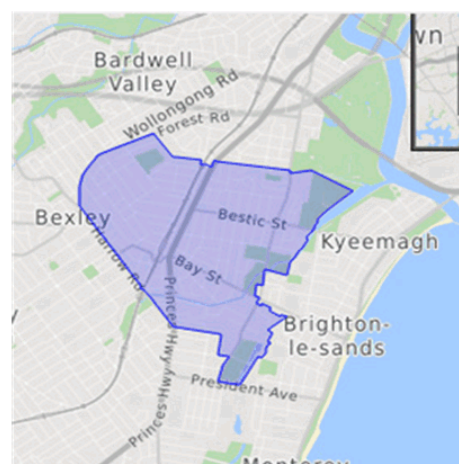


FIGURE 2.1 ROCKDALE -BANKSIA SA2 STATISTICAL AREA

	Rockdale-Banksia*	Bayside LGA**	Greater Sydney*
Population	19,961	178,396	4,823,991
Median age	33	35	36
Average household size	2.8	2.7	2.8
Dwelling structure	Flat or apartment 56.2%	Flat or apartment 45%	Separate house 56.9%
Born overseas	65.8%	47.5%	42.9%
Households with a language other than English is spoken	72.1%	56.6%	35.8%
Unemployment rate	7.3%	5.9%	6.0%

Source: \*ABS, \*\*Profile id. 2020

FIGURE 2.2 DEMOGRAPHIC STATISTICS

## 2.2 CULTURAL AND SOCIAL

### 2.2.1 HISTORIC CONTEXT

The traditional owners of the area are the Aboriginal Peoples of the Eora Nation including the Gamaygal, Gwegal, Bidjigal and Gadigal Clans and collectively they are known as the "water people".

Prior to European settlement, the Bayside Local Government area was comprised of coastal, wetland, waterway and bushland environments that sustained the Eora Nation with plentiful resources to support a rich culture.

The early development of Rockdale occurred in the low lying areas surrounded by rocky outcrops when the district was once heavily forested with trees of tremendous size. By the late 1890s Rockdale was a mixture of noxious trades and market gardening.

The first European settlements developed in Brighton Le Sands were along the shores of Lady Robinson Beach in the 1800's. With public swimming baths, a substantial picnic area, racecourse and hotel, Brighton Le Sands had established itself as a place of leisure and recreation from early on. These facilities were financed and built by Thomas Saywell, who also financed and built a stream tramway down Bay Street, which connected Brighton Le Sands to Rockdale Railway Station.

The low lying riparian land has rich alluvial soils that were suitable for farming and hence this area had market gardens and farms with some now heritage listed working farms still remaining in the area with nearby Wilson's Cottage on the State Heritage Register conserved as a rare example of early farming stone buildings in close proximity to Sydney.

Its position in close proximity to the railway has been a catalyst for development in the past with a tramline that once ran between Rockdale and Lady Robinson's Beach to facilitate tourism. This area between the railway and beach still has a number of low density houses.



FIGURE 2.3 SUBDIVISION (1886) (SOURCE: STATE LIBRARY OF NSW)



FIGURE 2.4 TRAMWAY(1885) (SOURCE: STATE LIBRARY OF NSW)

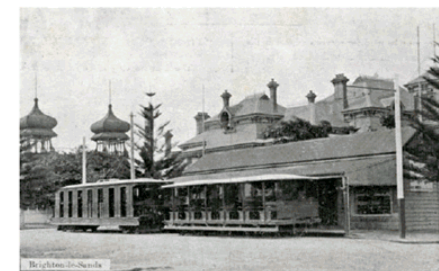


FIGURE 2.5 TRAMWAY(1885) (SOURCE: STATE LIBRARY OF NSW)



## 2.3 CULTURAL & SOCIAL VALUES

### 2.3.1 HERITAGE ITEMS

- 142 Farr Street, Rockdale (I211) (within study area)
- Sandstone Victorian cottage - 105 Farr St (I210)
- State Listed - Wilson's Farmhouse (I224)
- Uniting Church & Buildings (11 Bay St)- oldest church in St George area (I206)
- Roslyn Hall, 85-89 Cameron St, Rockdale (I208)
- Banbury Cottage, 23 Chandler St, Rockdale(I209)
- Rockdale Primary School, Pitt St, Rockdale (I219)
- Brighton Le Sands Primary School (I167 - 1916)
- Kings Wetland (I169) rear of BLS Primary School
- Brighton Le Sands group of houses, 3, 5, 9, 11, 23 & 33 Brighton Parade (I166)

### 2.3.2 COMMUNITY FACILITIES

In addition to the heritage items above there are numerous culturally significant community facilities within easy walking distance of the Bay Street Precinct. These include:

- Brighton Le Sands library
- Police Citizens Youth Club (PCYC)
- Australian Cadets Airforce, Navy and Army Cadets operating on nearby Commonwealth land as well as the Army Reserve
- Bayside Council Nursery operates as a joint venture with the Intellectual Disability Foundation of St George
- Brighton Le Sands kindergarten
- St Thomas More School
- Cairnsfoot School
- Various places of worship



FIGURE 2.6 HERITAGE ITEMS AND COMMUNITY FACILITIES

The below retail areas provide a range of shopping and entertainment options in the area:

- Rockdale Town Centre
- Brighton Le Sands town centre and beach front
- Rockdale Plaza and strip shopping along the highway



## 2.4 LAND OWNERSHIP

### GOVERNMENT LAND

TfNSW own a substantial amount of land immediately outside the study area primarily the M6 Corridor and some small sections along the southern side of Bay Street for road widening.

Sydney Water owns the Muddy Creek Channel which is a storm water draining to the Cooks River.

### BAYSIDE COUNCIL

Council owns several parcels that combine to make one substantial area of open space adjacent and north of the study area. within the study area is primarily held by private owners.

### STRATA PROPERTY

There are a small number of strata properties. Only two sites within the study area contain 8 or more units and only two sites have less than 8 units.

## 2.5 ECONOMIC ACTIVITY

The study area's economic activity is limited to a small group of shop including selling food, computer servicing and weight supplements.



## 2.6 BUILT FORM CHARACTER

### NORTH SIDE OF BAY STREET

The north-west side of Bay Street consists predominantly of low-density residential buildings perched on top of a rocky platform.

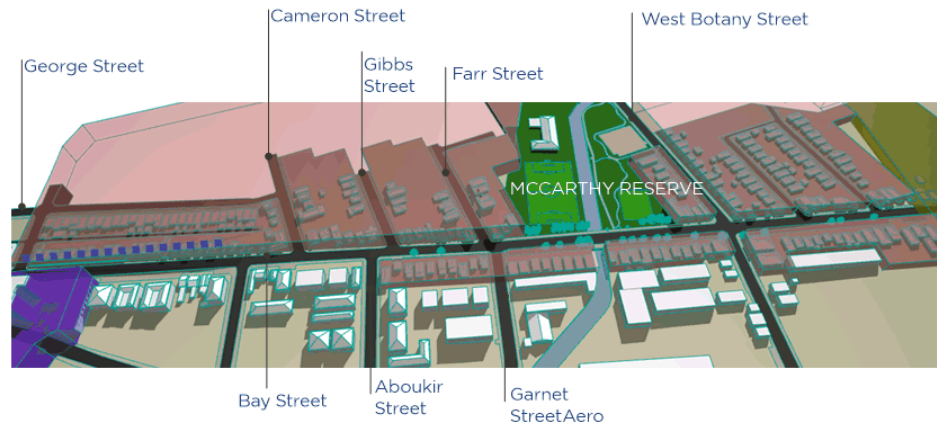
This area is well placed to provide a transition to the Rockdale Town Centre. These sites are elevated above street level and are serviced by Crofts Lane from the rear.



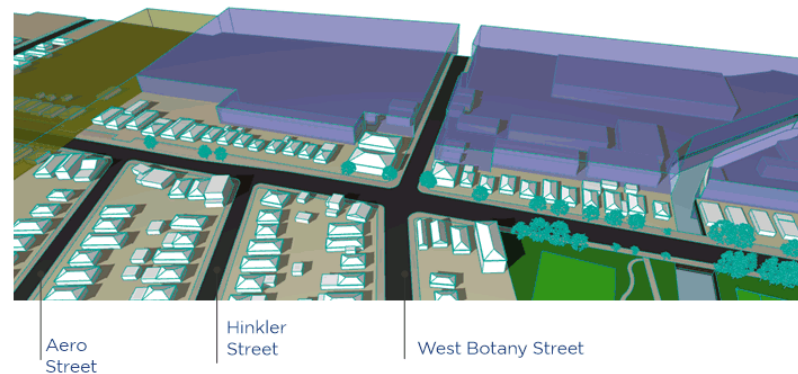
**FIGURE 2.10 BAY STREET - SITES ARE ELEVATED BETWEEN GEORGE STREET AND CAMERON STREET**

### EASTERN END OF BAY STREET

A special uses zone is located at the Eastern end of Bay Street, forming an interface between Bay Street and Brighton Le Sands. The SP2 zone has been established to accommodate a future transport corridor with a metro station to service Brighton Le Sands. TfNSW have not released any details regarding the nature, timing or exact location of the proposed metro station.



**FIGURE 2.8 NORTH SIDE OF BAY STREET - EXISTING BUILT FORM AND USES**



**FIGURE 2.9 EASTERN END OF BAY STREET - EXISTING BUILT FORM AND USES**



**SOUTH SIDE OF BAY STREET**

The southern side of Bay Street consists predominantly of a single strip of low-density residential housing adjoining an industrial zone and a high-density residential zone.

**MCCARTHY RESERVE**

McCarthy Reserve provides a break, mid-way between Rockdale and Brighton Le Sands.

The existing properties to the west of the reserve form street edge buildings that currently operate as retail premises. These sites are currently zoned as R2 low density residential, but operate under existing use rights.

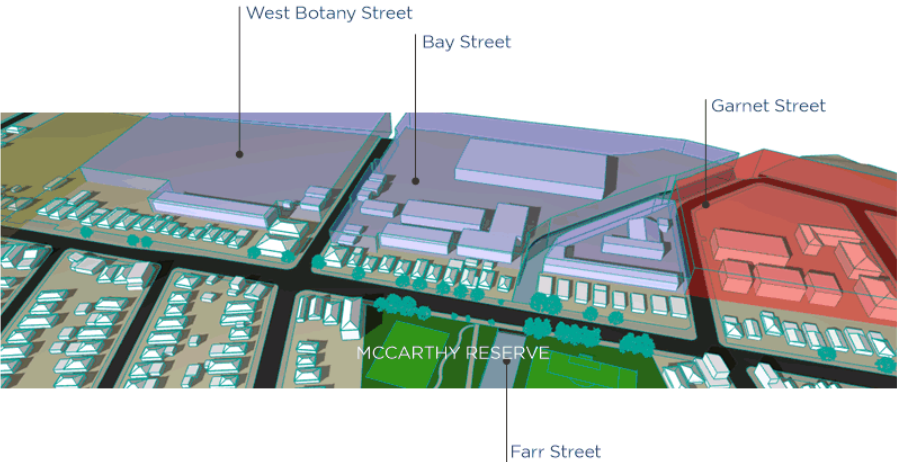


FIGURE 2.11 SOUTHERN SIDE OF BAY STREET - EXISTING BUILT FORM AND USES



FIGURE 2.12 EASTERN BAY ST - EXISTING BUILT FORM



FIGURE 2.13 BAY STREET - SOUTH SIDE

## 2.7 LANDSCAPE CHARACTER

### 2.7.1 TOPOGRAPHY AND VIEWS

The landform is that of a gentle and wide riparian low land. Rising from the low point near the McCarthy Reserve at 2.5m to 16m at the intersection of Bay Street with Princes Highway and to 6.9m at The Grand Parade.

Bay Street provides long distant views from west to east to the bay landscape dominated by the tall Norfolk Island Pines and the bay beyond. In the other direction the landscape climbs gradually with the view terminating at the distance buildings at The Seven Ways.

### 2.7.2 SOILS

This landform from east to west indicates the former dune formation from the beach to the low lands of the river, climbing up to the exposed rock face near Princes Highway at Rockdale.

The soils reflect the changing geology with deep coastal sands in the east, developing as rich sandy loams in the riparian area and shallow infertile, fragile yellow podzolics associated with the sandstone bedrock. The size of canopy trees indicate the condition of soils below with the best growing environments in the low fertile riparian area.

Potential contamination must be taken into consideration as part of rezoning to ensure the land is suitable or can be made suitable. Some of the properties in this area may have been contaminated by historic landfill practices.

Clause 7 of SEPP 55 will ensure that contamination and remediation will be properly addressed and considered by the planning authority at future development application stages and that the land will be required to be made suitable for the proposed developments, prior to those

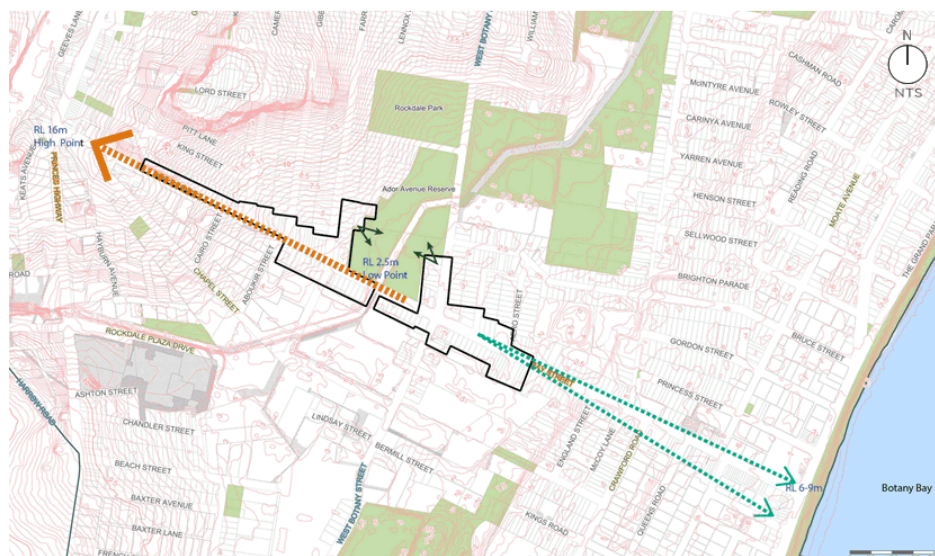


FIGURE 2.14 TOPOGRAPHY & VIEWS

Views to Botany Bay  
Views to Rockdale Town Centre  
Views to open space

### 2.7.3 TOPOGRAPHY AND VIEWS

The landform is that of a gentle and wide riparian low land. Rising from the low point near the McCarthy Reserve at 2.5m to 16m at the intersection of Bay Street with Princes Highway and to 6.9m at The Grand Parade.

Bay Street provides long distant views from west to east to the bay landscape dominated by the tall Norfolk Island Pines and the bay beyond. In the other direction the landscape climbs gradually with the view terminating at the distance buildings at The Seven Ways.



FIGURE 2.15 BAY STREET

### 2.7.5 OPEN SPACE

McCarthy Reserve and Ador Avenue within the Rockdale Wetlands provides easily accessed, centrally located substantial open space.

The first stage of the M6 project has commenced with this section of road underground with an entry/exit portal at President Avenue. As part of this project a number of parcels of open space are being utilised as construction compounds with some nearby open space facilities to be demolished. Council has negotiated with Transport for NSW for compensatory works in nearby open space. The first stage of the compensatory works have also commenced.

McCarthy Reserve provides a break, mid-way between Rockdale and Brighton Le Sands. Significant upgrades as part of the M6 works will include a skate park, large playground, synthetic field and share paths that connect the open space.

Council has initiated the detail design phase for the regional facilities planned for Barton Park.

Sydney Water is undertaking a naturalisation project including an active transport link north along the Muddy Creek Channel to open space in the Rockdale Wetlands Corridor.

Power lines including high voltage supply currently restrict street tree planting on the northern side of the street with mature trees pruned regularly by energy contractors.

The southern side of Bay street includes a number of large scale mature trees including endemic species to the area.



FIGURE 2.17 OPEN SPACE AND CANOPY



FIGURE 2.16 NEW OPEN SPACE UNDER CONSTRUCTION AT MCCARTHY RESERVE



## 2.8 MOVEMENT

The majority of sites are accessed off Bay street with 54 private driveways in current use.

Ideally vehicle access from the secondary road network will allow resident access and servicing to reduce traffic impact on Bay Street. The planning proposal is an opportunity to reduce private driveways along Bay Street.

All sites within the study are within 1km flat walk of either Rockdale Town Centre or Brighton Le Sands town centre. These areas will provide a range of retail and entertainment options for residents.

The existing Rockdale Railway Station and bus services as well as the planned Brighton Le Sands Metro Station will provide excellent public transport options.

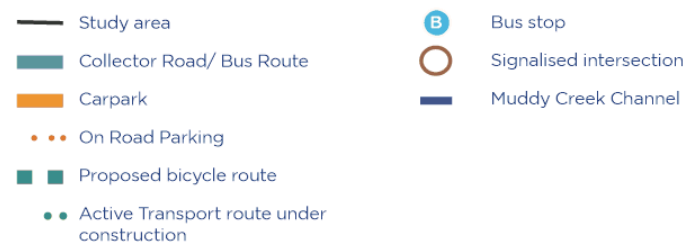
Currently the area is serviced with regular bus services between the foreshore to the Rockdale Town Centre via Bay Street.

Pedestrian connectivity across Bay Street is limited with few formal crossing points to bus stops or desire lines particularly to open space.

The active transport link currently under construction along Muddy Creek is one of the north-south links from the study area through the Rockdale Wetlands Corridor connecting to Barton Park and further north to the airport as well to Kyeemagh Boat Ramp Reserve and East to Cook Park providing commuting options as well as recreational circuits. TfNSW also have a concept design underway for the north-south commuter route to connect to Scarborough Park. The East-West shared path will provide a direct connection to these well developed routes.



FIGURE 2.18 MOVEMENT



## 2.9 URBAN RESILIENCE

### 2.8.1 URBAN HEAT

Our climate is changing. In the future, Bayside will have an increasing number of hot days (above 35°C), more frequent extreme weather events and rising sea levels.

Bayside will be particularly impacted by rising temperatures, as urban areas tend to concentrate and maintain heat, reducing the cooling effects of vegetation and air flow.

Climate change and land use pressures mean there is a growing need for development in Bayside to be appropriately located and designed. By planning development that considers the impacts of climate change, Council promotes community wellbeing and resilience.

Encourage heat reduction approaches such as roof gardens and insulation, building orientation, efficient/natural cooling systems, heat reflective materials and colours, shading and energy efficiency

Heat impacts can be addressed by ensuring urban trees are appropriate for the location.

### 2.9.1 FLOODING

Sydney Water own and are responsible for the Muddy Creek storm water channel which is a brick and concrete channel draining a catchment approximately 6.2km<sup>2</sup> running for approximately 4.3km through the catchment draining to the Cooks River estuary. Sydney Water has commenced the design process for a naturalisation program for the section upstream of Bestic Street into the upper Muddy Creek catchment. This does not include the section immediately adjacent to Bay Street as the channel has not yet reached the end of its serviceable life however the treatment will be consistent once Sydney Water determines the need for the project to be extended upstream and beyond Bay Street.

The Bay St precinct is subject to the impacts of the Muddy Creek channel which flows through this area, and flooding from overtopping of the channel banks would be characterised as “mainstream” flooding. However flooding can occur relatively quickly, without significant warning.

There is a low point in Bay Street at the crossing of this channel. The channel widens at this point relative to the size upstream, and flood flows up to the 1% AEP are generally contained within the channel banks. Several of the lots along Bay Street between Garnet Street and West Botany Street are affected by flooding in the 1% AEP event, generally with relatively shallow depths up to approximately 0.2m. The source of this flooding is partially due to overland flow down Bay Street from the west, when runoff from the local sub-catchments exceeds the stormwater network capacity. Each of the flood-affected blocks will require minimum floor level controls on future development. This includes most of the lots on Bay Street, and some of the lots on Farr Street and Ador Avenue.

These controls may be up to a metre above existing ground levels for the lower lying blocks closer to the Muddy Creek channel. It is unlikely these requirements will present major constraints to development under the assumed amalgamation and building patterns.

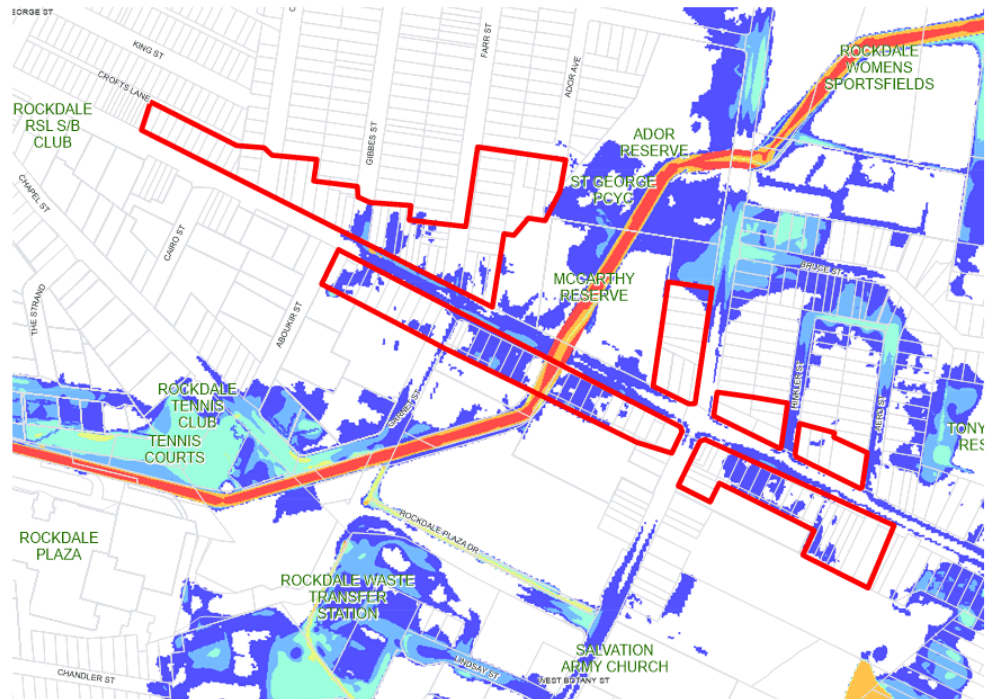


FIGURE 2.19 FLOODING HAZARDS

- H1 - Generally safe for vehicles, people and buildings
- H2 - Unsafe for small vehicles.
- H3 - Unsafe for vehicles, children and the elderly
- H4 - Unsafe for vehicles and people
- H5 - Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust buildings subject to failure
- H6 - Unsafe for vehicles and people. All building types considered vulnerable to failure

## 2.10 PROXIMITY TO AIRPORT

### OBSTACLE LIMITATION SURFACE

The Obstacle Limitation Surface (OLS) restricts the maximum building height within the precinct. The precinct sits within the Inner Horizontal Surface Contour 51m AHD. This means a maximum building height of 51m AHD (above sea level).

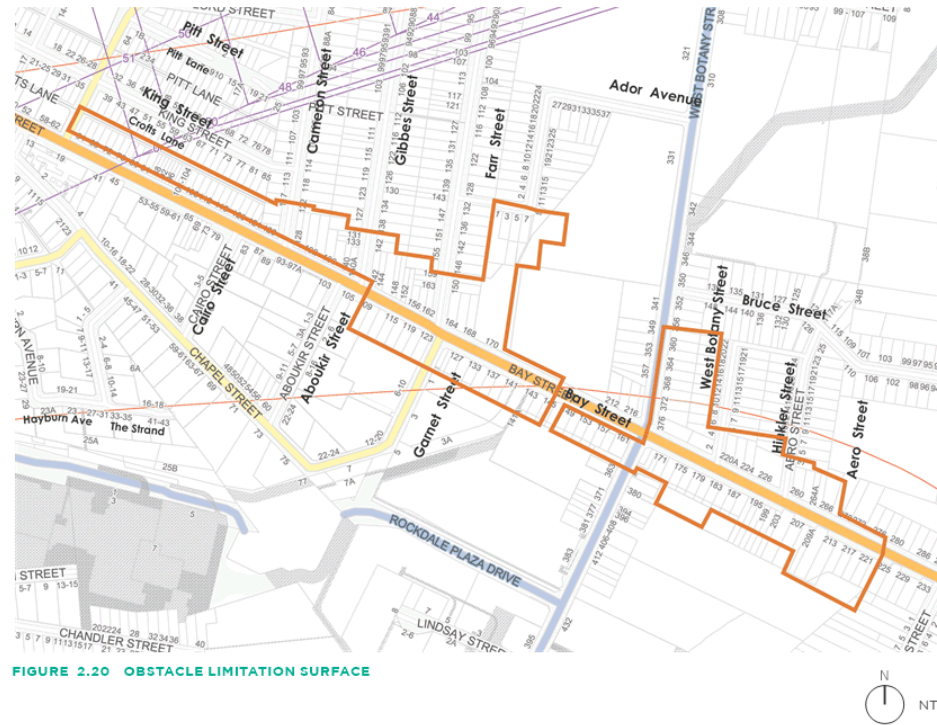


FIGURE 2.20 OBSTACLE LIMITATION SURFACE



## 2.11 CONSOLIDATED OPPORTUNITIES AND CONSTRAINTS

### 2.11.1 CHALLENGES

The key challenges within the study area are:

- Overhead powerlines restrict street planting on northern side of Bay Street.
- Transition with existing low scale residential properties on the northern side of Bay street.
- Sites 105 to 123, 205 and 143 Bay Street are subject to land acquisition this will impact the effective depth of these sites.
- RMS limits vehicular access from Bay Street as it is a State road.
- Limited safe pedestrian access across Bay Street.
- Rockface of high visual quality to be preserved.
- A number of strata developments may create challenges to future development.
- 142 Farr Street is a heritage house.

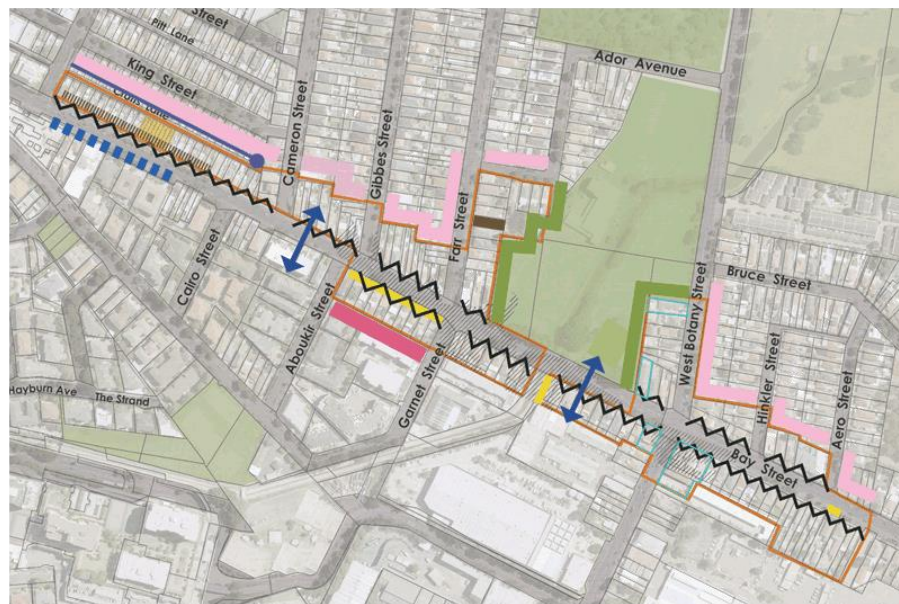


FIGURE 2.21 CHALLENGES





### 2.11.2 OPPORTUNITIES

The key opportunities are:

- Potential to develop a desirable pedestrian link between Rockdale and Brighton Le Sands.
- There is potential to increase development capacity along the edge of Bay Street to assist in creating a more defined street edge.
- Generous set backs on the north side of Bay Street will accommodate a transition in scale with the remaining low density residential buildings.
- Inclusion of shared path to connect Rockdale and Brighton-Le-Sands will provide a safe route for cyclists.
- Opportunity to connect a shared path to new north-south active transport links under construction
- Improved pedestrian safety and better pedestrian amenity.
- Industrial developments on the southern side of Bay Street are not sensitive to amenity loss caused by over shadowing or privacy concerns.
- Low density residential properties on the northern side of Bay Street are not sensitive to over shadowing.

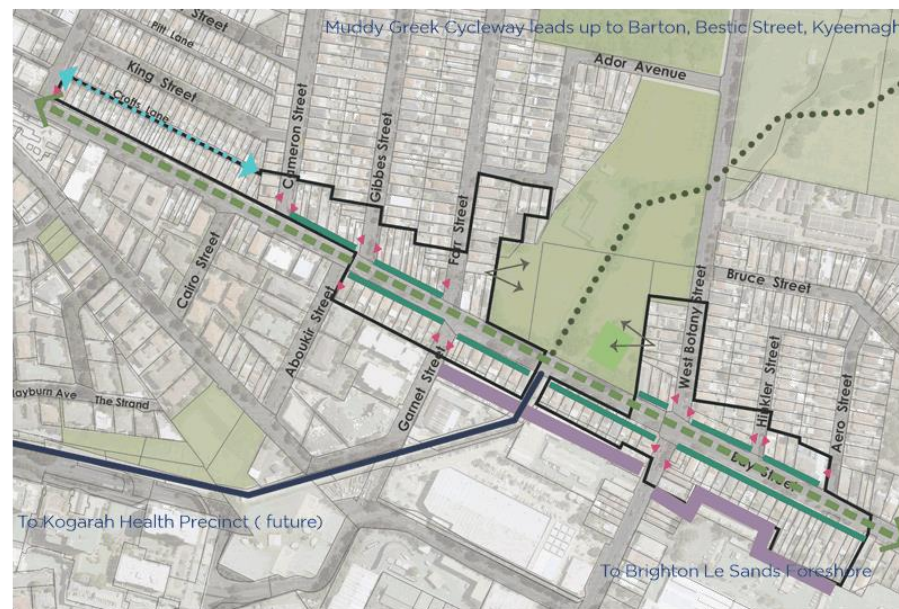


FIGURE 2.22 OPPORTUNITIES

-  Study area
-  Urban Boulevard link from Rockdale To Brighton Le Sands  Views
-  Vehicle access from the side road
-  Industrial area
-  Green link (Cycleway to city)
-  Existing Muddy Creek channel (no public access)
-  Possible landscape frontage
-  Possible one way laneway - Croft Lane

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## **3.0 DESIRED FUTURE CHARACTER AND DESIGN RECOMMENDATIONS**

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### 3.1 DESIGN VISION AND OBJECTIVES/STRATEGIES

#### 3.1.1 VISION

Rockdale Town Centre and Brighton Le Sands are approximately 2 km apart. Rockdale is the civic centre of Bayside and a major transport hub, Brighton Le Sands is a coastal centre, serviced by a popular beach and numerous cafes and restaurants. Bay Street provides an excellent opportunity to create a direct connection between these two centres. The future character of Bay Street is envisioned to be:

*"An urban, green and active Boulevard that connects Rockdale and Brighton Le Sands, with trees on both sides of the street, an widened shared path, modern living apartments for people to live, walk, exercise, play and commute.."*

#### 3.1.2 PLANNING OBJECTIVES

The proposed planning objectives of the Bay Street Precinct are:

- Provide high quality medium to high density housing along the Bay Street.
- Improve connections to the major Green Grid Corridors and other destinations for all users.
- Focus on public domain and transform Bay Street to a green and active Boulevard.

#### 3.1.3 DESIRABLE FUTURE CHARACTER

##### *Existing Character*

The Bay Street Precinct currently functions as a traffic thoroughfare, like many main roads in Sydney, it is impacted by noise and poor air quality with low public amenity.

The precinct consists predominantly of low-density residential buildings.

The inconsistent footpath treatment, lack of street trees and few pedestrian crossings impact the pedestrian experience.

##### *Desired Future Character*

The vitality and character of the precinct will be enhanced by improving the public domain and urban living

- Bay Street will become a boulevard that frames the Botany Bay views to the east. Pedestrian may not necessarily see Botany Bay but will be able to sense that they are close to the water through the cues design cues on the public domain and signage.
- Over time opportunities to improve paving, landscaping, increase trees canopy, improved street furniture will be provided to create a green and leafy environment for all users.
- Additional crossings for pedestrians to access to open space and for greater permeability.
- As blocks develop and redevelop, an urban living environment is created along the new green Boulevard – a majority of 4-6 storey apartment in a landscape setting with ground floor courtyards.
- Introduce wide landscaped front setback and provide passive surveillance to Bay Street.
- A shaded high quality, shaded and wide shared path will be created for people to exercise and commute.



FIGURE 3.1 PROPOSED MEDIUM DENSITY RESIDENTIAL FLAT BUILDING



FIGURE 3.2 PUBLIC DOMAIN IMPROVEMENTS TO PROMOTE RENEWAL

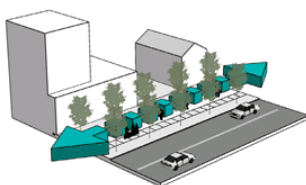


FIGURE 3.3 WELL DESIGNED GREEN ROOFS PROVIDE COMMUNAL SPACE FOR RESIDENTS AND REDUCE HEAT ISLAND EFFECT.

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## 3.2 DESIGN RECOMMENDATIONS

### 3.2.1 DESIGN PRINCIPLES

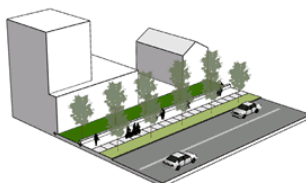


#### Principle 1

*Improve connections to the major Green Grid Corridors and other destinations*

Design Responses:

- Provide a pedestrianised link between Brighton-Le-Sands and Rockdale.
- Develop opportunities for shared link between Brighton-Le-Sands and Rockdale.
- Locate future vehicular access to the secondary side road to avoid conflicts between cars and pedestrians.
- Provide more pedestrian crossings to improve access to major Green Grid Corridors and open spaces, and improve permeability in the precinct.

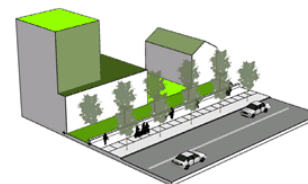


#### Principle 2

*Create a premium green leafy Boulevard for people to live, exercise, relax and commute*

Design Responses:

- Provide a green, comfortable pedestrianised link between Brighton Le Sands and Rockdale.
- Develop opportunities for cycle pedestrian shared path between Brighton Le Sands and Rockdale.
- New development to dedicate 1.5m width of land to the proposed shared path.

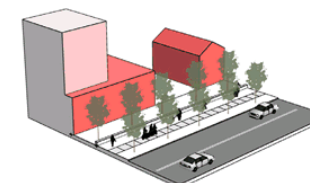


#### Principle 3

*Provide new urban housing in a landscape setting*

Design Responses:

- Provide residential flat buildings in a landscaped setting where all residents have privacy, good solar access and natural ventilation.
- Building setbacks to allow for generous deep soil and landscaping zones to provide high amenity interface with the public domain.
- Promote green roofs/ walls to the new development.



#### Principle 4

*New buildings to be respectful of the lower density neighbours.*

Design Responses:

- The northern side of Bay Street is to accommodate a transition in scale with the adjoining low density neighbourhood, by providing transitional landscaping and modelling new built form.
- Development potential has been maximised on the southern side of Bay Street. The southern side of Bay street adjoins industrial zoned land and is less sensitive to potential amenity issues.



**3.2.2 CONSOLIDATED SPATIAL FRAMEWORK**

The proposed spatial framework (Refer to Figure 3.4) illustrates the structure of the precinct and how it will look in the next 5-10 years. Specifically land use, built form, public domain, character and connections.

The framework is informed by the strategic content in Section 1 and 2 and design principles in Section 3.2.1.

Figure 3.5 illustrates a concept diagram for the Bay Street Precinct. It highlights the elements that are proposed in this study.



FIGURE 3.4 SPATIAL FRAMEWORK FOR THE BAY STREET PRECINCT



FIGURE 3.5 3D MODAL DIAGRAM SHOWS THE FUTURE OF BAY STREET PRECINCT.



FIGURE 3.6 CONCEPT PLAN



### 3.3 RECOMMENDATIONS

### 3.3.1 AMALGAMATION PATTERN

### APPLYING PRINCIPLE 4

Recommended amalgamation patterns are identified in built form plans. Proposed developments not adhering to nominated amalgamation patterns:

- Must demonstrate that an economic and orderly pattern of development can still be achieved for the remainder of the city block.
- Safe and convenient vehicular access and servicing can be provided.
- The full extent of Floor Space Ratio is unlikely to be achieved on the subject site.



**FIGURE 3.7 PROPOSED AMALGAMATION PATTERN**

### 3.3.2 PROPOSED HEIGHT STRATEGY

#### APPLYING PRINCIPLE 3,4

- Transitioning from high density development in Rockdale Town Centre, this precinct is scaled down to a 4 - 6 storey building corridor in a landscape setting.
- 4 storey residential flat buildings are proposed along the northern side of Bay street.
- Higher built form at the corner of Farr Street and Bay Street for mixed use development.
- Building heights step down along Farr Street to complement the adjoining R2 land.
- Height of building is restricted between Aboukir Street and Garnet Street to prevent overshadowing to the high density development to the south.
- Landscape setbacks are provided to the street front to allow trees and landscape to complement the new building.
- Higher buildings are proposed on the southern side of Bay Street east of Garnet Street due to deeper block size. These blocks may take advantage of the adjoining industrial development less impact by overshadowing.



FIGURE 3.8 PROPOSED HEIGHT STRATEGY

- site
- 3 storey maximum
- 4 storey maximum
- 5 storey maximum
- 6 storey maximum
- 7 storey maximum
- 8 storey maximum
- Deep soil landscaping (min 3m wide)

**3.3.3 DETAILED CONSIDERATION OF BUILT FORM**

Detailed consideration of building layouts has been undertaken to confirm whether the Apartment Design Guide (ADG) / SEPP65 objectives can be achieved to provide functional buildings with good amenity.

**64 TO 124 BAY STREET**

The proposed built form for this part of the study area is Residential Flat Buildings to four storeys in height.

These sites are serviced by an existing rear laneway and slope from rear to the street. Vehicle access and servicing is to be provided from the rear laneway. A 6m setback and a 3m wide deep soil landscape strip is to be provided to the lane way to soften the transition with the low density residential on the northern side of the lane.

Habitable rooms can be oriented towards the lane, the street and north west side boundary. This will allow a defensive facade with minimal setbacks to be developed to the south east and a large area of open space to be provided on the north west.



FIGURE 3.11 PROPOSED BUILT FORM PLAN

The Traffic advice the extension of Crofts Lane to Cameron Street as one way traffic lane to service the proposed development. This will require the acquisition of a property in Cameron Street.

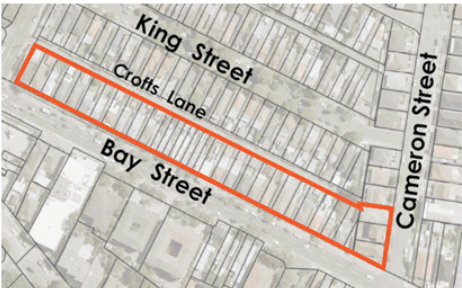


FIGURE 3.9 LOCATION MAP

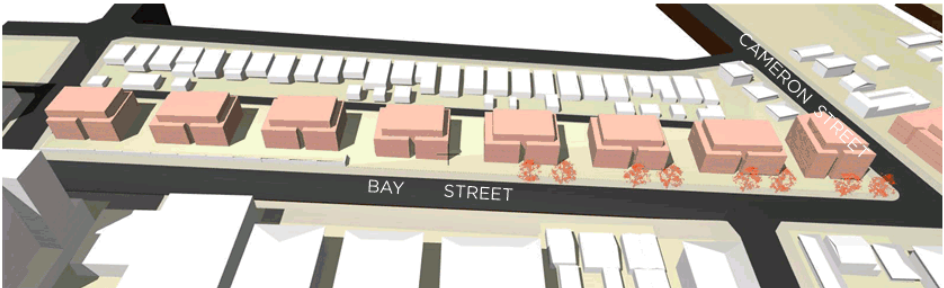


FIGURE 3.10 3D PERSPECTIVE



**126 TO 160 BAY STREET**

The proposed built form for this part of the study area is Residential Flat Buildings to four storey in height.

These future residential flat buildings will provide a transition in scale with the low-density residential zone to the north. North boundary setbacks must comply with ADG requirements, a 3m deep zone is required to the interface and the four storey form must be restricted to the Bay Street frontage.



FIGURE 3.12 LOCATION MAP

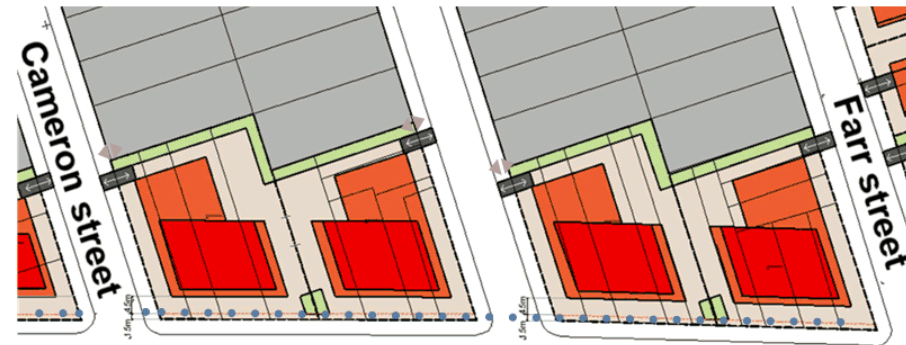


FIGURE 3.13 PROPOSED BUILT FORM PLAN

- 0 storey, site
- 3 storey maximum
- 4 storey maximum
- Deep soil landscaping (min 3m wide)
- 1.5m setback (dedicated to public domain)
- Indicative vehicular access

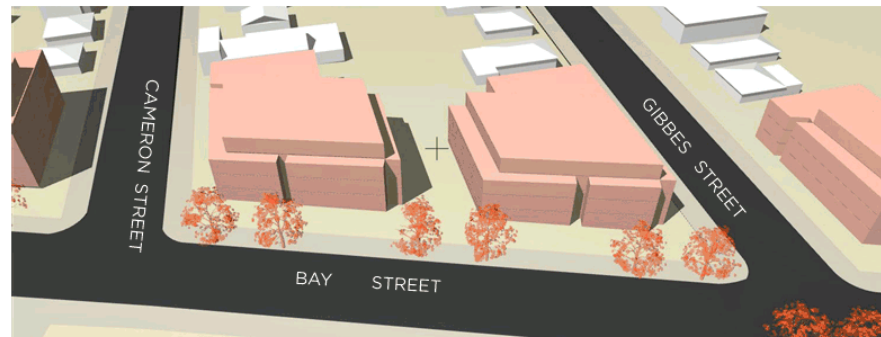


FIGURE 3.14 3D PERSPECTIVE

105 TO 123 BAY STREET

The proposed built form for this part of the study area is Residential Flat Buildings to four storey in height.

These sites are adjacent to a high-density residential zone to the south. A minimum 6m set back is required from the southern boundary and ADG set back objectives must be achieved. A 3m wide landscaped strip is to be provided to the southern boundary.

Built form testing from these sites has demonstrate that FSR can be comfortably achieved without orienting units towards the existing residential area to the south.

Roof gardens that benefit from good solar access are encouraged on these sites, consideration must be given to the detail treatment of the roof gardens to minimise potential privacy issues with the existing residential developments to the south.

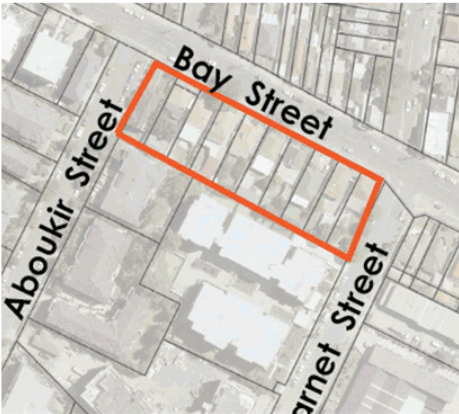


FIGURE 3.15 LOCATION MAP

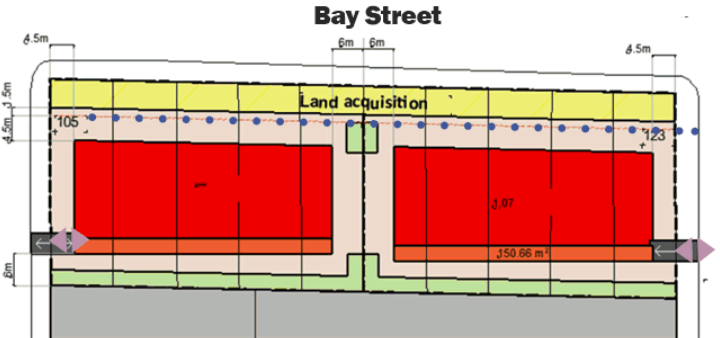


FIGURE 3.17 PROPOSED BUILT FORM PLAN

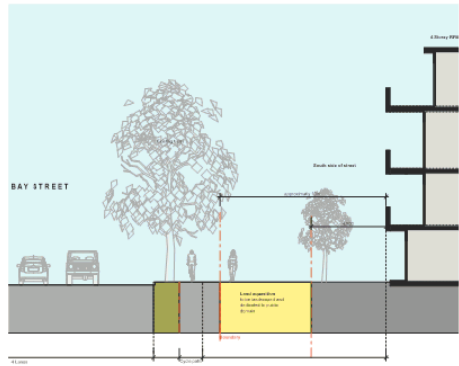


FIGURE 3.18 INDICATIVE TYPICAL SECTION (EXISTING ROAD RESERVATION)

- 0 site
- 3 storey maximum
- 4 storey maximum
- Deep soil landscaping ( min 3m wide)
- 1.5m setback (dedicated to public domain)
- Indicative vehicular access
- Existing land acquisition



FIGURE 3.16 3D PERSPECTIVE

### 164 TO 168 BAY STREET AND 150 FARR STREET

The proposed built form for this part of the study area is a Mixed Use Development to seven storeys in height.

These sites are located on the south west corner of McCarthy Reserve. The street corner is currently occupied by a retail shop that creates an edge to the street corner. This site is also located at approximately the halfway point between Brighton Le Sands and Rockdale and well located to serve the new community.

To address these unique conditions it is proposed to maintain a retail presence on this corner. The ground floor retail should provide an opportunity for a café with outdoor dining at the interface to the park.

A minimum set back from the park of 5.5m is required to provide a public terrace that can accommodate café seating.

A roof garden located above the 3-storey portion of the building would benefit from a view over the park and good solar access.



FIGURE 3.19 LOCATION MAP

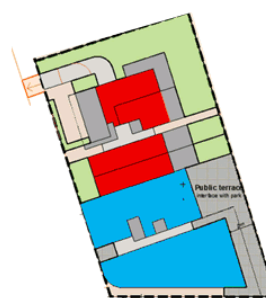


FIGURE 3.22 PROPOSED BUILT FORM PLAN

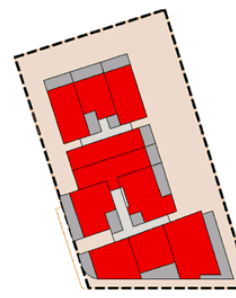
- 3 storey maximum
- 6 storey maximum
- 7 storey maximum
- Deep soil landscaping ( min 3m wide)
- 1.5m setback (dedicated to public domain)
- Indicative vehicular access



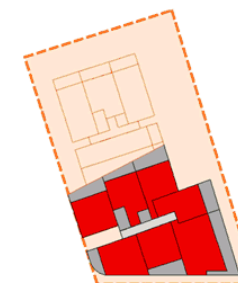
FIGURE 3.20 3D PERSPECTIVE



Ground floor



1-2 storeys



4-7 storeys

FIGURE 3.21 INDICATIVE APARTMENT LAYOUT

**171 – 177 BAY STREET**

The proposed built form for this part of the study area is Residential Flat Buildings to seventh storey in height.

These sites (and the majority of sites on the south side of Bay Street) adjoin an industrial area to the south.

Buildings are to be oriented away from the southern boundary.

Roof top communal open connected to a modest communal room/sheltered area is encouraged.

Upper level

Built form testing from these sites and demonstrate that Floor Space Ratio can be comfortably achieved without orienting units towards the existing residential to the south.

**Bay Street**

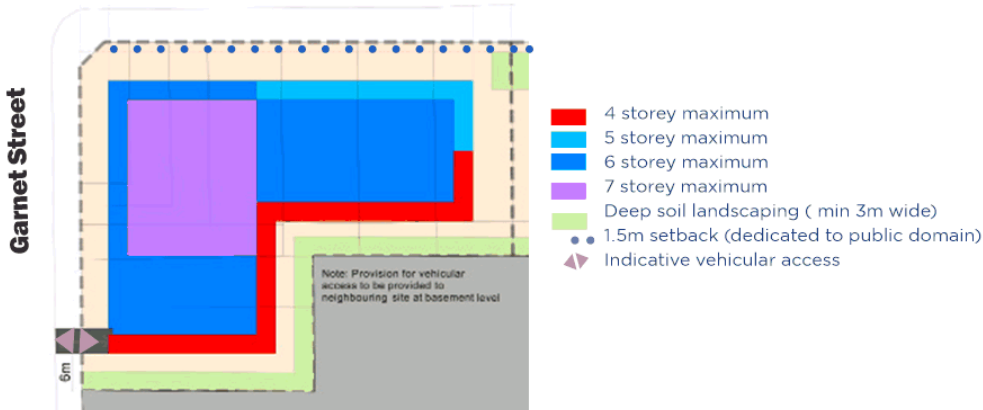


FIGURE 3.26 PROPOSED BUILT FORM PLAN

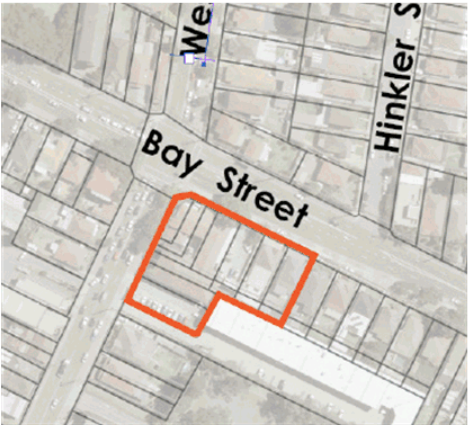


FIGURE 3.23 LOCATION MAP

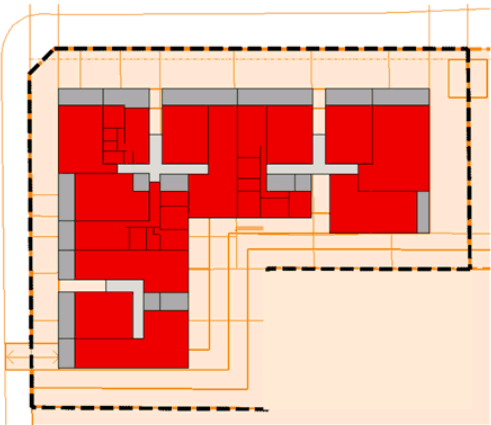


FIGURE 3.25 INDICATIVE APARTMENT LAYOUT

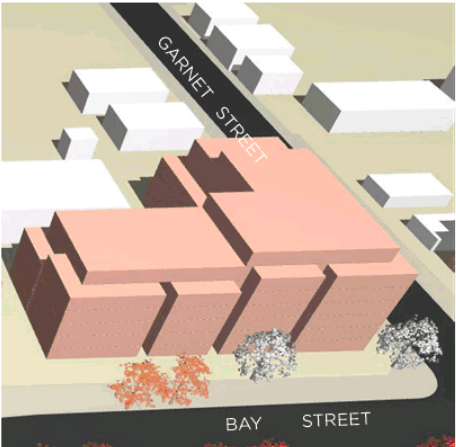


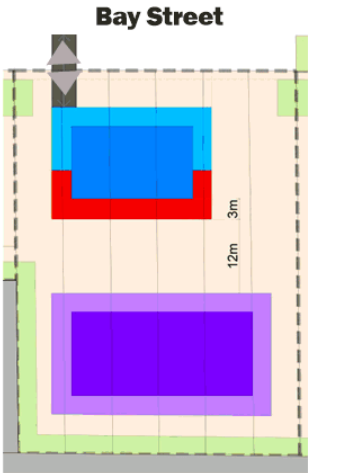
FIGURE 3.24 3D PERSPECTIVE



193 TO 205 BAY STREET

The proposed built form for this part of the study area is Residential Flat Buildings to seventh storey in height.

These sites are long deep lots that adjoin industrial land to the south to front Bay Street. 6 storey buildings are proposed with 8 storey buildings located to the rear of the site.



- 4 storey maximum
- 5 storey maximum
- 6 storey maximum
- 7 storey maximum
- 8 storey maximum
- Deep soil landscaping ( min 3m wide)
- 1.5m setback (dedicated to public domain)
- Indicative vehicular access

FIGURE 3.30 PROPOSED BUILT FORM PLAN



FIGURE 3.27 LOCATION MAP

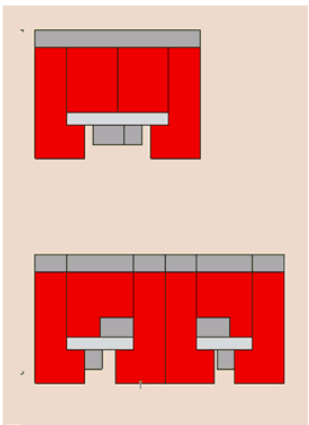


FIGURE 3.29 INDICATIVE APARTMENT LAYOUT

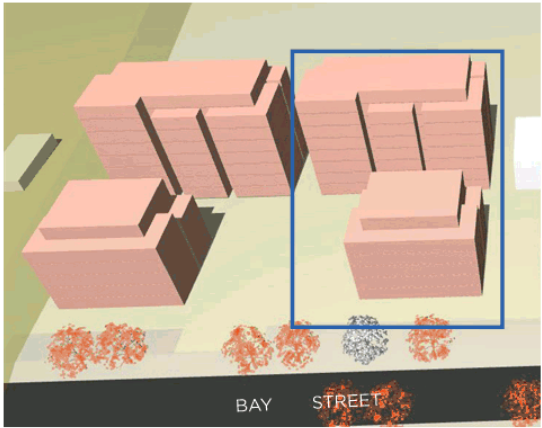


FIGURE 3.28 3D PERSPECTIVE

### 212-218 BAY STREET, 349 AND 359 WEST BOTANY ROAD

The proposed built form for this part of the study area is Residential Flat Buildings to four storey in height.

These sites are oriented east and west and adjacent to McCathy Reserve.

New buildings provide habitable rooms facing the park for passive surveillance.

Built form testing of these sites demonstrate that Floor Space Ratio can be comfortably achieved.

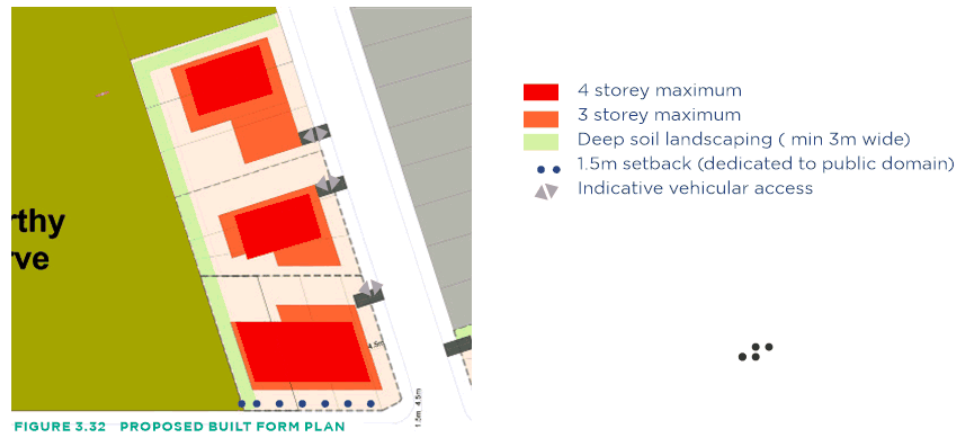


FIGURE 3.32 PROPOSED BUILT FORM PLAN



FIGURE 3.31 LOCATION MAP

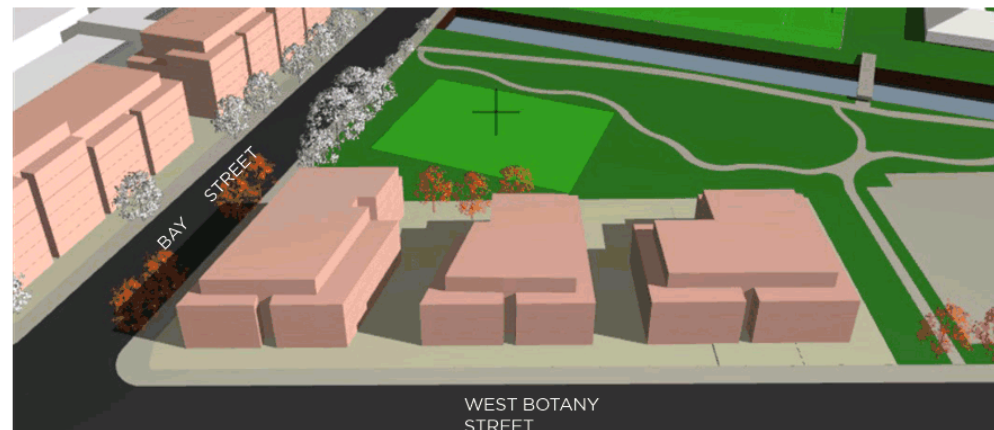


FIGURE 3.33 3D PERSPECTIVE

**FARR STREET PRECINCT**

The proposed built form for this part of the study area is medium density housing (e.g. Terraces) to three storey in height.

These sites are oriented east and west and adjacent to McCathy Reserve.

Medium density development will provide transition to the surrounding low density development.

Possible adaptive reuse of the existing heritage building into medium density development.

Subject to detailed design and controls in the future Development Control Plan.



FIGURE 3.35 LOCATION MAP



FIGURE 3.36 PROPOSED BUILT FORM PLAN

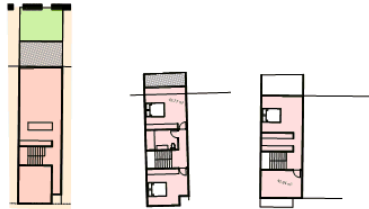


FIGURE 3.37 INDICATIVE APARTMENT LAYOUT

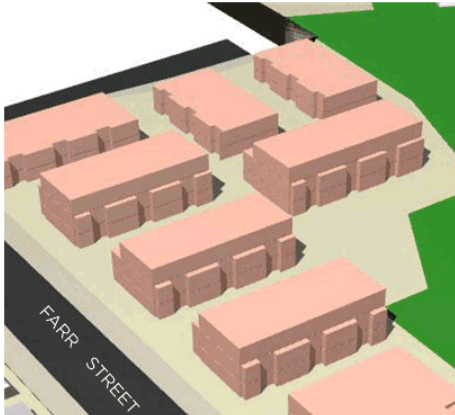


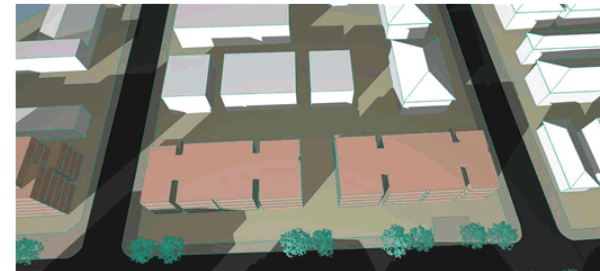
FIGURE 3.34 3D PERSPECTIVE

### 3.3.4 SOLAR IMPACT ANALYSIS

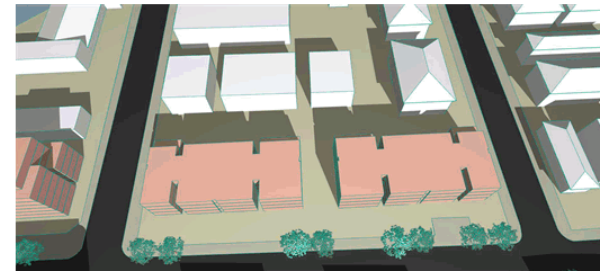
A solar analysis is conducted to ensure the neighbouring properties will receive solar access requirements of the Apartment Design Guide.

The shadow diagrams on the right shows the increases in building height along Bay Street Street will still preserve the amenity (Solar access) to the neighbouring properties.

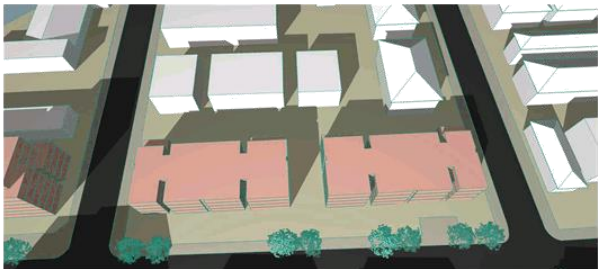
The northern precinct will not an adverse impact on the neighbours because the shadows will overcast the Bay Street side.



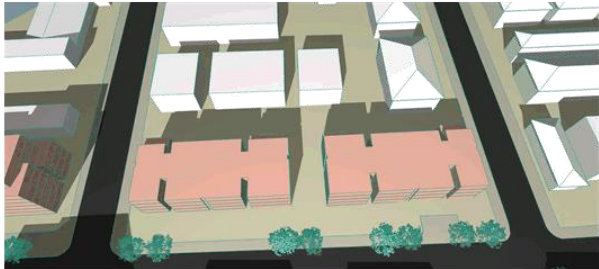
9am ( 21 June)



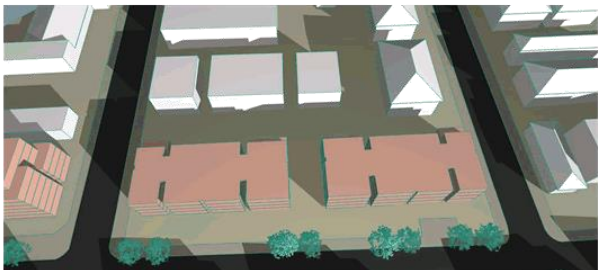
1pm ( 21 June)



10am ( 21 June)



11am ( 21 June)



12am ( 21 June)



12am ( 21 June)



### 3.3.5 PROPOSED MOVEMENT

#### APPLYING PRINCIPLE 3

- To establish generous pedestrian environment and accommodate a bicycle path between Rockdale and Brighton Le Sands, each site fronting Bay Street, is to dedicate a 1.5m wide strip to the public domain. Street set back to Bay Street will be a minimum of 4.5m. This approach will provide an improved public domain without restricting the development potential of the site.
- The shared cycle path is an important regional link for the area and an opportunity to connect to new active transport links under construction that will service the north south routes.
- To improve pedestrian safety and cycle connectivity improved pedestrian crossings (3) have been recommended.
- Bus stop enhancements to the facilities to include modern bus shelters seats and lighting.
- Enable Croft Lane to continue through to Cameron Street and converted to a one-way street with road widening of Croft Lane.
- Proposed vehicular accesses on the secondary road, away from Bay Street (92% reduction in driveway numbers overall).



FIGURE 3.38 PROPOSED MOVEMENT PLAN

- |   |   |
|---|---|
| ■ Shared path from Rockdale to Brighton Le Sands  | ■ Existing Carpark  |
| ▲ Vehicle access to the secondary side streets.   | ■ Carpark (under construction)                              |
| ● Green link (Shared path to city)                | ● On Road Parking   |
| — Existing Muddy Creek channel (no public access) | ● Possible pedestrian/cycle connectivity with crossing      |
| ➡ Crofts Lane Extension                           | ○ Existing signalised intersection for cars and pedestrians |
|   | ⓑ Relocate bus stop closer to future mixed use & open space |

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### 3.3.6 PUBLIC DOMAIN

#### APPLYING PRINCIPLE 3

- Implement a consistent, ordered approach to street tree canopy to provide shade, and implement a “boulevard” scale.
- Plant trees in the front setback of the new development to provide shade to the shared path and produce spatial enclosure.
- Carefully select street tree species to ensure success and apply resilience in particular against the urban heat island effect.
- Undergrounding of power lines (including high voltage supply) with all redevelopment to allow for significant street tree planting.
- Design with good passive surveillance to Bay Street and Open Spaces.
- Develop a Domain Public Plan for the Bay Street Precinct.
- Provide premium quality infrastructure for pedestrian and cycle route.



FIGURE 3.39 PROPOSED LANDSCAPE PLAN

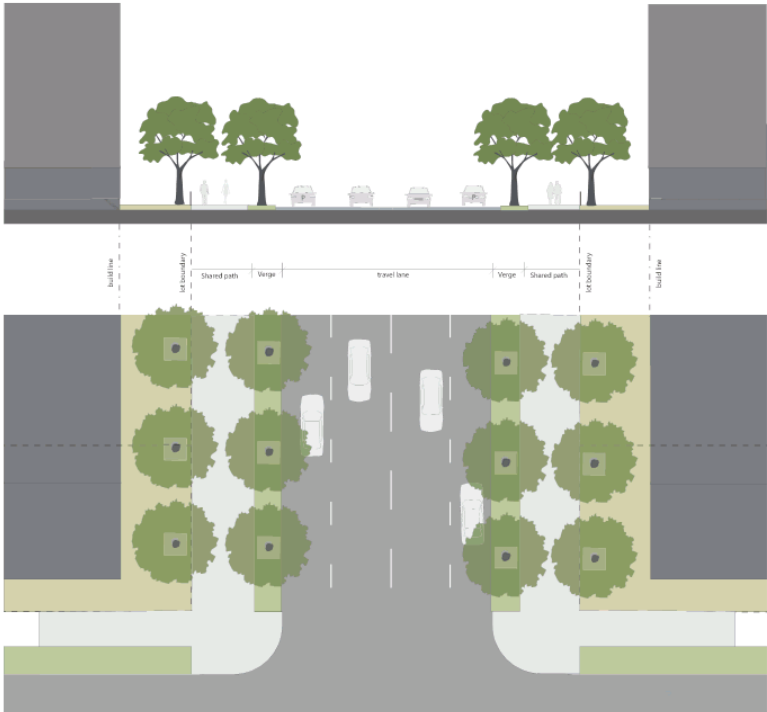


FIGURE 3.40 PROPOSED TYPICAL CROSS SECTION OF BAY STREET

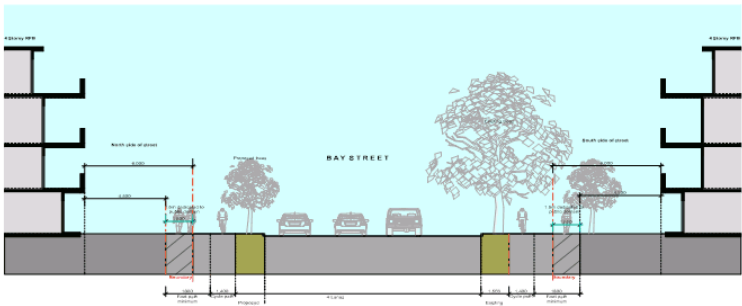


FIGURE 3.41 PROPOSED TYPICAL CROSS SECTION OF BAY STREET

## 4.0 RECOMMENDED PLANNING CONTROLS

.....

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**4.1 RECOMMENDED PLANNING CONTROLS**

Refer to the table at Figure 4.2 for a summary of recommended planning controls to be included in Amendment 1 of BLEP 2021.

**ZONING**

Figure 4.1 depicts the proposed zoning changes from R2 Low Residential to R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Use

**FLOOR SPACE RATIO (FSR)**

Refer Figure 4.3

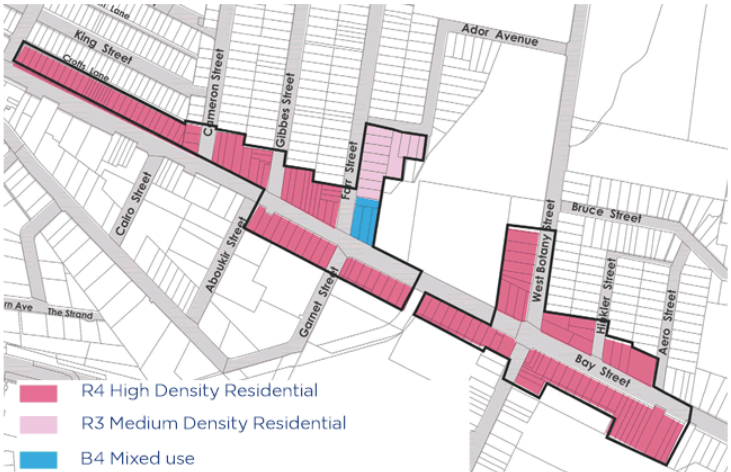
**HEIGHT OF BUILDINGS (HOB)**

Figure 4.4 illustrates the changes to the Height of Building Map from 8.5 m (existing maximum height of building) to 9.5m, 14m, 24m and 27m.

**LAND RESERVATION ACQUISITION (LRA)**

117 Cameron Street and part 126 Bay Street are proposed to be acquired for Crofts Lane extension to provide access for the increase in development density.

**DEVELOPMENT CONTROL PLAN (DCP)**



**FIGURE 4.1 PROPOSED CHANGES TO ZONING**

Planning controls will also be included in the Bayside Development Control Plan.

DRAFT BAYSIDE LEP 2021	Existing	Proposed
Zoning	R2 Residential	R3 Medium Density Residential R4 High Density Residential B4 Mixed Use
Height	8.5m	9.5m, 14m, 24m and 27m
Floor Space Ratio	0.5:1	0.7:1, 1.2:1, 2:1
Land Reservation	Road widening	117 Cameron Street
Acquisition	Crofts Lane Extension	126 Bay Street ( the northernmost small portion 3.5m x 21m)

**FIGURE 4.2 RECOMMENDED PLANNING CONTROLS SUMMARY**



**FIGURE 4.3 PROPOSED CHANGES TO FLOOR SPACE RATIO**

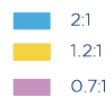
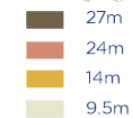


FIGURE 4.4 PROPOSED CHANGES TO HEIGHT OF BUILDING



**FIGURE 4.5 PROPOSED CHANGES TO LAND RESERVATION ACQUISITION**





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Email **[council@bayside.nsw.gov.au](mailto:council@bayside.nsw.gov.au)**

**[www.bayside.nsw.gov.au](http://www.bayside.nsw.gov.au)**