

# **Planning Proposal**

**Rockdale Local Environmental Plan 2011**

**No 88-96 New Illawarra Road & No 307-311A  
Bexley Road, Bexley North**

**Proposed Rezoning of land to Residential High  
Density R4 with associated amendments to  
building height and FSR**



May 2017

(amended January 2018)

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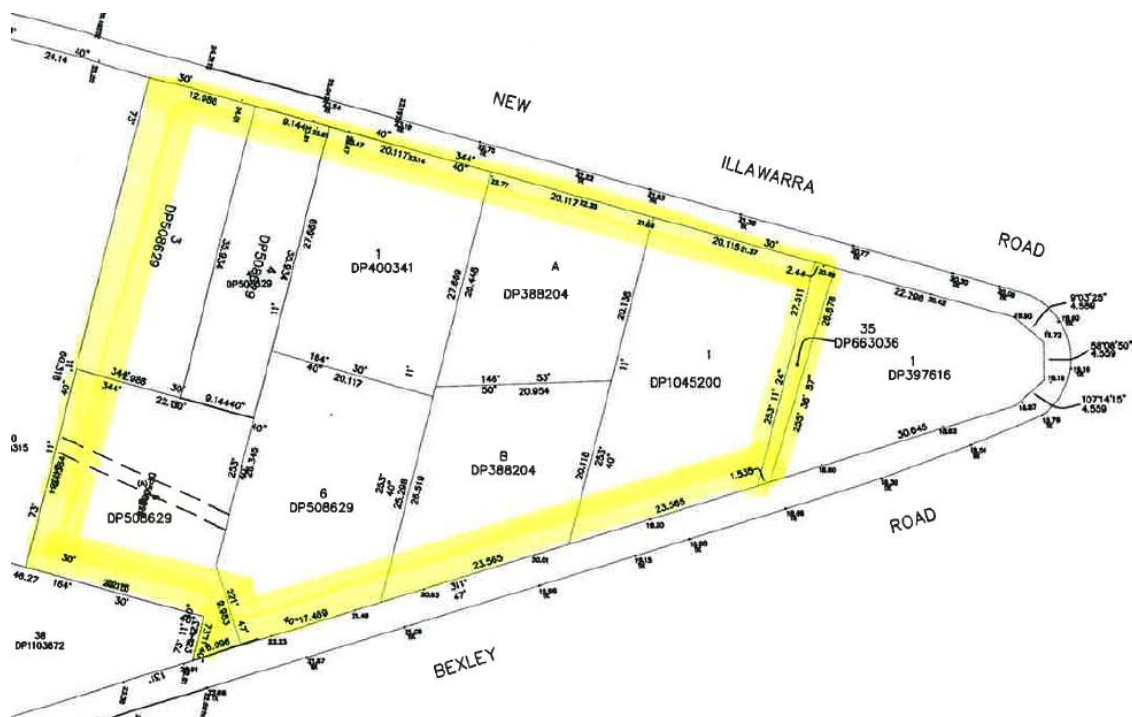
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## Introduction

This Planning Proposal explains the intended effect of, and justification, for the proposed amendment to *Rockdale Local Environmental Plan 2011 (Rockdale LEP 2011)*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the relevant Department of Planning and Environment guides, including 'A Guide to Preparing Local Environment Plans' and 'A Guide to Preparing Planning Proposals'.

## Background

This planning proposal has been prepared for land known as No 88-96 New Illawarra Road and No 307-311A Bexley Road, Bexley North. The planning proposal relates to the R2 Low Density zoned land fronting Bexley Road and New Illawarra Road, North Bexley.



The subject land is legally identified as Lot 35 in DP 663036; Lot 1 in DP 1045200; Lot A in DP 388204; Lot B in DP 388204; Lot 1 in DP 400341; Lot 6 in DP 508629; Lots 3 and 4 in DP 508629; and Lot 5 in DP 508629.

Adjoining the subject site to the north is Lot 1 in DP 397616, a triangular shaped parcel of open space at the point or intersection of New Illawarra Road and Bexley Road, which provides an ideal landscaped setting to the subject site. This open space parcel of land is suitable for embellishment works generating a public benefit. Such works will be discussed with Council and can form part of a formal voluntary planning agreement.

Adjoining the subject site to the south is land owned by the Department of Family and Community Services (Dept of Housing). It is understood that the adjoining two lots are subject to a development application to Council in the near future for the erection of a residential flat building for public housing.

The subject land has been identified as being suitable for an up-zoning based on its location characteristics being within walking distance to Bexley North Railway Station, connectivity to the North Bexley town centre, existence of a redundant service station, its unique configuration on the street block being separated by housing lots further to the south by Department of Family and Community Services land. In addition the subject site has potential for the erection of coordinated built form, address of local overland flow issues and public domain improvements.

Accordingly, the applicant proposes to rezone the subject land from R2 Low Density Residential to R4 High Density Residential, so as to facilitate the construction of three (3) residential flat buildings ranging in building height from 5 to 6 storeys.

The subject is ideally situated on the southern fringe of the North Bexley town centre and benefits from having two street frontages to Bexley Road and New Illawarra Road. The subject site has a total area of **4,257m<sup>2</sup>**.

The subject site has no heritage significance, nor is it located within a heritage conservation area. There are no heritage items adjoining the property.

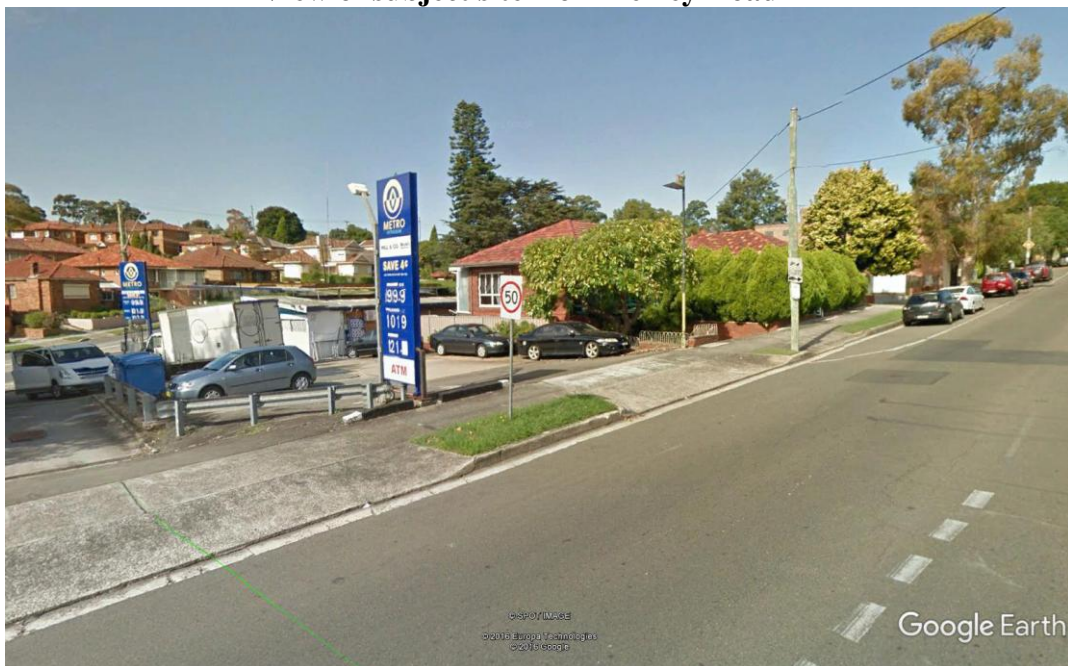
Applicable to the subject site currently are the provisions of Rockdale Local Environmental Plan 2011 and associated Development control Plan. Pursuant to which the subject land is zoned R2 Low Density Residential, has a maximum building height limit of 8.5m and a maximum floor space ratio (FSR) of 0.5:1. The current planning controls stifle redevelopment opportunities of what is considered to be a unique and valuable parcel of land within the North Bexley town centre context.

As a matter of background, the applicant has had discussions with Council as to the feasibility of pursuing the up-zoning. Council staff have advised that while there are no immediate plans by Council to rezone the land, the subject land has potentially redevelopment characteristics.

Property owners within the street block have been approached by the applicant inviting support for the proposal inclusive of the Department of Family and Community Services (The ex Department of Housing). The property owners within the subject site have been consulted and agreement obtained to pursue the planning proposal. Contact has also been made with the Department of Family and Community Services. Representatives have advised that there is no need for a rezoning of their land as the Department was seeking to submit a development application for the development of their site pursuant to current legislation.



**View of subject site from Bexley Road**



**View of subject site from New Illawarra Road**



## Part 1 - Objectives or Intended Outcomes

The objective of the Planning Proposal is to amend *Rockdale LEP 2011* to facilitate the rezoning of the subject site from R2 Low Density Residential to R4 High Density Residential permitting the construction of three (3) residential flat buildings ranging in building height from 5 to 6 storeys.

A detailed site and urban analysis has been prepared by Urban Link Pty Ltd.

The proposed design concept has been developed to promote and reflect the Local and State planning metropolitan initiatives for renewal and consolidation of sites near major transport nodes. The scale and density of the proposed buildings is site specifically designed and meant to reflect the desired future character of development within and near the town centres within the Bayside Local Government Area.

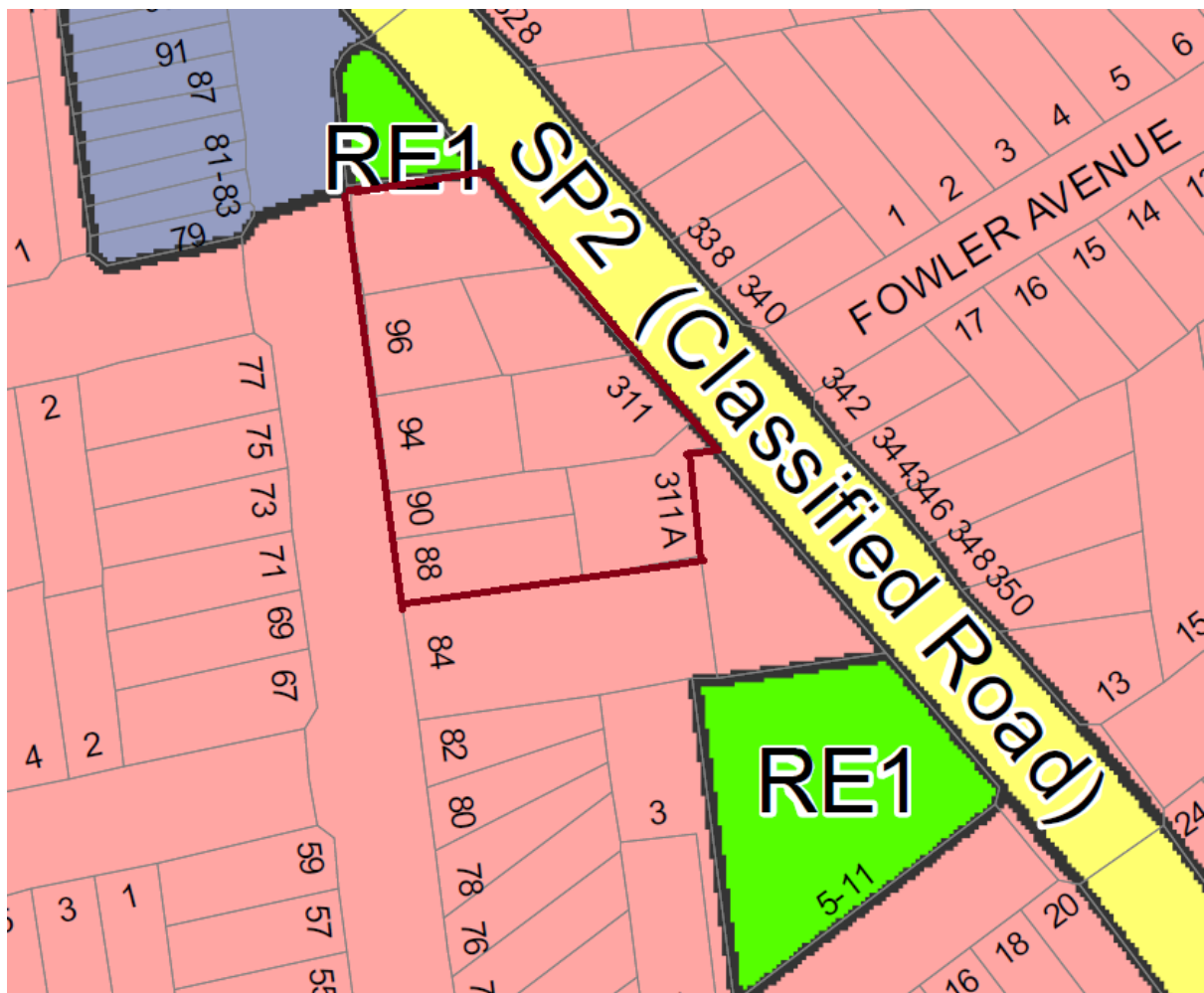
The proposed design and amendments to the planning instrument effectively fast tracks Council initiatives. The proposed development outcome provides for building heights between 5 and 6 storeys - 20.5m and a maximum floor space ratio of 1.9:1; the planning proposal provides for corresponding amendments to the zoning, height and floor space ratio controls under the Rockdale Local Environmental Plan 2011.

The proposed up-zoning of the land to R4 High Density Residential enables the development of the site with residential flat buildings which has the potential of increasing housing supply in the precinct and generating a community benefit as follows:

- providing additional affordable housing opportunities within a well serviced locality close to public transport and the work place.
- Utilising a valuable land parcel which presently contains in part a redundant service station;
- Capitalising on existing service infrastructure and transport services.

## Part 2 - Explanation of Provisions

### Map LZN\_001



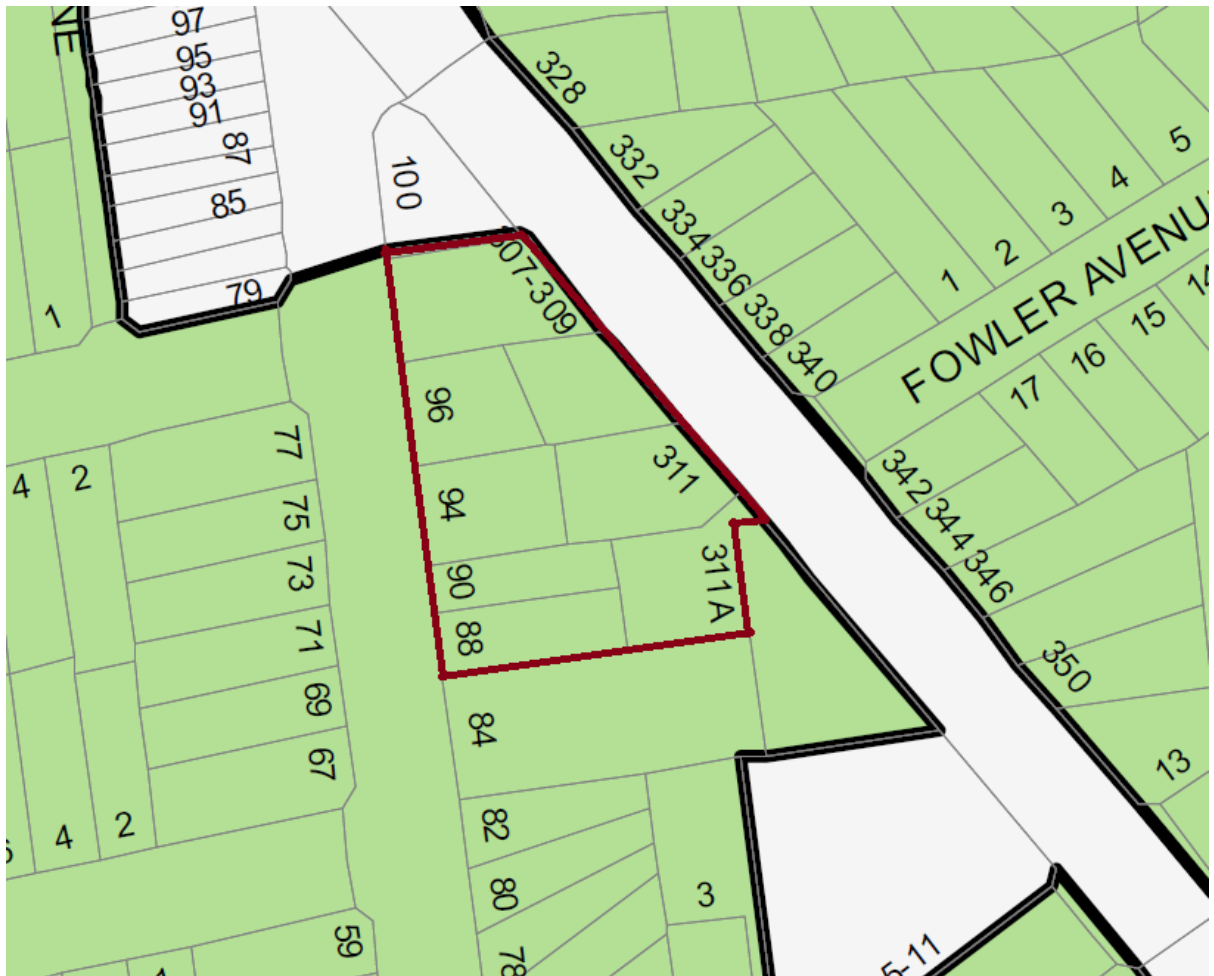
Extract of Current Zoning Map

The *Rockdale Local Environmental Plan 2011* Zoning Map is proposed to be amended as per Table 1 below.

**Table 1** – Proposed Map Amendments

Map Title No.	Amendment	Explanation
Zoning Map	<ul style="list-style-type: none"> <li>Up-zone the land from R2 Low density residential to R4 High Density Residential</li> </ul>	The proposed R4 zoning enables the construction of residential flat buildings on the site

## Map LSZ\_001



**Extract of the Lot Size Map**

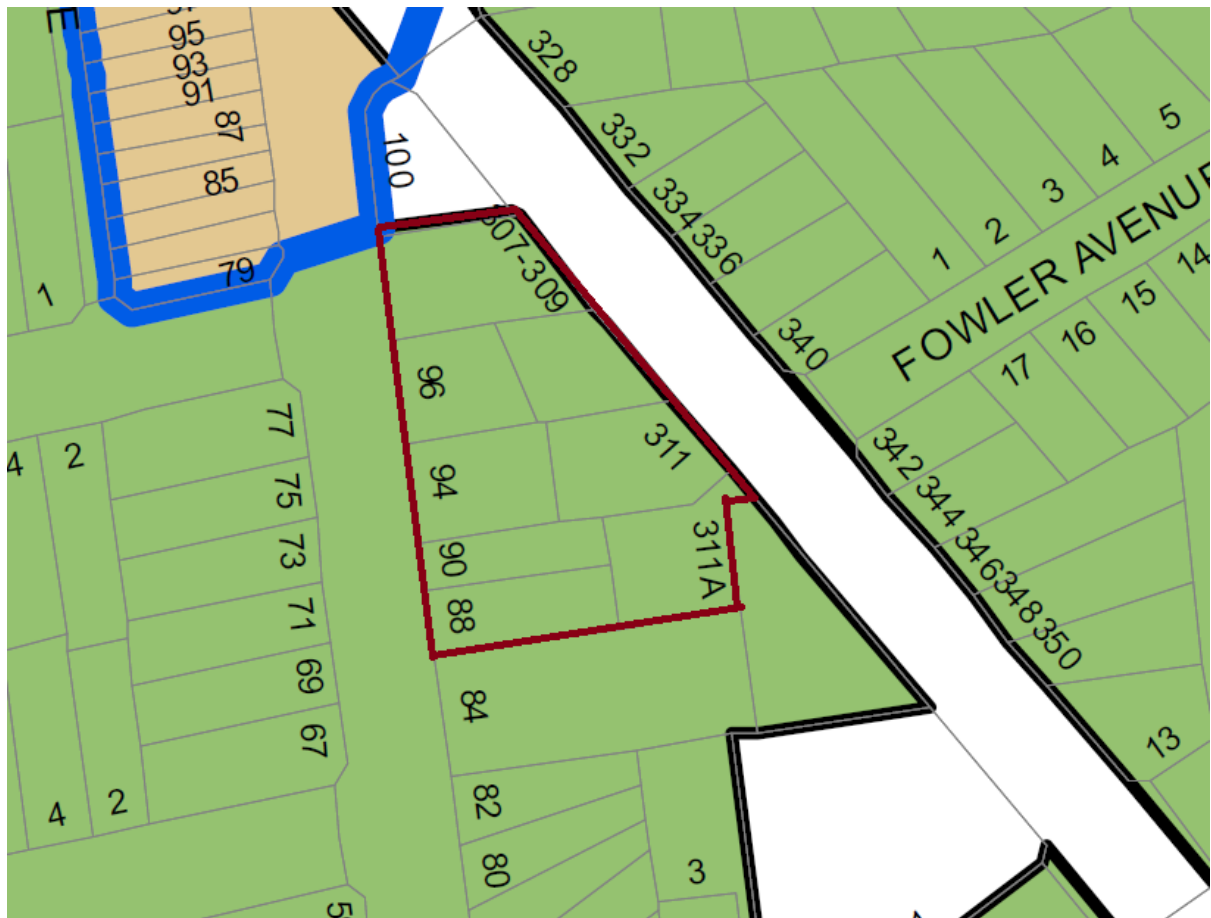
The *Rockdale Local Environmental Plan 2011* Lot Size Map is proposed to be amended as per Table 1 below.

**Table 1** – Proposed Map Amendments

Map Tile No.	Amendment	Explanation
Lot Size Map	<ul style="list-style-type: none"> <li>Remove the minimum lot size reference</li> </ul>	Maintain consistency across the Local Environmental Plan



## Map HOB\_001



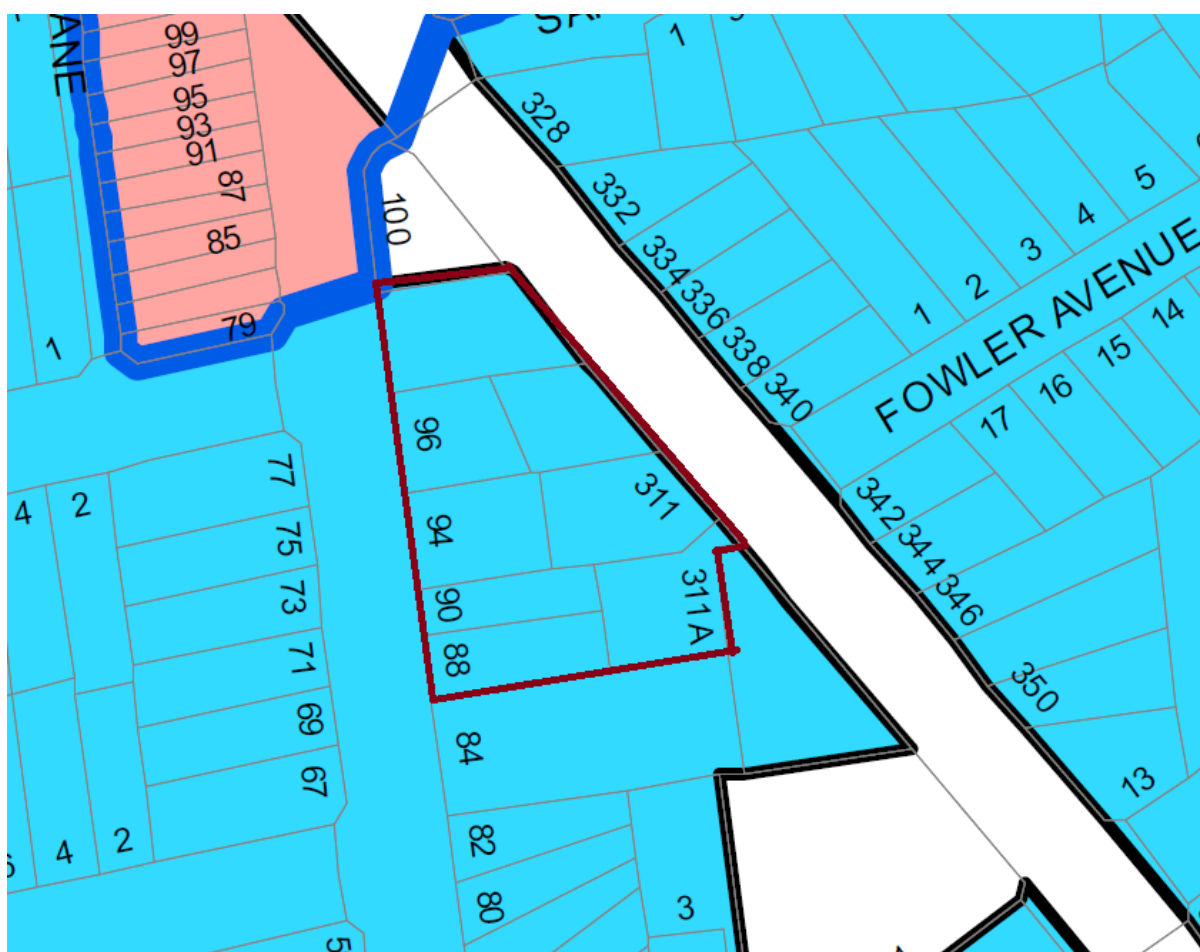
### Extract from the Height of Building Map

The *Rockdale Local Environmental Plan 2011* Height of Building Map is proposed to be amended as per Table 1 below.

**Table 1 – Proposed Map Amendments**

Map Tile No.	Amendment	Explanation
Height of Building Map	<ul style="list-style-type: none"> <li>Delete reference to I - 8.5m maximum height and replace with Q2 - 20.5m</li> </ul>	The proposed height provides opportunity to provide a 6 storey building catering for overland flow issues and maximising design treatment of the buildings.

## Map FSR\_001



### Extract from the Maximum Floor Space Ratio Map

The *Rockdale Local Environmental Plan 2011* Maximum Floor Space Ratio Map is proposed to be amended as per Table 1 below.

**Table 1 – Proposed Map Amendments**

Map Tile No.	Amendment	Explanation
Floor Space Ratio Map	<ul style="list-style-type: none"> <li>Delete reference to D - 0.5:1 and replace with T1 - 2:1</li> </ul>	The proposed Floor Space Ratio provides opportunity to provide a 6 storey building and maximise the quality of apartments.

### **B There are no other provisions of the Local Environmental Plan requiring amendment to facilitate this planning proposal.**

To facilitate the above, it will be necessary to prepare a site specific development control plan detailing the scale of building spread across the site; the proposed setbacks; landscape treatment and the desired driveway locations. The development control plan can be prepared once the preferred design solution for the site is determined through the consultation process.

## Part 3 - Justification

### **Question 1: Is the planning proposal a result of any strategic study or report?**

The planning proposal is not a direct result of a specific strategic study or report for the site undertaken by a public authority. The planning proposal has evolved after much consultation with Council staff and undertaking an in-depth investigation into the redevelopment potential of the site. The derived planning outcome for the site is meritorious in generating a planning and built form outcome which is consistent with the broader planning objectives for the Bayside Local Government Area as identified by 'Draft Greater Sydney Region Plan' planning strategy. This draft plan seeks to increase housing densities and employment in and near town centres given their high level of access to public transport (both rail and buses), the availability of local support services and the convenient accessibility of the town centre and other major employment areas.

Bexley North is a town centre portraying such location characteristics however the existing planning controls are in need of review to keep pace with initiatives being undertaken in other town centres and Local Government Areas such as Parramatta, Merrylands, Top Ryde and Burwood and the like.

Accordingly the subject planning proposal warrants consideration.

### **Question 2: Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The current planning controls and land use table are limiting in terms of promoting orderly redevelopment opportunities consummate with broader planning strategies near town centres.

A rezoning is needed to provide the necessary stimulus to facilitate orderly development, to engage neighbour co-operation in the process, derive pedestrian access improvements to and around the site and embellishment upgrades of open space within the street block.

This planning proposal establishes the appropriate planning mechanism to facilitate the optimum redevelopment opportunities for the site as Council have no plans to undertake the same in the coming years.

The site currently contains a redundant service station use, which operates pursuant to the 'existing use rights' provisions. The current R2 Residential Low Density land use table does not provide the incentives or opportunities to undertake viable redevelopment. The current zoning also under utilises site opportunities and location characteristics.

There is no other way available to redevelop the site and achieve orderly and economic development outcomes.

## **B Relationship to strategic planning framework**

### **Question 3: Is the 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)?**

#### **a) Does the proposal have strategic merit? Is it:**

- *Consistent with the relevant regional plan outside of the Draft Greater Sydney Region Plan, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*
- *Consistent with a relevant local council strategy that has been endorsed by the Department; or*
- *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

The planning proposal and the subsequent redevelopment of the subject land is considered to derive inherent net community benefit as follows:

- The redevelopment of the site will remove a redundant service station and prohibited use from the land;
- The redevelopment will remove old and redundant dwellings and constraints associated with irregular shaped small allotments;
- The redevelopment will occur in accordance with an endorsed site specific Development Control Plan regulating built form and open space provision;
- Contemporary and alternate housing forms will be generated providing affordable housing opportunities elevated above busy roads;

- Pedestrian access to the site will be reviewed and improved with the potential for a new pedestrian footpaths in New Illawarra Road and/or Bexley Road;
- The open space parcels 'book ending' the subject site can be suitably embellished as part of the proposal given the likely increase in patronage should the application be approved;
- The shape of the site introduces opportunities to generate attractive and contemporary built form within a landscaped setting pronouncing the approach to the Bexley North town centre from a southern approach;
- The planning of the site will rectify current overland flow issues and regularise and storm water drainage across the site; and
- Approval of this application should stimulate a review and upgrade of controls applying to the Bexley North town centre to the benefit of the broader community.

No significant adverse community impacts or significant adverse environmental impacts are likely to arise from the proposal. A review of the development concept plans prepared as part of this submission confirms shadows cast by future buildings can be contained within the site or within the road reservations. Additionally the consolidation of individual driveways and provision of new strategically positioned driveways will reduce the risk of vehicle/pedestrian conflict arising from cars reversing onto the main roads.

Consideration	Comment	Benefit
Will the Local Environmental Plan be compatible with agreed State and regional strategic direction for development in the area	<p>The proposed scale and type of development is appropriate on a fringe of the town centre.</p> <p>The higher density introduces opportunity for contemporary affordable accommodation within walking distance of the town centre and railway station thus reducing car dependency.</p>	Positive

Is the proposal consistent with the Draft Greater Sydney Region Plan or other regional/sub-regional strategy?	The proposal is compatible with the strategic framework. The proposal facilitates housing which has the potential to accommodate for a growing population within Metropolitan Sydney, which is ideally located near transport nodes and commercial centres.	Positive
Is the planning proposal likely to create a precedent or create or change the expectations of the landowner or other landholders?	Given the sites close proximity to the town centre, the planning proposal would assist in meeting people's expectations for higher density and urban renewal. The planning proposal does not relate to an isolated site but includes several site which achieves a coordinated response. It is envisaged that the planning proposal may provide a stimulus for further consideration within the Bexley North town centre.	Neutral
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	There are no other spot rezoning applications which have occurred in the vicinity of the site.	Neutral
Will the Local Environmental Plan facilitate a permanent employment generating activity or result in a loss of	The proposal relates to an up-zoning of residential land. There will not be loss of employment land. The existing service station at the site	Neutral



employment lands?	operates under 'existing use rights'. A service station is currently a prohibited use in the R2 Low Density Residential zone under the Rockdale Local Environmental Plan 2011. Given this there will be no loss of employment land, as the site is currently zoned for residential purposes.	
Will the planning proposal impact upon the supply of residential land and therefore housing supply and affordability?	The planning proposal provides increased housing densities in a well serviced locality improving supply and thus affordability (having regard to the fundamental economic principle of 'supply and demand').	Positive
<p>Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site?</p> <p>Is there good pedestrian and cycling access?</p> <p>Is public transport currently available or is there infrastructure capacity to support future public transport?</p>	<p>The subject site is within convenient walking distance of public transport including railway and bus services.</p> <p>It is proposed to improve access to the site by creating a pedestrian linkages with the town centre via pedestrian crossings in appropriate locations.</p> <p>All services including electricity, sewer and phone are available to the site.</p>	Positive

Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The proximity of good public transport services reduces car dependency thereby promoting positive environmental outcomes.	Positive
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	There are no immediate Council or State Government strategies for the up-grade of railway infrastructure or services in the locality. Notwithstanding North Bexley Station appears to have undergone a recent upgrade.	Neutral
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	<p>The key characteristics of the site are:</p> <ul style="list-style-type: none"> <li>• The subject site is not identified as being of heritage significance.</li> <li>• The site is not located within a heritage conservation area.</li> <li>• The subject site does not contain significant vegetation or critical habitat.</li> <li>• The subject site is affected by overland flows during peak periods however is not identified as being significantly flood prone.</li> <li>• The site is not within a bushfire hazard area.</li> </ul>	Positive

	<ul style="list-style-type: none"> <li>• The site falls to the street enabling gravity flow of storm water to existing infrastructure in Bexley Road.</li> <li>• The subject site contains a service station which is subject to contaminants, however investigations reveal that contamination is not a constraint to the development of the site. A decontamination of the service station site can be effectively undertaken. The remaining lots are used for residential purposes.</li> </ul>	
<p>Will the planning proposal be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community?</p> <p>Will the public domain improve?</p>	<p>The proposed development represents a higher scale of development which will be effectively contained within a street block.</p> <p>Shadows are contained effectively within the site and road reservations.</p> <p>Storm water from the site can be directed via gravity flow to Council drainage infrastructure. Noise generated by the use is purely domestic and contained by strata by-laws.</p> <p>The proposed transition in built form from north to south is an appropriate response to protecting nearby residential amenity and maintaining a</p>	Positive

	reasonable scale of development relative to the nearby zones.	
Will the planning proposal contribute to improved transport or other services in the locality?	The subject site is within close proximity of regular train and bus services, thus increasing patronage of public transport use, thus justifying its expense and viability.	Positive
Will the planning proposal create any significant demand on public services or facilities?	Apart from increased funding coming from section 94 contributions, a Voluntary Planning Agreement (VPA) can be entered into providing for the upgrade/embellishment of the two parks within the street block and the provision of new pedestrian footpaths in appropriate locations. The Voluntary Planning Agreement will be subject to consultation with Council.	Positive
Will the planning proposal require the expenditure of public money?	The planning proposal does not involve the expenditure of public money.	Neutral

The Planning Proposal is consistent with the objectives and actions contained in the 'Draft Greater Sydney Plan' and the more specific 'Draft Eastern City District Plan'.

## **Draft Greater Sydney Region Plan**

*The draft Greater Sydney Region Plan is built on a vision where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in Directions for a Greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.*

The Plan provides an integrated, long-term planning framework that is intended to manage Sydney's growth and strengthen its economic development over the next 40 years. The Plan sets in place objectives and actions for Sydney to become a more compact, networked city with improved accessibility, capable of supporting more jobs, homes and lifestyle opportunities within the existing urban footprint based on the concept of a '**30-minute City**'.

The Plan establishes key objectives and actions to achieve desired outcomes of:

- *creates a metropolis of three cities, rebalancing growth and opportunities for people across Greater Sydney;*
- *uses the airport as a catalyst to generate a diversity of jobs in the Western City;*
- *improves housing affordability and choice aligned with local infrastructure across the city;*
- *plans and prioritises infrastructure early to support a growing Greater Sydney through growth infrastructure compacts;*
- *protects and enhances the city's unique landscape by recognising its environmental diversity;*
- *creates great local places by protecting heritage and biodiversity, while enhancing the Green Grid and tree canopy cover;*
- *uses quality design to create great places, walkable communities and shared spaces; and*
- *delivers a 30-minute city to provide better access to jobs, schools, and health care within 30 minutes of people's homes.*

The planning proposal is consistent with the objectives and actions of the Draft Greater Sydney Plan which aims to achieve 30 objectives centred around enhancing infrastructure, transportation, employment and social cohesion. The following objectives and actions are particularly relevant to the circumstances of the planning proposal.

The Plan recognises that concentrating a greater range of activities near one another in centres well served by public transport makes it easier for people to go about their daily activities and helps to create lively, functional places in which to live, work, socialise and invest. The benefits of concentrating activities in centres include:

- improved access to retail, office, health, education, leisure and entertainment facilities, and community and personal services;
- increased opportunities for a greater diversity of dwellings and more diverse communities;
- encouraging collaboration, healthy competition and innovation among businesses through clustering;
- making better use of infrastructure, and making public transport improvements more viable;
- promoting sustainable and accessible transport and healthier communities by increasing walking, cycling and public transport options for more people by making more activities available in one location;
- slowing the growth of greenhouse gas emissions by reducing the number of car journeys needed to access services;
- reducing pressure for development to occur in less accessible locations, and
- creating vibrant places which operate as a focus for community activity and events and which help to build social inclusion.

Objective 10 in particular relates to achieving 'greater housing supply'. *Providing ongoing housing supply and a range of housing types in the right locations will create more liveable neighbourhoods and support Greater Sydney's growing population.*

*The NSW Government has identified that 725,000 new homes will be needed to meet demand based on current population projections to 2036. By 2056, it is anticipated that significant further housing supply will be required to meet Greater Sydney's continued strong population growth.*

Increasing the density of development on the subject site contributes to the fundamental objective of increasing housing densities in well serviced locations.



*Creating capacity for new housing in the right locations requires clear criteria for where capacity is to be located. Accommodating homes for the next generation needs to be linked to local infrastructure - both to optimise existing infrastructure use and to maximise investment in new infrastructure. Opportunities for capacity can be realised by urban renewal, local infill developments and land release areas.*

The planning proposal promotes the redevelopment of the site with buildings displaying good urban and architectural design on sites, which benefit from excellent access to the town centre and railway station.

### Housing Sydney's Population

Housing targets for the Eastern District in which the subject site is contained is provided below:

District	0-5 year housing supply target: 2016-2021		20-year strategic housing target:
			2016-2036
	46,550	157,500	
Eastern City		46,550	157,500

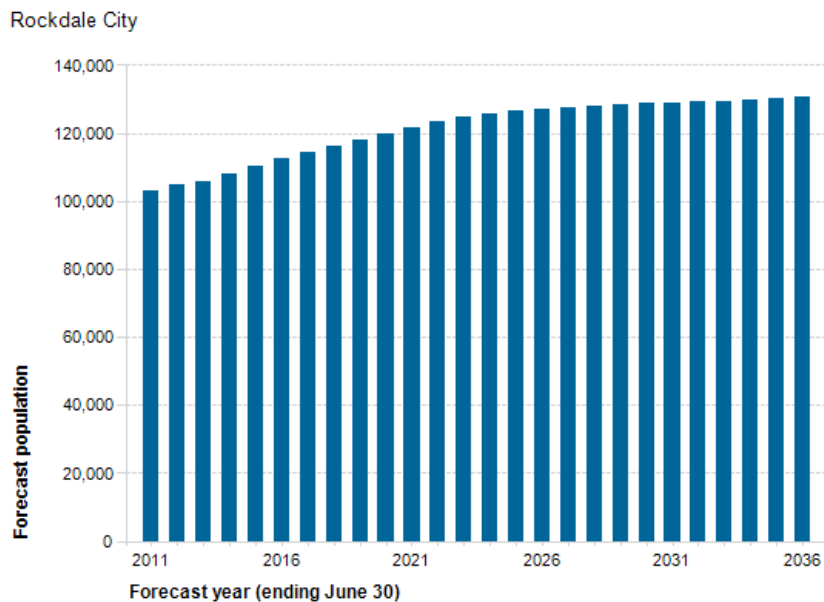
The Draft Plan aims to focus the bulk of new housing development in or near centres with good public transport. The Draft Plan requires new Local Environmental Plan's and planning proposals to support this principle.

The subject site is located within walking distance to many services and facilities. The site has good public transport access (including train and bus) that provides direct and frequent access to major employment centres including the Bayside and Sydney Central Business District. Increasing the residential density on the subject site also promotes a quality lifestyle benefitting from nearby recreational facilities, employment opportunities, restaurants, schools and churches. Increasing the density of development on the site promotes this key policy objective of the Metropolitan Plan.

As shown in the graph below, Bayside Council is expected to see significant population growth. According to Profile iD (adapted data from ABS), Rockdale anticipates to house 130,497 residents by 2036, resulting in an 18.4% increase from 2015. The proposal meets this objective as the development not only supplies land for residential development near Bexley North town centre with

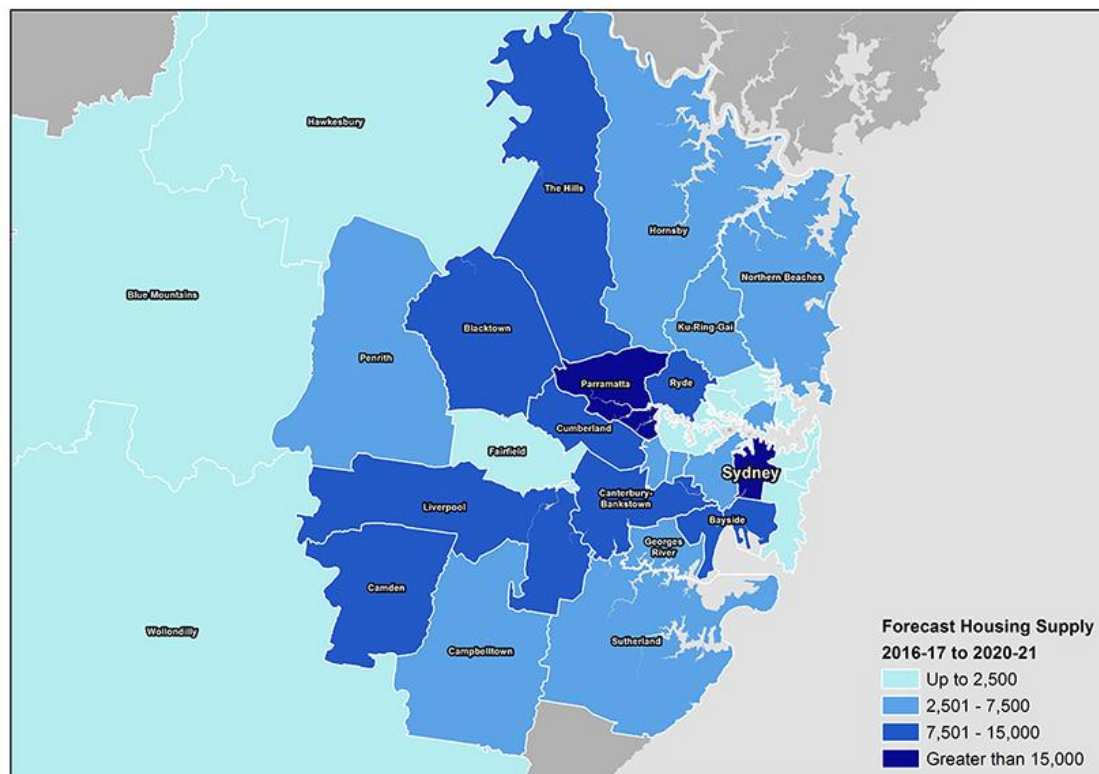
good public transport, but it also caters for a growing population within Bayside Council.

## Forecast population



Population and household forecasts, 2011 to 2036, prepared by .id, November 2013.

**.id** the population experts



Population forecasts for Bayside are for an increase in population by 7,500 people over the next 5 year period.

A further aim is to “*produce housing that suits our expected future needs*”.

**Councils** are to investigate opportunities for supply and a diversity of housing particularly around centres to create more walkable neighbourhoods. For councils, the main tool for understanding the need and planning for housing and infrastructure delivery is housing strategies. Councils’ housing strategies will need to address the 0–5 and 6–10 year local (when agreed) or district housing targets as well as 20-year strategic district targets outlined in this draft Plan.

*The 0–5-year housing supply targets are a minimum and councils will need to find additional opportunities to exceed their target to address demand.*

**Developers** play an important role in supporting housing outcomes. The development industry needs to continually provide new housing and translate the development capacity created by the planning system into approvals and supply.

Comment:

The development plans that support the planning proposal provide opportunity for a diversity of housing choice including the provision of one bedroom, two bedroom and 3 bedroom apartments contributing to the future housing priorities identified by the Plan.

A primary objective is to “*improve housing affordability*”. The planning proposal provides increased housing densities in a well serviced locality improving supply and thus affordability (having regard to the fundamental economic principle of ‘supply and demand’).

The proposed development will provide a mix of apartment types within a self contained environment inclusive of communal open space, on-site parking and security, thus placing downward pressure on housing costs and promoting housing affordability.

Affordability is further promoted by not ‘over designing’ the proposed apartments in terms of floor areas however compliance with State Environmental Planning Policy 65 criteria is readily achieved.

The Plan also promotes high quality design to improve the image and market attractiveness of centres by ensuring the design of new residential development on landmark sites and the urban renewal of centres is of a high quality. The planning proposal is supported by concept architectural massing plans outlining the possible desired development outcome for the site. The development is capable of meeting the principles and controls of State Environmental Planning Policy No 65 and is intended to generate design excellence.

### **Draft Eastern City District Plan**

Bayside Council is sited within the Eastern City District and includes other Council areas of Burwood, City of Sydney, Canada Bay, Inner West, Randwick, Strathfield, Waverley and Woollahra local government areas.

The Department of Planning and Environment identifies the District as being on *the precipice of great change as it solidifies its position as the nation's economic powerhouse*.

The 40-year vision is *to enable a more productive, liveable and sustainable Greater Sydney*.

The Draft Plan seeks to make the best use of public assets such as transport and infrastructure to make Sydney more sustainable and efficient. The Strategy identifies that the focus of housing growth will be in and around the many centres within the Metropolitan Urban Area. The aim is to deliver more and different types of housing across the city in line with employment and infrastructure and market demand to create improved quality of life, increased productivity, better environmental management and heightened accessibility.

The planning proposal provides for the increase in the density of housing on a site that is ideally located near public transport and support service infrastructure. Increasing the density of development assists in achieving housing targets and supports the fundamental principles of increasing densities in well serviced locations.

The planning proposal provides increased housing densities in a well serviced locality contributing to housing supply and thus affordability (having regard to the fundamental economic principle of 'supply and demand').

The redevelopment concept plans have been designed to achieve State Environmental Planning Policy 65 requirements. The apartments will be designed to provide a high level of amenity but have not been ‘over designed’ as this would lead to increased market prices for the end product. In this respect:

1. The development minimises the provision of on-site car parking so as to encourage the use of public transport services.
2. The proposed apartment floor areas will represent ‘comfortable’ and not ‘excessive’ floor space.

The above design characteristics place downward pressure on the end market price of the apartments contributing to housing affordability.

The planning proposal will facilitate the development of the subject site in a manner that is consistent with the desired future character of Bexley North. The planning proposal is supported by architectural concept plans of the desired development outcome for the site. The development has been designed to achieve the principles of State Environmental Planning Policy No 65 (a design verification statement accompanies the planning proposal) and can stimulate consideration for the planning of the North Bexley town centre.

The proposed up-zoning can facilitate the following:

- Greater housing choice and affordability;
- Attractive built form in a landscaped setting;
- Population diversity;
- An upgrade to the public reserve adjoining the site and situated at the intersection of the two main roads;
- Stimulate planning consideration within the Bexley North town centre;

The site has no inherent sensitivity in terms of being on a ridgeline, near the coast or near water courses.

**Question 5: Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

**Rockdale City Community Strategic Plan**

Council's Vision is: One Community, Many Cultures, Endless Opportunity. The blueprint for the Rockdale community for 2025 is to be achieved through strategic community outcomes:

- **Outcome 1** – Rockdale is a welcoming and creative City with active, healthy and safe communities.
- **Outcome 2** – Rockdale is a City with a high quality natural and built environment and valued heritage in liveable neighbourhoods. A City that is easy to get around and has good links and connections to other parts of Sydney and beyond.
- **Outcome 3** – Rockdale is a City with a thriving economy that provides jobs for local people and opportunities for lifelong learning.
- **Outcome 4** – Rockdale is a City with engaged communities, effective leadership and access to decision making.

Comment:

The planning proposal is consistent with and promotes the long term objectives established in the Community strategic plan.

In this respect:

- The planning proposal will facilitate the redevelopment of the site with buildings of high urban and architectural merit positively contributing to the image of the City and the streetscapes of North Bexley.
- The proposed redevelopment provides a diversity of residential apartment types promoting the living city concept and contributing to the vibrancy of the town centre.
- The proposed redevelopment will be designed to promote an environmentally efficient living environment.
- The proposed redevelopment promotes good environmental outcomes by encouraging walking and cycling and reducing private vehicle dependency. The proximity of the site to public transport nodes supports and promotes public transport patronage.



- The location of the site promotes a high quality lifestyle for future residents particularly noting the close proximity of major sport and recreation facilities including theatres, restaurants, public open space and the like.

The planning proposal promotes development that provides housing choice and diversity while retaining affordability

### **Rockdale Urban Strategy 2010**

The Rockdale Urban Strategy identifies the planning priorities which will be the focus of future planning aimed at improving the quality and character of Rockdale. It provides a basis for the future direction and planning of Rockdale's natural and urban environment.

The Strategic Plan identifies eight strategic directions for Rockdale's long term plan:

- *Enhance the City's primary centres of **Rockdale and Brighton Le Sands** to create vibrant centres with improved linkage along Bay Street.*
- *Concentrate future development around the City's existing **villages and local centres**, improving their vibrancy and character through an increase in the local residential population, and reducing the need to travel*
- *Protect and utilise the City's natural resources in the three **open space corridors** which run through the City, to improve recreational opportunities, foster biodiversity, and add to the character of the City.*
- *Ensure that all aspects of development within the City are of a high **design quality**, creating a more attractive and liveable urban environment.*
- *Foster the growth of the emerging town centre at **Wolli Creek** which will accommodate much of the City's future population growth, and form a northern gateway to the City*
- *Encourage revitalisation of the **Princes Highway Corridor** to improve employment opportunities and present a more attractive image along this prominent vehicle route through the City.*
- *Improve the City's **sustainable transport** network to encourage alternative transport modes and provide better access to the City's attractions.*

- *Protect and enhance the **residential character** of the City's suburbs and neighbourhoods, to ensure they remain pleasant and amenable.*

The planning proposal is consistent with and promotes the long term objectives established in the Community strategic plan. In this respect:

- The planning proposal will facilitate the redevelopment of the site with buildings of high design quality and architectural merit positively contributing to the attractiveness and liveability of the environment.
- The proposed redevelopment will be designed to enhance the residential character within Bexley North and establishing a standard of development to follow with future urban renewal in the town centre.
- The proposed redevelopment promotes sustainable transport methods by encouraging walking and cycling. The proposal supports and promotes public transport patronage due to its close proximity to key public transport networks.
- The location of the site promotes a high quality lifestyle for future residents particularly noting the close proximity of recreation facilities including restaurants, public open space and the like.
- The planning proposal promotes development that provides housing choice and diversity while retaining affordability.

### **Residential Strategy 2007**

The Residential Strategy contains 6 key strategic directions which aim to protect and improve opportunities for the people who live, work, have a business or who visit the City.

The 6 key recommendations are as follows:

1. *Focus additional residential growth in key town centres by encouraging mixed use development with economic incentives to stimulate redevelopment. The key centres to be targeted for extra growth include centres identified in the Destinations Rockdale and Thriving Town Centres Programs, these being the Rockdale Town Centre, Brighton Le*

*Sands, Bexley North and Arncliffe, as well as Kingsgrove, Bexley, Carlton and Kogarah West*

- 2. Retain the scale and character of existing suburban areas in the City by introducing urban character statements into the Development Control Plan to guide future development and focussing new growth in town centres which provide transport, shopping and other services*
- 3. Continue to provide for a range of housing types and sizes in appropriate locations throughout the City, including dual occupancy development, villas and townhouses, semi's and apartments*
- 4. Manage potential land use conflicts involving residential development, by limiting residential development along the Princes Highway and providing transitional areas between industrial and residential uses at Turrella Street, Turrella and Garnet Street, Rockdale*
- 5. Expand housing provision to include temporary housing by encouraging serviced apartments and hotels in the tourist zone in Brighton Le Sands*
- 6. Improve public and social housing by encouraging the revitalisation of key public housing holdings at The Grand Parade, Brighton Le Sands and Eden Street, Arncliffe and encouraging the retention of boarding houses and caravan parks*
- 7. Increase opportunities for seniors housing by encouraging new seniors housing in areas with flat topography and good access to transport, shops and services*
- 8. Revitalise existing housing stock by investigating opportunities for the redevelopment of older strata units as they approach the end of their life cycle.*

The planning proposal is consistent with and promotes the recommendations of this Strategy:

- The additional housing stock associated with the proposal focuses on the anticipated residential growth within Bexley North.
- The applicant proposes to provide a range of housing types and sizes.

### **Transport and Access Strategy**

The Transport and Access Strategy focuses on 'Making Rockdale a Better City'. The strategic directions outlined below all have a relationship to transport, accessibility and sustainability.

- 1. Promoting a Healthy, Safe and Accessible Lifestyle*

2. *Environmental Quality*
3. *A Liveable City*
4. *Lifestyle Quality*
5. *Developing Reliable Transport and Safe Roads*
6. *Economic Prosperity*

The Strategy identifies Bexley North as one of the City of Rockdale’s largest employment locations. Council anticipates additional residential development within Bexley North.

*“This data shows that the largest employment locations in the City of Rockdale are Kogarah North, the International Terminal, Brighton Le Sands, Turrella, Monterey, Arncliffe and **Bexley North**... In terms of broad structure, additional residential development will be focused in key areas with adequate transport and services, these being along the East Hills line (Kingsgrove, **Bexley North** and Bardwell Park)”.*

The proposal is consistent with this Strategy as the applicant proposes to cater for additional residential development within Bexley North providing greater patronage of town centre facilities and services.

### **Capacity Analysis and Built Form Study 2010**

The Study states that the scale of recent redevelopment within the Bexley North Town Centre supports the concept of additional height and floor space ratio to be applied to the centre.

*“The scale of recent redevelopments supports the concept of additional heights and FSR to be applied to the centre. There is additional capacity on the commuter train network to ensure transport choice for existing and future residents”.*

Comment:

It is noted that council recognises the future growth potential of Bexley North town centre. It is anticipated that the proposed up-zoning encourages/stimulates future planning review of the town centre.

Table 3 below identifies how the Planning Proposal is consistent with the community outcomes.

### **Table 3 – Consistency with Rockdale City Community Strategic Plan**

Outcome	Objective	Strategy	Consistency

**Rockdale City Community Strategic Plan**

**Question 5: Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?**

The planning proposal is consistent with the provisions of the following State Environmental Planning Policies that are relevant to the circumstances of the proposal.

**Table 4 - Consistency with State Environmental Planning Policies**

No.	Title	Consistency with Planning Proposal
1	Development Standards	(Repealed by <i>RLEP 2011</i> )
14	Coastal Wetlands	Not Applicable
15	Rural Land sharing Communities	Repealed
19	Bushland in Urban Areas	Not Applicable
21	Caravan Parks	Not Applicable
22	Shops and Commercial	Not Applicable

	Premises	
26	Littoral Rainforests	Not Applicable
29	Western Sydney Recreation Area	Repealed
30	Intensive Aquaculture	Not Applicable
32	Urban Consolidation (Redevelopment of Urban Land)	Repealed
33	Hazardous and Offensive Development	Not Applicable
36	Manufactured Home Estates	Not Applicable
39	Spit Island Bird Habitat	Repealed
44	Koala Habitat Protection	Not Applicable
47	Moore Park Showground	Not Applicable
50	Canal Estate Development	Not Applicable
52	Farm Dams and Other Works in Land and Water Management Plan Areas	Not Applicable
55	Remediation of Land	Clause 6 of the SEPP requires potential site contamination and remediation to be considered by planning



		proposals in circumstances where there is a zoning amendment that would permit a change of use of the land. The applicant seeks to alter the zoning which applies to the site. A contamination report has been provided and identifies that the site is suitable for redevelopment. Will be consistent
59	Central Western Sydney Regional Open Space and Residential	Repealed
60	Exempt and Complying Development	(Repealed by <i>RLEP 2011</i> )
62	Sustainable Aquaculture	Not Applicable
64	Advertising and Signage	Not Applicable
65	Design Quality of Residential Flat Development	The primary objective of the SEPP is to improve the design quality of residential flat development in New South Wales. The design concept plans that form part of the planning proposal documentation have been prepared by a

		qualified architect. Will be consistent
70	Affordable Housing (Revised Schemes)	Not Applicable
71	Coastal Protection	Not Applicable
	(Affordable Rental Housing) 2009	Not Applicable
	(Building Sustainability Index: BASIX) 2004	BASIX certification will be required at the development application stage. Will be consistent
	(Exempt and Complying Development Codes) 2008	Not applicable
	(Housing for Seniors or People with a Disability) 2004	Not applicable
	(Infrastructure) 2007	Consistent
	(Kosciuszko National park Alpine Resorts) 2007	Not applicable
	(Kurnell Peninsula) 1989	Not applicable
	(Major Development) 2005	Not Applicable
	(Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable

	(Miscellaneous Consent Provisions) 2007	Not applicable
	(Penrith Lakes Scheme) 1989	Not Applicable
	(Rural Lands) 2008	Not Applicable
	(SEPP 53 Transitional Provisions) 2011	Not applicable
	(State and Regional Development) 2011	Not applicable
	(Sydney Drinking Water Catchment) 2011	Not Applicable
	(Sydney Region Growth Centres) 2006	Not Applicable
	(Three Ports) 2013	Not Applicable
	(Urban Renewal) 2010	Not Applicable
	(Western Sydney Employment Area) 2009	Not Applicable
	(Western Sydney Parklands) 2009	Not Applicable

See Table 5 below which reviews the consistency with the formerly named State Regional Environmental Plans, now identified as deemed SEPPs.

**Table 5** - Consistency with deemed State Environmental Planning Policies

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

**Question 6: Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?**

See Table 6 below which reviews the consistency with the Ministerial Directions for LEPs under section 117 of the *Environmental Planning and Assessment Act 1979*.

**Table 6** - Consistency with applicable Ministerial Directions

**1. Employment and Resources**

No.	Title	Consistency with Planning Proposal
1.1	Business and Industrial Zones	Not Applicable
1.2	Rural Zones	Not Applicable
1.3	Mining, Petroleum Production & Extractive Industries	Not Applicable
1.4	Oyster Aquaculture	Not Applicable
1.5	Rural Lands	Not Applicable

**2. Environment and Heritage**

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

**3. Housing, Infrastructure and Urban Development**

No.	Title	Consistency with Planning Proposal
3.1	Residential Zones	Consistent
3.2	Caravan Parks and Manufactured Home Estates	Not Applicable
3.3	Home Occupations	Not Applicable
3.4	Integrating land use and Transport	Consistent
3.5	Development near Licensed Aerodromes	Not Applicable
3.6	Shooting ranges	Not Applicable

**4. Hazard and Risk**

No.	Title	Consistency with Planning Proposal
4.1	Acid Sulfate Soils	Consistent
4.2	Mine Subsidence and Unstable Land	Not Applicable
4.3	Flood Prone Land	Consistent
4.4	Planning for Bushfire Protection	Not Applicable

**5. Regional Planning**

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

**6. Local Plan Making**

No.	Title	Consistency with Planning Proposal
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6.1	Approval and Referral Requirements	Consistent
6.2	Reserving land for Public Purposes	Not Applicable
6.3	Site Specific Provisions	Not Applicable
<b>7. Metropolitan Planning</b>		
<b>No.</b>	<b>Title</b>	<b>Consistency with Planning Proposal</b>
7.1	Implementation of A Plan for Growing Sydney	Consistent

## C Environmental, social and economic impact

### **Question 7: 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?**

No impacts arise from the planning proposal as the site does not contain critical habitat, threatened species, populations or ecological communities.

### **Question 8: Are there any other likely environmental effects as a result of the planning proposal and how they might be managed?**

The key characteristics of the site are:

- The subject site is not identified as being of heritage significance.
- The site is not located within a heritage conservation area.
- The subject site does not contain significant vegetation or critical habitat.
- The subject site is not near a natural water course. Some overland flooding is identified across certain lots in the street block however such does not constitute an impediment to redevelopment.
- The site is not within a bushfire hazard area.
- The subject site is not potentially affected by acid sulphate soils.
- The subject site will require the decommissioning of a redundant service station however contamination is not a constraint restricting development of the site.

An expert report addressing contamination has been prepared supporting the planning proposal. The subject site can be suitably developed to provide co-ordinated and safe vehicle access and the development is likely have a reduced traffic generation than the current uses on-site.

An expert report addressing flooding and stormwater management plan has been prepared supporting the planning proposal.

**Question 9: Has the planning proposal adequately addressed any social or environmental impacts?**

Potential flood and acid sulphate soil impacts have been adequately addressed in previous reporting and Council assessments. The urban design aspects of the proposed redevelopment have been addressed in the architects design statement. The planning proposal promotes the aims and objectives of the strategic framework as detailed in section 3.4 of this report. Section 3.3.3 of this report canvasses the community benefits of the development. There are no additional matters or likely impacts specific to the site.

**D State and Commonwealth interests**

**Question 10: Is there adequate public infrastructure for the planning proposal?**

All utility services (telephone, electricity, sewer and water) are available to the site. A Voluntary Planning Agreement is proposed to be prepared addressing local service and facility provision including contributions towards improvements to the open space parcels within the street block and possible provision of new pedestrian footpaths providing better pedestrian connectivity to the site from the town centre.

The road network has the capacity to accommodate the proposed densities.

**Question 11: What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

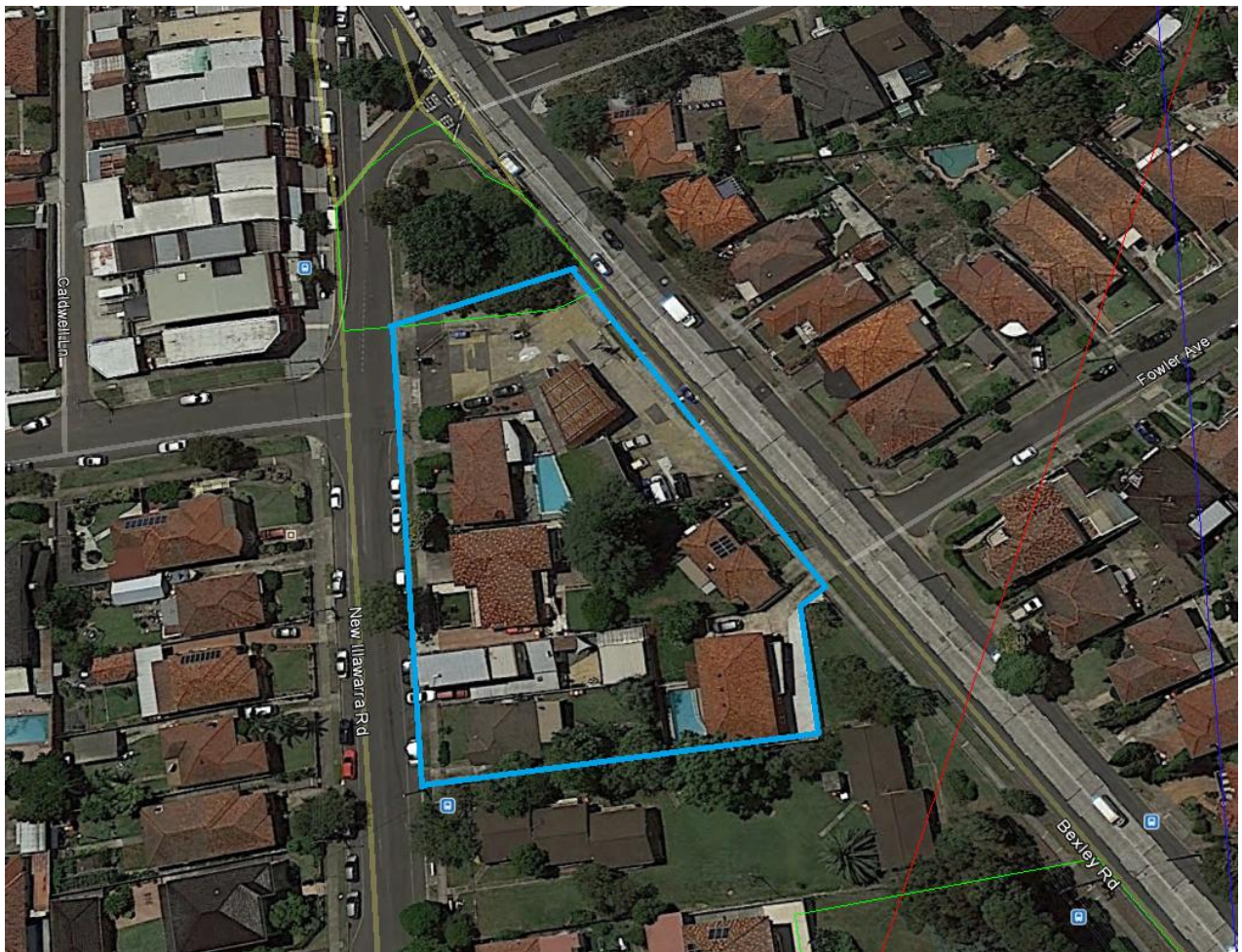
There has been no consultation at this point. The planning proposal does not raise any matters of State and Commonwealth significance beyond the matters addressed in this report. If any additional matters are identified in the gateway determination then they will be addressed at that point.



## Part 4 – Mapping

The following mapping documents have been prepared in support of the planning proposal:

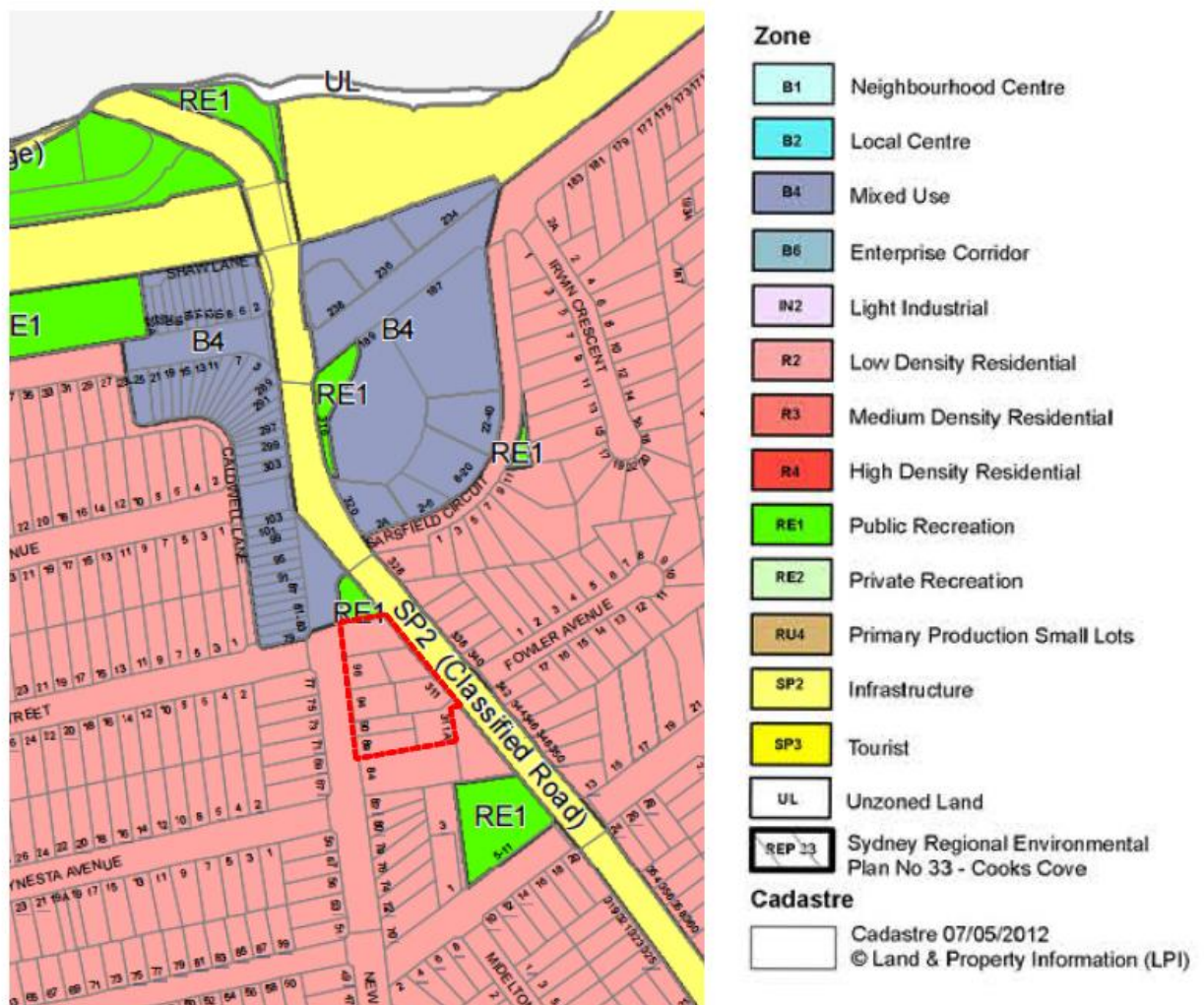
- site identification maps including aerial photographs of the site and its context (sections 3.1.1 and 3.1.2 of this report).
- current and proposed development standards relating to the land – zoning, FSR, and building height (section 3.2.2 of this report).
- plans of the proposed redevelopment of the site.



**Site Context Map**

Maps 1 to 6 illustrate the current control maps as well as proposed controls. Specifically, the zoning, height of building and floor space ratio are proposed to be modified by this planning proposal.

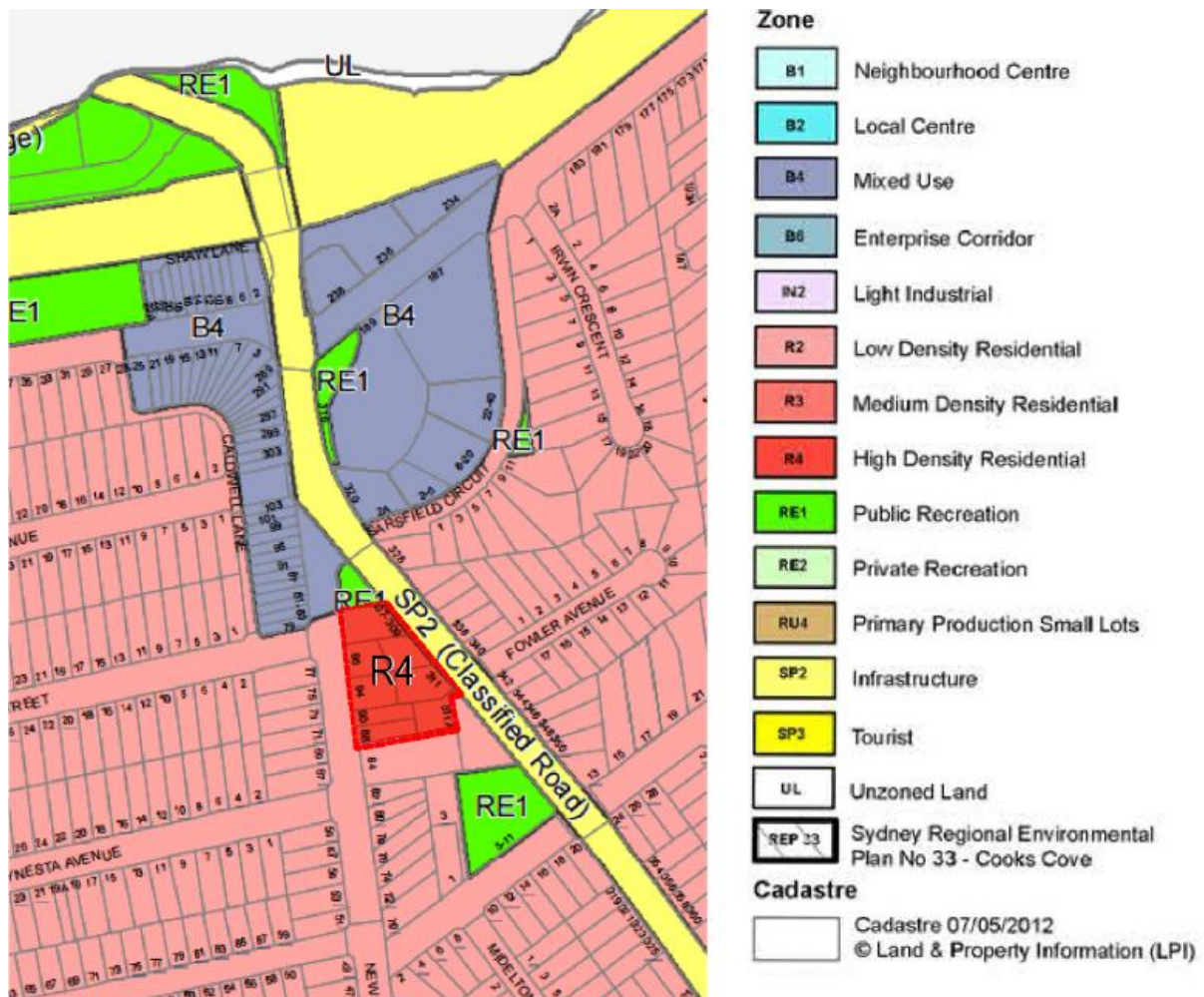
Map 1 below shows the current land zoning control as per **Rockdale LEP 2011**.



**Map 1: Current Land Zoning Control (R2 – Low Density Residential)**



Map 2 below shows the proposed land zoning control.



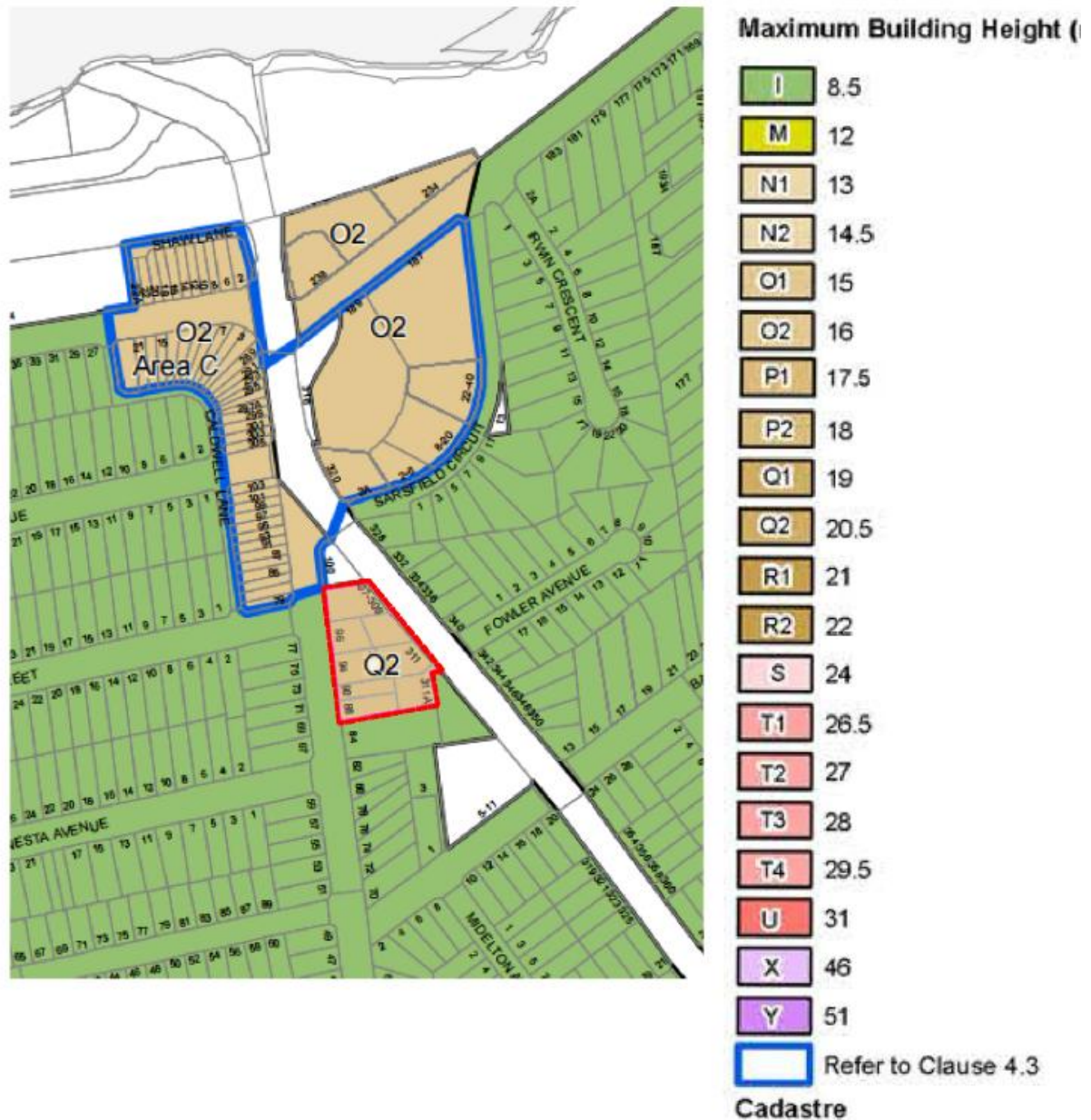
**Map 2: Proposed Land Zoning Control (R4 – High Density Residential)**

Map 3 below shows the current maximum building height control as per Rockdale LEP 2011.



Map 3: Current Height Control (I – 8.5m)

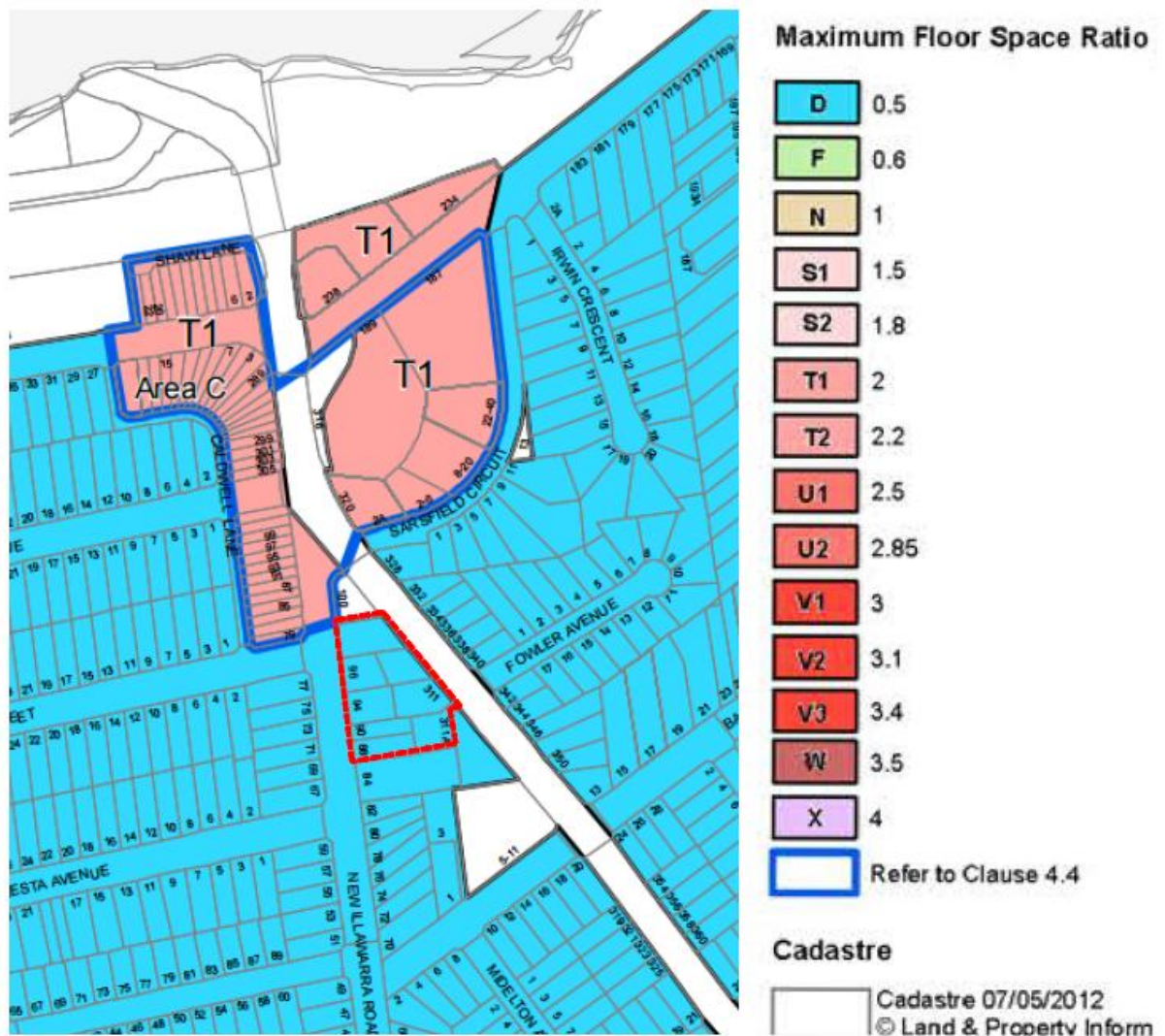
Map 4 below shows the proposed maximum building height control.



Map 4: Proposed Maximum Height Control (Q2 – 20.5m)

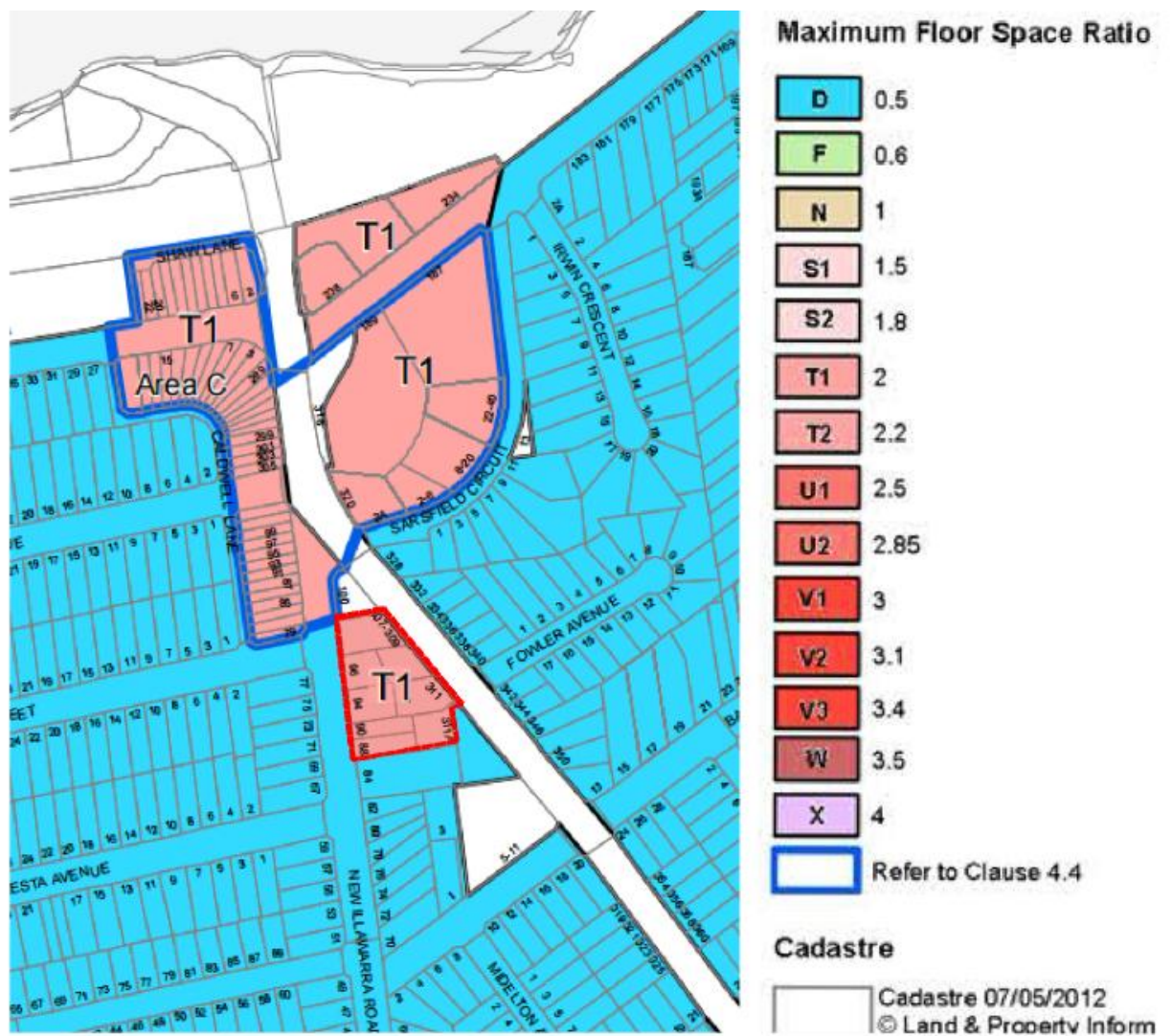


Map 5 below shows the current floor space ratio control as per Rockdale LEP 2011.



Map 5: Current Floor Space Ratio Control (D – 0.5:1)

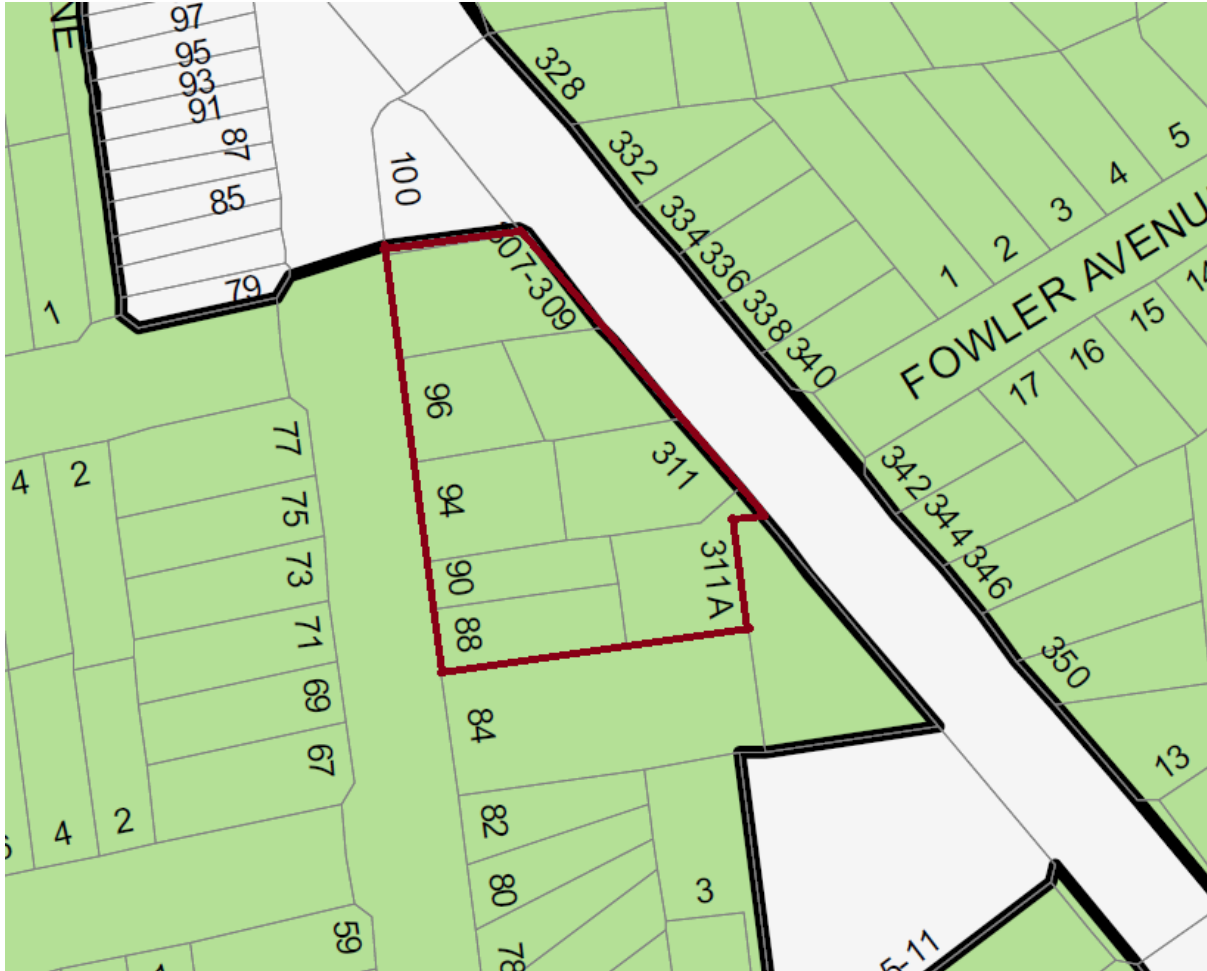
Map 6 below shows the proposed floor space ratio.



Map 6: Proposed Floor Space Ratio Control (T1 – 2:1)

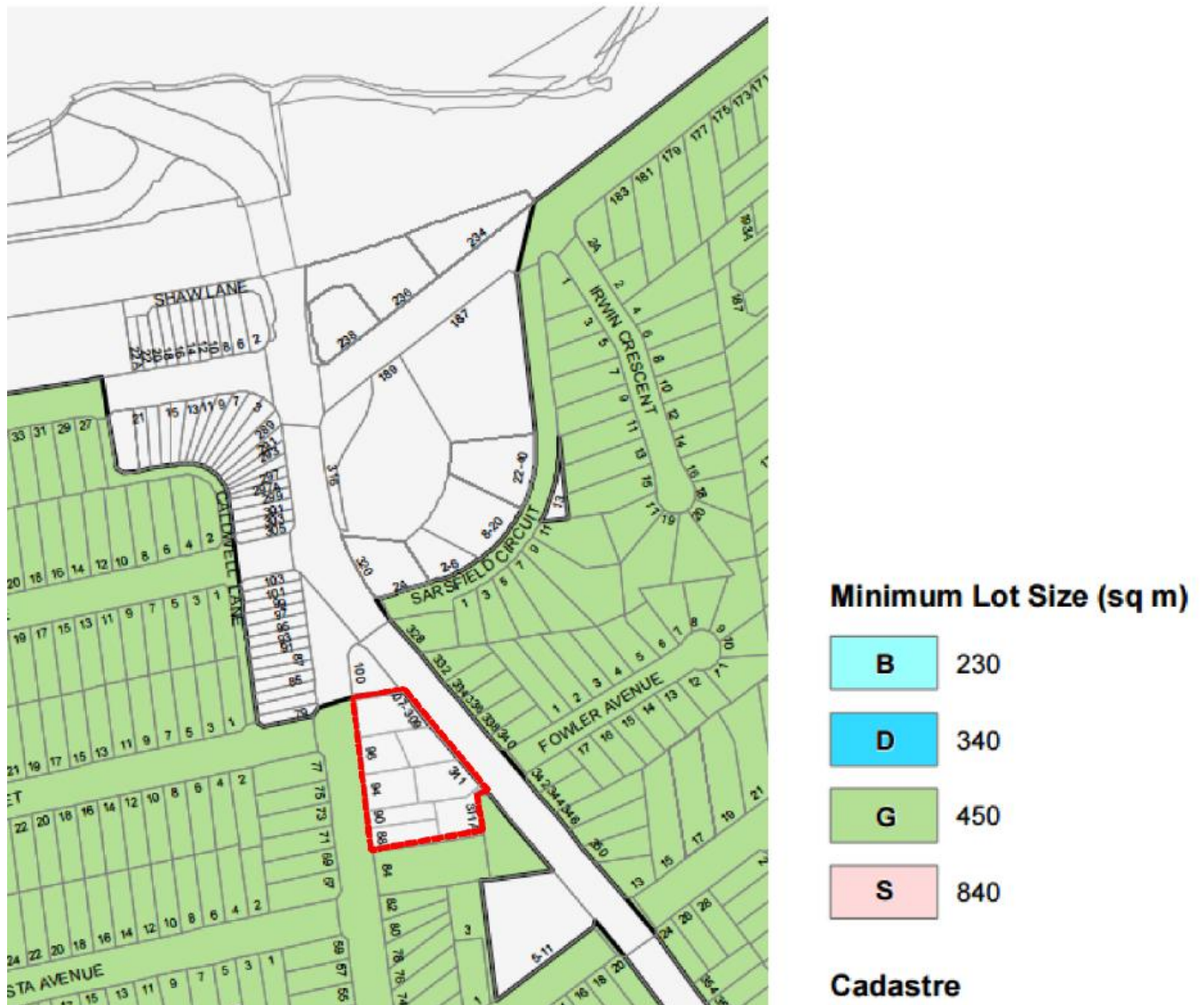


Map 7 below shows the current Lot Size map as per Rockdale LEP 2011.



Map 7: Current Lot Size Map

Map 8 below shows the removal of a lot size applicable to the site.



## **Part 5 - Community Consultation**

In preparing the planning proposal the applicant has consulted with senior officers from Rockdale City Council.

The Gateway determination will confirm the extent of public consultation that must be undertaken in respect of the planning proposal. The Gateway will also confirm the scope of additional information that may be required and the range of agencies to be consulted. This part of the proposal will be revised to reflect the consultation requirements specified in the determination.

## Part 6 – Project Timeline

Anticipated commencement date (date of Gateway determination)	July 2017
Anticipated timeframe for the completion of required technical information	August 2017
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	August - September 2017
Commencement and completion dates for public exhibition period	September 2017
Dates for public hearing (if required)	October 2017
Timeframe for consideration of submissions	October-November 2017
Timeframe for the consideration of a proposal post exhibition	December 2017
Date of submission to the department to finalise the LEP	January 2018
Anticipated date RPA will make the plan (if delegated)	January 2018
Anticipated date RPA will forward to the department for notification.	January 2018