

119 Barton Street, Monterey

Rezoning Review Report



On behalf of
Monterey Equity Pty Ltd
August 2018

Project Director

Kate Bartlett



.....

21 August 2018

Planners

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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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Table of Contents

1	Site analysis and context.....	1
1.1	Site description and current use.....	1
2	Background.....	4
2.1	Planning Proposal Objectives.....	6
2.2	Urban Design Analysis and Proposed Schematic Design.....	6
2.3	Building height and Floor Space Ratio.....	7
3	Strategic Planning Chronology.....	8
4	Specialist technical studies.....	11
4.1	Contamination.....	11
4.2	Stormwater Management.....	11
4.3	Geotechnical.....	11
4.4	Traffic Impact Assessment.....	12
4.4.1	Existing Environment.....	12
4.4.2	Proposed Environment.....	13
4.4.3	Summary of Findings.....	14
5	Rezoning Review and Strategic Merit Test.....	16
5.1	Strategic Merit Test.....	16
5.2	Site-specific merit test.....	22
6	Conclusion.....	25
7	Supporting information.....	27

Schedule of Figures and Tables

Figure 1 Site location	1
Figure 2 – Zoning Map Extract.....	2
Figure 3 Urban Design Schematic Design Site Plan Extract	7
Figure 4 – Three Cities Mapping Extract.....	18
Figure 5 – Cook Park Plan of Management and Master Plan 2010.....	22
Table 1 – Key site details.....	1
Table 2 – RE2 Zone – Rockdale Local Environmental Plan 2011 (RLEP 2011)	2
Table 3 – Strategic Planning Chronology	8
Table 4 – Assessment of the Planning Proposal Against the relevant Directions of the Greater Sydney Regional Plan.....	19

Supporting Information

- Completed application form;
- Political disclosure form;
- \$25,000 administration and assessment fee;

Attachment 1- Planning Proposal as lodged August 2017, which includes;

- Planning Proposal;
- Appendix 1 Supporting environmental assessment, design and engineering studies;
- Appendix 2 – Subject site, locality and regional context;
- Appendix 3 – 3D Study model
- Appendix 4 – Rockdale Development Control Plan 2011

Attachment 2 – Council Report to Bayside Planning Panel Meeting 1 May 2018.

Attachment 3 – Bayside Planning Panel Meeting Minutes 1 May 2018.

Attachment 4 – Bayside Council Meeting Agenda 13 June 2018.

Attachment 5 – Bayside Council Meeting Minutes 13 June 2018.

Attachment 6 – Bayside Council Meeting Agenda 11 July 2018.

Attachment 7 – Bayside Council Meeting Minutes 11 July 2018.

Attachment 8 – Council Notification of Resolution dated 16 July 2018.

Executive Summary

This report provides information to support a Rezoning Review of the Planning Proposal for 119 Barton Street, Monterey and has been prepared in accordance with the Department of Planning and Environment guideline, *A Guide to Preparing Local Environmental Plans*, August 2016.

The objectives of the Planning Proposal are;

- To improve an underutilised site that does not meet its full potential through enabling development to be permitted that is consistent with the surrounding locality.
- To enable development opportunities for land which lies within walking distance of public transport. The subject land lies within easy walking distance of bus services along Chuter Ave (270m west) and the Grand Parade (130m east). The Grand Parade is serviced by bus routes travelling north, Route 303 (Sans Souci to Circular Quay), and south, Route 478 (Ramsgate to Rockdale). An express service, Route X03, operates between Sans Souci and Circular Quay during peak periods Monday to Friday providing access to the city (Central Station) within 30 mins. Chuter Ave is serviced by Route 947, which runs between Hurstville to Kogarah.
- To support the increase of housing promoted in the then Draft District Plans across the Bayside LGA by monitoring the delivery of the five-year housing target of 10,150 dwellings while recognising significant growth in infill areas.
- By promoting housing diversity and affordability which is an objective of the Greater Sydney Regional Plan – a metropolis of three cities and the Eastern City District Plan
- To meet the directions of Section 9.1 Directions (formerly S.117) of the Environmental Planning and Assessment Act 1979 relating to the promotion of a variety of housing types to meet future needs within residential zones.
- To meet the directions of Section 9.1 Directions (formerly S.117) of the Environmental Planning and Assessment Act 1979 in relation to integrating land use and transport

The Planning Proposal included amendments to the Rockdale Local Environmental Plan 2011 (RLEP) to;

- Rezone land from RE2 Private Recreation to R3 Medium Density Residential.
- Introduced the following development standards;
 - Maximum Floor Space Ratio (FSR) of 0.6:1;
 - Maximum height of building of 8.5m; and,
 - Minimum lot size of 450m².

Rothelowman prepared an Urban Design Analysis supporting the viability of the Planning Proposal and have included a proposed schematic master plan providing details of an indicative outcome comprising one and two storey townhouses, internal vehicle network, solar analysis and overshadowing diagrams.

The schematic design proposed 28 townhouses within the site which comprise a mix of one and two storey dwellings. The urban design analysis and proposed schematic

design is considered to have sound planning merit and will not result in unreasonable impacts on the surrounding properties.

In addition to providing an Urban Design Analysis the Planning Proposal is supported by geotechnical and land contamination investigations, traffic impact assessment and stormwater review. The reviews have determined that the subject site is suitable for the proposed use and will not cause any unreasonable risk or impact to future occupants or surrounding land uses.

The Planning Chronology details many strategic planning documents prepared by Government, Council and other groups over the period 2017 to 2018. The Proposal is consistent with the various objectives and actions outlined within the Strategic Context at the time of submission as well as the current Strategic Context.

The strategic and site specific merit of the Planning Proposal presented in this report has also been echoed by Council Officers and the Bayside Planning Panel through;

- Council officers' report to the Agenda of the 1 May 2018 Bayside Planning Panel Meeting;
- The recommendation made by the Bayside Planning Panel on 1 May 2018;
- Council officers' report to the Agenda of the 13 June 2018 Council Meeting; and,
- Council officers' report to the Agenda of the 11 July 2018 Council Meeting.

Despite the merit of the Planning Proposal, the Council resolved at their July 2018 meeting, to not progress the Planning Proposal to Gateway Determination, without providing any planning merit reasons. The Applicant and Proponent have therefore requested that the Sydney Eastern City Planning Panel (the Panel) be appointed as the relevant Planning Authority to ensure that the Planning Proposal is considered on its planning merit and is efficiently and effectively progressed.

The report concludes by requesting that the Panel closely consider the strategic merit and site-specific merit of the Planning Proposal and recommends the rezoning go ahead to allow the development of the underutilised land in a fashion that is consistent with the surrounding character.

1 Site analysis and context

The draft Planning Proposal (**Attachment 1**) contains detailed analysis of the site and surrounding context. In order to assist with the review a brief summary is provided below.

1.1 Site description and current use

The subject site is located at 119 Barton Street, Monterey and is legally described as Lot 2 DP857520. The site includes the former Sir Frances Drake Bowling club and incorporates an area of approximately 7,218m². The site has frontage to Barton Street only and adjoins existing detached residential dwellings to the north, south and west. To the east is an existing multi housing dwelling development.



Figure 1 Site location

Source: SIXMaps, modified by Mecone

Table 1 – Key site details	
Site	Detail
Legal description	Lot 2 DP857520
Site area	7,218sqm
Existing use and built form	The land has previously been used as a bowling club and has an existing one storey building, bowling greens and car parking areas. The operation of the bowling club has since ceased.
Transport access	The subject is supported by good access to the surrounding local and arterial road network. From Barton Street access is provided to Rocky Point Road to the west and the Grand Parade to the east, both of which are considered major thoroughfares in north and south directions within the locality.

Current zoning

The subject site is zoned as *RE2 Private Recreation* under the Rockdale Local Environmental Plan 2011 (RLEP). Surrounding land in the immediate vicinity is zoned R3 Medium Density Residential.

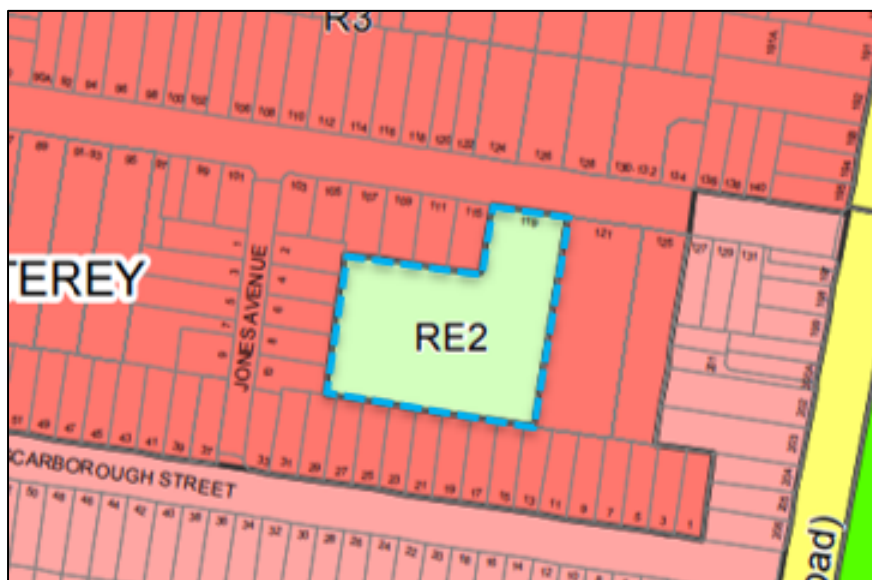


Figure 2 – Zoning Map Extract

The RE2 land use zone dramatically restricts the development potential of the site, as detailed in **Table 2**.

Table 2 – RE2 Zone – Rockdale Local Environmental Plan 2011 (RLEP 2011)	
Provision	Description
Objectives	<ul style="list-style-type: none"> To enable land to be used for private open space or recreational purposes. To provide a range of recreational settings and activities and compatible land uses. To protect and enhance the natural environment for recreational purposes.
Permitted without consent	Roads
Permitted with consent	Boat launching ramps; Building identification signs; Business identification signs; Community facilities; Environmental facilities; Environmental protection works; Jetties; Kiosks; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Water supply systems
Prohibited	Any development not specified in item 2 or 3

Table 2 – RE2 Zone – Rockdale Local Environmental Plan 2011 (RLEP 2011)	
Height	No height controls apply
Floor Space Ratio	No floor space ratio controls apply
Other provisions	Class 4 Acid Sulfate soils

2 Background

In August 2017 a draft Planning Proposal was submitted to Bayside Council over the site at 119 Barton Street, Monterey. The Planning Proposal included amendments to the RLEP to;

- Rezone land from RE2 Private Recreation to R3 Medium Density Residential.
- Introduce the following development standards;
 - Maximum Floor Space Ratio (FSR) of 0.6:1;
 - Maximum height of building of 8.5m; and,
 - Minimum lot size of 450m².

The draft Planning Proposal was reported to the Bayside Planning Panel on 1 May 2018. The Agenda in **Attachment 2** supports the Planning Proposal, stating that;

The Bayside Planning Panel recommend to Council that pursuant to section 3.34 of the Environmental Planning and Assessment Act 1979 (EP&A Act) the draft Planning Proposal for land known as 119 Barton Street, Monterey be submitted to the Department of Planning & Environment (DPE) for a Gateway Determination.

The Bayside Planning Panel Meeting Minutes in **Attachment 3** show that the following members of the Bayside Planning Panel unanimously supported the draft Planning Proposal and recommended the draft Planning Proposal be submitted to the Department of Planning and Environment for Gateway Determination:

- Jan Murrell;
- Robert Montgomery;
- Helen Deegan; and,
- Patrick Ryan.

The Bayside Planning Panel gave the following justification for the decision;

The Panel is of the view that the proposed rezoning will allow for development that is in character with the adjoining residential area.

Subsequent to the Bayside Planning Panel's unanimous support, the draft Planning Proposal went to Council's Meeting on 13 June 2018. The 13 June 2018 Council Meeting Agenda (**Attachment 4**) included the Council Officer's report, which recommended;

- 1. That Council endorse the Planning proposal for Gateway Determination based on the recommendation of the Bayside Planning Panel dated 1 May 2018;***
- 2. That Council submit the draft Planning Proposal for 119 Barton Street, Monterey to the Department of Planning and Environment, for a Gateway Determination, pursuant to section 3.3.4 of the Environmental Planning & Assessment Act 1979.***

The 13 June 2018 Council Meeting Minutes (**Attachment 5**) show that the Council resolved to defer the matter to a General Manager Briefing Session to "enable further understandings of the matter". The Applicant and Proponent were not informed of the reasons for the deferral of the matter or what the subject of the

General Manager Briefing was, nor was there any opportunity made for the Applicant or Proponent to attend the briefing.

The Applicant at this time were progressing (and are continuing to progress) a Planning Agreement that would support the Planning Proposal. On the afternoon of 11 July 2018, during the course of discussions with Council regarding the progress of the Planning Agreement calculations, the Applicant was advised that the Planning Proposal was being considered at the Council meeting occurring that evening. No formal notification was given to the Applicant that the matter was on the agenda for the 11 July 2018 meeting. The Applicant was not afforded sufficient time to make themselves available to address the Council at the 11 July 2018 meeting.

Despite the consideration of the Planning Proposal being deferred from the 13 June 2018 Council Meeting for a General Manager Briefing, the Council Officer's recommendation to Council in the 11 July 2018 Agenda did not change and stated;

1. *That Council endorse the Planning proposal for Gateway Determination based on the recommendation of the Bayside Planning Panel dated 1 May 2018;*
2. *That Council submit the draft Planning Proposal for 119 Barton Street, Monterey to the Department of Planning and Environment, for a Gateway Determination, pursuant to section 3.3.4 of the Environmental Planning & Assessment Act 1979 (see **Attachment 6**)*

It is our understanding that the Meeting Minutes from the 11 July 2018 (**Attachment 7**) Council Meeting indicate that Councillors McDonald and Tsounis originally supported the proposal, with Councillors Saravinovski, Sedrak, Morrissey, Curry, Rapisardi, Nagi, Ibrahim, Poulos, McDougall, Barlow and Awada voting against.

Councillors Nagi and Poulos then proposed a new motion to not support the proposal and it appears that all Councillors (including McDonald and Tsounis) voted in favour of this new motion.

The Applicant was advised of Council's decision in correspondence dated 16 July 2018 (**Attachment 8**). The Council Meeting Minutes dated 11 July 2018 (**Attachment 7**) and the correspondence dated 16 July 2018 (**Attachment 8**) do not give any justification for Council's decision.

Council's decision to not support the Planning Proposal for Gateway Determination in the 11 July 2018 Council meeting directly conflicts with;

- **Council officers' report to the Agenda of the 1 May 2018 Bayside Planning Panel Meeting;**
- **The recommendation made by the Bayside Planning Panel on 1 May 2018;**
- **Council officers' report to the Agenda of the 13 June 2018 Council Meeting; and,**
- **Council officers report to the Agenda of the 11 July 2018 Council Meeting.**

As no justification has been given by Council for the departure from the above recommendations made by Council Officers and the Bayside Planning Panel, it appears that this decision was not made based on planning merit grounds.

2.1 Planning Proposal Objectives

The Planning Proposal included amendments to the RLEP to;

- Rezone land from RE2 Private Recreation to R3 Medium Density Residential.
- Introduce the following development standards;
 - Maximum Floor Space Ratio (FSR) of 0.6:1;
 - Maximum height of building of 8.5m; and,
 - Minimum lot size of 450m².

The Objectives of the rezoning and LEP amendments proposed in the planning proposal are:

- To improve an underutilised site that does not meet its full potential through enabling development to be permitted that is consistent with the surrounding locality.
- To enable development opportunities for land which lies within walking distance of public transport. The subject land lies within easy walking distance of bus services along Chuter Ave (270m west) and the Grand Parade (130m east). The Grand Parade is serviced by bus routes travelling north, Route 303 (Sans Souci to Circular Quay), and south, Route 478 (Ramsgate to Rockdale). An express service, Route X03, operates between Sans Souci and Circular Quay during peak periods Monday to Friday providing access to the city (Central Station) within 30 mins. Chuter Ave is serviced by Route 947, which runs between Hurstville to Kogarah.
- To support the increase of housing promoted in the then Draft District Plans across the Bayside LGA by monitoring the delivery of the five-year housing target of 10,150 dwellings while recognising significant growth in infill areas.
- By promoting Housing diversity and affordability which is an objective of the Greater Sydney Regional Plan – a metropolis of three cities and the Eastern City District Plan
- To meet the directions of Section 9.1 Directions (formerly S.117) of the Environmental Planning and Assessment Act 1979 relating to the promotion of a variety of housing types to meet future needs within residential zones.
- To meet the directions of Section 9.1 Directions (formerly S.117) of the Environmental Planning and Assessment Act 1979 in relation to integrating land use and transport.

2.2 Urban Design Analysis and Proposed Schematic Design

Rothelowman have prepared an Urban Design Analysis supporting the viability of the planning proposal inclusive of the following:

- An urban context analysis including analysis of the surrounding land uses, the surrounding traffic and road network, scale of surrounding development, topography, solar access and views from Barton Street
- A proposed schematic master plan providing details of an indicative scheme comprising one and two storey townhouses, internal vehicle network, solar analysis and overshadowing diagrams.

The schematic design proposed 28 townhouses within the site which comprise a mix of one and two storey dwellings. The urban design analysis and proposed schematic

design is considered to have acceptable planning merit and will not result in unreasonable impacts on the surrounding properties. Any perceived impacts would be typical of any transition to medium density housing which could occur in any area previously of a lower density. Overall it is considered the proposal provides an appropriate urban outcome which will not cause adverse impacts on surrounding properties or the character of the streetscape.

The Bayside Planning Panel Meeting Minutes from 1 May 2018 (Attachment 3) show that the Panel unanimously supported the Planning Proposal and were of the view that “the proposed rezoning will allow for a development in character with the adjoining residential area”.

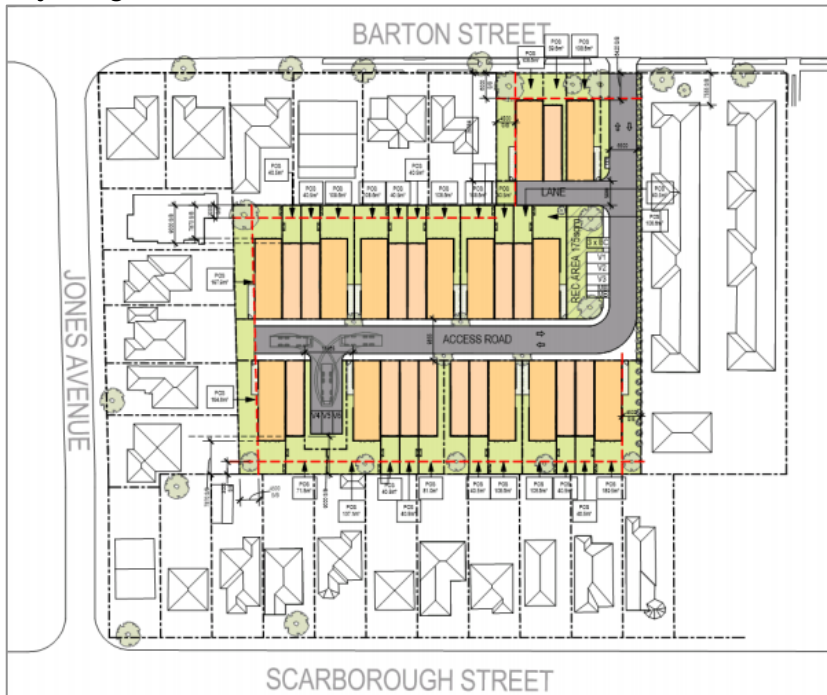


Figure 3 Urban Design Schematic Design Site Plan Extract

2.3 Building height and Floor Space Ratio

The Proposal seeks to apply a maximum building height control of 8.5 metres and a maximum Floor Space Ratio control of 0.6:1.

The proposed schematic design which forms part of the Urban Design Analysis proposed a mixture of one and two storey townhouses including 15 x 1 storey and 13 x 2 storey developments which comply with proposed controls.

The nature of the design responds to the topography of the site which falls gradually from Barton Street to the south east corner of the lot. Furthermore, the proposed schematic design demonstrates a suitable planning outcome in relation to meeting solar requirements and overshadowing impacts.

Again, this is achieved by adopting the RLEP controls of adjoining land uses and providing adequate building separation from existing dwellings in the surrounds.

3 Strategic Planning Chronology

The Planning Proposal is not a result of any specific strategy, however the proposal is consistent and reflects, broader strategies, objectives and directions of the relevant regional and strategic documents such as A Plan for Growing Sydney (now superseded), The Greater Sydney Region Plan – A Metropolis of Three Cities, the draft South District Plan (now superseded) and the Eastern City District Plan, provide clear support for the rezoning of the site to medium density scale residential development (potentially 28 dwellings). Furthermore, the suitability of the zoning and controls proposed by the Planning Proposal is highlighted by the nature of development in the surrounds, which is subject to the same zoning and controls proposed.

Table 3 – Strategic Planning Chronology		
Date	Strategy	Description
2014	A Plan for Growing Sydney	<p>A Plan for Growing Sydney anticipates that 664,000 new homes will be needed by 2031. The Plan highlights the importance of facilitating the movement of Sydney residents between their homes, their jobs, commercial centres and open spaces. Goals established by the Plan include the following (emphasis added):</p> <ul style="list-style-type: none"> • A competitive economy with world-class services and transport; • A city of housing choice with homes that meet our needs and lifestyles; • A great place to live with communities that are strong, healthy and well connected; and • A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources. <p>The proposal is consistent with the Plan as it will accelerate the delivery of housing to contribute to the State Government target of 664,000 homes by 2031. These homes will be supported by public transport, utilities, social infrastructure and employment opportunities easily accessible from the subject site.</p>
2016	Draft District Plans	<p>The Draft District Plans were put on exhibition by the Greater Sydney Commission (GSC) in November 2016 and follow the direction set by A Plan for Growing Sydney.</p> <p>The Draft District Plans support the increase of housing across the Bayside LGA by monitoring the delivery of the five-year housing target of 10,150 dwellings while recognising significant growth in infill areas. Housing diversity and affordability are also major considerations in the strategic direction of LGAs located in the Central District. An increase in the proportion of people that are ageing and/or disabled has highlighted a need for the delivery of diverse housing which includes smaller homes, group homes, adaptable homes and aged care facilities.</p> <p>The Draft District Plans also supports the growth of the Kogarah strategic centre which has been identified in</p>

Table 3 – Strategic Planning Chronology

		<p>the South District Plan (Draft) as a health and education super precinct (Action P1 – South District). The precinct is 1.5km from the site.</p> <p>Objectives for managing the growth of the health and education precinct are as follows:</p> <ul style="list-style-type: none"> • promote synergies between the St George Hospital and other health and education related activities • encourage land use that will support the growth of the Kogarah health and education super precinct and will cater for specialised housing demands from staff, students and health visitors <p>The provision of additional housing stock on otherwise unused land in the proximity of the Kogarah health and education precinct has the potential to be occupied by staff, students and health visitors who benefit from the precinct. Therefore the proposal aligns with the objectives of the precinct.</p>
2018	A Metropolis of Three Cities	<p>The Greater Sydney Regional Plan, "A Metropolis of Three Cities" provides a long-term guide for land use planning for the greater Sydney Region. The Greater Sydney Regional Plan (The Plan) is a result of a review undertaken of a Plan for Growing Sydney 2014. The review undertaken revealed that while most of the directions of A Plan for Growing Sydney were still relevant, they required updating or strengthening to respond to new challenges for planning Greater Sydney towards 2056.</p> <p>The vision for the Region is to transform into a metropolis of three cities; Western Parkland City, Central River City and Eastern Harbour City. The subject site is located within the southern portion of the Eastern Harbour CBD City. In line with the plan the proposal will provide additional housing and contribute to housing objectives targets of 46,550 in the next 0-5 years and 157,500 up to 2036 for the Eastern City.</p> <p>These homes will be provided within established centres supported by public transport, utilities, social infrastructure and employment opportunities within the Kogarah Collaboration area, which is a prioritized health and education precinct within 1.5km of the proposal.</p>
2018	Eastern City District Plan	<p>An objective of the Eastern City District Plan is to increase housing across the Bayside LGA by contributing to the five-year (2016-2021) housing target of 10,150 additional dwellings. Housing provided is required to promote housing diversity and affordability as detailed in Planning Priority E5 of the Eastern City District Plan. This diversity in housing will address the proportion of the population that are ageing, and/or disabled or projected to be single person house occupants in the future.</p> <p>The Eastern City Distract Plan expresses a need for housing to be coordinated with local infrastructure provided with adequate access to public transport and strategic centres which provide jobs and services. Strategic centres accessible from the planning proposal</p>

Table 3 – Strategic Planning Chronology

		<p>site via public transport include the Sydney CBD, Miranda (southern district), and the Kogarah health and Education Precinct (Eastern City and South District).</p> <p>The Kogarah Health and Education Precinct is nominated as a collaboration area (2018-19) in the Greater Sydney Region Plan and South District Plan as a health and education precinct (Planning Priority S8 – South District). For this precinct the GSC will collaborate with key stakeholders to develop a shared vision, objectives, identify impediments and opportunities to:</p> <ul style="list-style-type: none"> • Prioritise land use to grow existing new allied health and educations services • Increase knowledge-based and population serving employment • Priorities opportunities for affordable housing, moderate income households and health visitors • Investigate opportunities to improve connections within the precinct and east-west transport connections within the district. <p>Given the proximity of the Planning Proposal site to the Kogarah Health and Education precinct and access to public transport environment in which the site is located, the Planning Proposal will support the objectives of the commission. The provision of new housing stock resulting from the rezoning will facilitate housing opportunities for moderate income earners be connected by public transport networks to the district, which over time are anticipated to further improve.</p>
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4 Specialist technical studies

In support of the Planning Proposal and in addition to the Urban Design Analysis the following technical studies have been prepared and are provided in **Attachment 1**:

- Contamination Assessment by Martens Consulting, March 2016
- Stormwater Management Overview Report by ADG, 9 March 2016
- Geotechnical assessment by Douglas Partners, 4 March 2016
- Traffic Impact Assessment, by Colston Budd Rogers & Kafes Pty Ltd, February 2016

A brief overview of the key findings of the technical studies provided in support of the Planning Proposal is provided below.

4.1 Contamination

A contamination assessment was undertaken by Martens Consulting in March 2016. The findings of the report considered that the site can be made suitable for proposed residential development provided that a Remediation Action Plan (RAP) was developed and implemented accordingly throughout the various stages of demolition and construction. Following the completion of the works in accordance with the RAP a validation report would be required to confirm site suitability.

4.2 Stormwater Management

A stormwater planning assessment completed by ADG Engineers Australia Pty Ltd (2016) concluded that the subject lot is not identified as flood prone and that all stormwater runoff generated at the site can be contained within the site boundaries and discharged via infiltration into sandy soils.

A preliminary stormwater strategy anticipates that stormwater runoff collected within the roof area of the future development will initially be directed towards the rainwater re-use tank/s for retention. Overflow from the re-use tanks will be conveyed to the proposed 173.4m³ infiltration system where stormwater runoff will be allowed to infiltrate into the ground (based on geotechnical results detailed below).

In conclusion, the report deemed that stormwater would be able to be appropriately managed in the event a medium density residential development was to be undertaken at the site.

4.3 Geotechnical

A Geotechnical Assessment by Douglas Partners was undertaken in March 2016. Based on the permeability test results, the nominal absorption rates are greater than Council's nominal absorption rate of 0.05 L/s/m² and as such the use of on-site absorption pits is considered to be feasible from a hydrogeological point of view.

4.4 Traffic Impact Assessment

Colston Budd Rogers & Kafes Pty Ltd prepared a Traffic Impact Assessment to support the Planning Proposal. The report examined the traffic implications of the existing environment and the impacts of the planning proposal

4.4.1 Existing Environment

To assess the impacts of the schematic design, the Traffic Impact Assessment considered the following relating to the existing environment:

- The site location, surrounding road network, traffic flows, intersection operations and access to public transport

Site Location and the Road Network

The subject site is within a block bound by Barton Street, the Grand Parade, Scarborough Street and Jones Avenue.

The Grand Parade travels in a north-south direction located east of the site. It is a divided road providing two lanes in either direction with right turning bays provided. In the vicinity of the site, the Grand Parade is subject to a 60km p/h speed limit with no stopping restrictions applying on both sides. Where the Grand Parade and Barton Street intersect there is a signalized intersection.

Barton Street is located north and forms the frontage of the site. It travels in an east-west direction between the Grand Parade to the east and Rocky Point Road to the west. Barton Street is subject to a 50km p/h speed limit and provides access to the site.

Scarborough Street is located to the south of the site and travels in an east-west direction between the Grand Parade to the east and its termination at a cul-de-sac near Scarborough Park to the west. Scarborough Street provides on traffic land and one lane parking in both direction with a subject 50km p/h speed limit.

Jones Avenue is located to the west of the site travelling in a north-south direction between Barton Street and Scarborough Street. It provides for two-way traffic with kerb side parking on both sides. Jones Avenue forms a 'T' Junction with Barton Street to the north and Scarborough Street to the south. Jones Avenue is subject to a 50km p/h speed limit.

Traffic Flows

In order to gauge traffic conditions, counts were undertaken from:

- Grand Parade and Barton Street; and
- Jones Avenue and Barton Street.

The results found the following:

- The Grand Parade carried some 2,780 to 4,300 vehicles per hour (two way) during the weekday morning and afternoon peak periods;
- Barton Street carried some 210 to 345 vehicles per hour (two way) during the weekday morning and afternoon peak periods; and
- Jones Avenue carried some 15 to 30 vehicles per hour (two way) during the weekday afternoon and Weekend midday peak periods.

Intersection Operations

To inform whether the road network had sufficient capacity to cater for the proposed schematic design, the intersections of Barton Street with the Grand Parade and Jones Avenue were analysed using the SIDRA computer program.

SIDRA analyse intersections controlled by traffic signals, roundabout and signs . SIDRA provides a performance measure which estimates the level of service of an intersection based on the average delay per vehicle experienced at that intersection.

Based on the SIDRA analysis, the existing intersection operations were observed as follows:

- For the intersection of the Grand Parade and Barton Street, SIDRA Analysis found that the signal controlled intersection operates with average delays for the highest delayed movement of some 27 seconds per vehicle during the weekday afternoon peak period. This is representative of a 'Service B', good level of service.
- For the 'T' intersection of Barton Street/Jones Avenue it was found that it operates with average delays for the higher delayed movements of 15 seconds per vehicle during the weekday afternoon peak hour. This represents a service level A/B, good level of service.

Public Transport

Assessment of the existing public transport network within the vicinity of the site found that good regular public transport services were provided within 300 metres. Bus Stops in the vicinity of the site were located on either side of Grand Parade, at nearby Chuter Avenue and were supported by safe pedestrian access via footpaths. Public transport provided included Sydney Buses and Transdev NSW buses. Sydney buses routes included the 303 (City to Sans Souci), X03 (City to Sans Souci Express) and 478 (Rockdale Station to Miranda). Transdev NSW buses included the 947 (Hurstville to Kogarah via Ramsgate and Bells Point) from Chuter Avenue.

4.4.2 Proposed Environment

The implications of the Planning Proposal were based on the proposed schematic design put forth which included the following:

- 28 townhouses (15 x 2 bedroom and 13 x three bedroom dwellings)
- 47 car parking spaces (41 residential and 6 visitor spaces)
- Internal road and access from Barton Street

To assess the impacts of the schematic design provided with the Planning Proposal, implications on the following were considered:

- Public transport
- Parking Provisions
- Access and internal layout
- Traffic effects

Public Transport

The report found that the site is accessible by public transport with bus services being provided to the city, Hurstville, Kogarah, Rockdale, Miranda and surrounding areas.

Therefore, the increase of residential densities close to public transport was considered appropriate.

Parking Provision

Parking provisions were assessed against the requirements of the Rockdale DCP 2011 (RDCP) which require 1 space per two bedroom dwelling, 2 spaces per three-bedroom dwelling and 1 space per 5 dwellings for visitor parking.

On this basis, when assessed against the RDCP rates the proposal would require 47 car parking spaces (41 residential and 6 visitor spaces) of which the proposed schematic design provides. The proposal is therefore considered appropriate in relation to car parking.

Access and Internal Layout

The vehicular access proposed from Barton Street via a 6.5-metre-wide entry/exit driveway will comply with AS2890.1-2004 according to the report (with respect to width, grades and provision of pedestrian line of sight).

In relation to car parking spaces all parking including residential, visitor and accessible parking spaces proposed were considered appropriate and in accordance with AS2890.1-2004 and AS 2890.6-2009.

Additionally, regarding service vehicles the internal road proposed through the site was deemed to provide a turning area suitable to allow service vehicles to enter and exit the site in a forward direction. Other service vehicles (such as tradesmen) were expected to be able to use on-street parking.

Overall, the proposed access arrangements, parking layouts, internal circulation and service arrangements are considered appropriate based on the traffic impact assessment.

Traffic Effects

An assessment against the RMS Guideline provides that traffic generation rates for medium density residential development are as follows:

- between 0.4 to 0.5 vehicle trips per hour for units up to 2 bedrooms; and
- 0.5 to 0.65 trips for units up to 3 bedrooms.

Based on the unit mix, a 0.5 trip rate has been adopted to assess the impacts on traffic. This rate would result in an additional 15 vehicles per two way during morning and afternoon peak hours.

The additional traffic of 15 vehicles generated per hour has been assigned to the adjoining road network and would result in an increase of 5-10 vehicles per hour (two way) on Barton Street.

This level of generation is considered a low increase, equivalent to only one vehicle every 6 to 12 minutes at peak times, and therefore considered not to have a noticeable effect on the surrounding road network.

4.4.3 Summary of Findings

In summary, the implications of the proposed schematic design submitted with the Planning Proposal are as follows:

- The subject site is accessible by public transport within 300m walking distance

- The Planning Proposal provides adequately in relation to car parking provisions
- Access and internal layout are able to be provided in accordance with relevant Australian Standards
- The proposed schematic design would result in a minor increase in traffic during the morning and afternoon peak periods
- The surrounding road network can accommodate traffic from the proposed development with no noticeable effects on the surrounding road network.

5 Rezoning Review and Strategic Merit Test

In the recently reviewed *A Guide for Preparing Local Environmental Plans 2016* it proposes that a request for rezoning review must pass two main tests. The strategic merit test and the site-specific merit test.

A consideration of the proposal against these two tests is provided below.

5.1 Strategic Merit Test

The strategic merit test poses three main criteria for assessing the strategic merit of a Planning Proposal:

1. Proposals must be consistent with 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
2. Consistent with a relevant local strategy that has been endorsed by the Department; or
3. Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognized by existing planning controls.

1. Proposals must be consistent with 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;

The Planning Proposal provides an assessment against A Plan for Growing Sydney and the Draft District Plans. The Planning Proposal notes that there are no strategies of sufficient detail to state that the proposal has been brought into existence following the adoption of such strategies. However, the more generalised strategies, directions and objectives support the conversion of the subject site into a minor residential development.

Since the submission of the Planning Proposal, the strategic plans mentioned above have since been superseded by the Greater Sydney Regional Plan – A Metropolis of Three Cities (updating a Plan for Growing Sydney) and the Finalised District Plans.

While new strategic plans have been applied, the Planning Proposal continues to receive strong strategic support by the updated strategies, directions and objectives of these documents.

This Rezoning Review Report provides an updated assessment of the Planning Proposal against the current Regional and District Plans, however the strategic merit remains largely consistent with what was demonstrated in the Planning Proposal supported by Council Planning Staff and the Bayside Planning Panel in;

- Council officers report to the Agenda of the 1 May 2018 Bayside Planning Panel Meeting;
- The recommendation made by the Bayside Planning Panel on 1 May 2018;
- Council officers report to the Agenda of the 13 June 2018 Council Meeting; and,

- Council officers report to the Agenda of the 11 July 2018 Council Meeting.

The main strategic documents relating to the site are listed below;

- A Plan for Growing Sydney 2014
- Greater Sydney Region Plan – A Metropolis of Three Cities
- The Eastern City and South District Plans

Set out below is an analysis of the Planning Proposal's consistency with these strategic planning documents.

A Plan for Growing Sydney

The Planning Proposal is aligned with the goals of a Plan for Growing Sydney are cited below:

- *Goal 1: A competitive economy with world class services and transport*
- *Goal 2: A City of Housing Choice with homes that meet our needs and lifestyles*
- *Goal 3: A great place to live with communities that are strong, healthy and well connected; and*
- *Goal 4: a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources*

The proposal is consistent with the A Plan for Growing Sydney as it will accelerate the delivery of housing to contribute to the State Government target of 664,000 homes by 2031 (direction 2.1 of a Plan for Growing Sydney). These homes will be provided within established centres supported by public transport, utilities, social infrastructure and employment opportunities including the Kogarah strategic centre, which lies approximately 1.5km from the subject site within the former South District and current Eastern City District. The Kogarah priority health and education precinct is planned to provide at least 10,000 jobs (direction 2.2).

The Planning Proposal will permit infill medium density development to meet the needs of the growing number of small households within a locality otherwise dominated by detached dwelling houses (direction 2.3).

Furthermore, the Planning Proposal will provide an opportunity to revitalise an existing suburb through the redevelopment of a disused facility to create an improved streetscape (direction 3.1). Redevelopment of the site has the potential to encourage a healthy community through the provision of communal open space, sustainable design and end of journey facilities that encourage cycling in this relatively flat area (direction 3.3).

Greater Sydney Regional Plan – A Metropolis of Three Cities

The Greater Sydney Regional Plan, "A Metropolis of Three Cities" provides a long-term guide for land use planning for the greater Sydney region. The Greater Sydney Regional Plan (The Plan) is a result of a review undertaken of a Plan for Growing Sydney 2014, which revealed that while most of the directions of A Plan for Growing Sydney were still relevant, they required updating or strengthening to respond to new challenges for planning greater Sydney towards 2056.

The vision for the region is to transform into a metropolis of three cities; Western Parkland City, Central River City and Eastern Harbour City. The subject site is located within the southern portion of the Eastern Harbour CBD City.



Figure 4 – Three Cities Mapping Extract

The Plan sets additional housing targets of 46,550 in the next 0-5 years and 157,500 up to 2036 for the Eastern City. These homes aim to be provided within established centres supported by public transport, utilities, social infrastructure and employment opportunities within the Kogarah Collaboration area, which is a prioritized health and education precinct within 1.6km of the subject site.

Furthermore, the Plan places an emphasis on the need for the 'missing middle' housing types to become more prevalent in the right locations. The 'missing middle' refers to medium density housing such as villas and townhouses within existing areas, that provide greater housing variety. The 'missing middle' housing typologies are said to be best suited in transitional areas between urban renewal precincts and existing neighbourhoods as follows:

- *residential land around local centres where links for walking and cycling help promote a healthy lifestyle*
- *areas with good proximity to regional transport where more intensive urban renewal is not suitable due to challenging topography or other characteristics*
- *lower density parts of suburban Greater Sydney undergoing replacement of older housing stock*

- areas with existing social housing that could benefit from urban renewal and which provide good access to transport and jobs

The Planning Proposal is consistent with the Plan in regards to the above as it will contribute to meeting additional housing targets within the Eastern City District and provide infill 'missing middle' development which is in demand in locations such as the subject site.

The Plan also applies 10 Directions across 4 criteria to develop the *Metropolis of Three Cities* vision. An assessment of the proposal against the relevant criteria and objectives is provided in the table below:

Table 4 – Assessment of the Planning Proposal Against the relevant Directions of the Greater Sydney Regional Plan		
Criteria	Objectives	Response
Infrastructure and collaboration	A city supported by infrastructure <ul style="list-style-type: none"> • Infrastructure supports the three cities • Infrastructure aligns with forecast growth • Infrastructure adapts to future needs • Infrastructure use is optimised 	The Planning Proposal is in a location which is supported by arterial road networks including the Grand Parade to the east and Rocky Point Road (which connects to the Princes Highway) to the west. Public transport is considered to be good in the area providing connections to local, strategic and priority precincts and anticipated to improve. Future infrastructure projects such as the F6 being investigated are also projects which highlight why the Planning Proposal should be supported to ensure the land use is optimizes.
	A Collaborative City <ul style="list-style-type: none"> • Benefits of growth realized by collaboration of governments, community and business 	The Planning Proposal would support additional housing stock being located in proximity to a planned collaboration area – the Kogarah Health and Education Precinct, in turn supporting its growth.
Liveability	A City for people <ul style="list-style-type: none"> • Services and infrastructure meet communities changing needs • Communities are healthy, resilient and socially connected • Greater Sydney's communities are culturally rich with diverse neighbourhoods • Greater Sydney celebrates the arts and supports creative industries and innovation 	The Planning Proposal would provide additional housing supply of a diverse nature serviced by adequate access to local and strategic centres and priority precincts. Furthermore, the Planning Proposal site is located in close proximity to parkland and the waterfront of Botany Bay to the east and Scarborough Park to the east highlighting the suitability of the site in regards to liveability.
	Housing the City <ul style="list-style-type: none"> • Greater Housing Supply • Housing is more diverse and affordable 	The Planning Proposal would provide additional housing supply of varying typologies on otherwise unused land. The additional supply would contribute to the affordability of housing within the

Table 4 – Assessment of the Planning Proposal Against the relevant Directions of the Greater Sydney Regional Plan

		area.
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The Eastern District Plan

The Planning Proposal provided an assessment of the proposal against the Draft Central and South District Plans. These plans were put on exhibition by the GSC in November 2016, however following public exhibition and stakeholder engagement have been superseded. The subject site is now located in the Eastern City District and subject of the Eastern City District Plan. While adjustments to the plans were made as a result of stakeholder engagement strong strategic support for the Planning Proposal remains in both the current Eastern City District Plan and the former draft Central and South District Plans.

An objective of the Eastern City District Plan is to increase housing across the Bayside LGA by contributing to the five-year (2016-2021) housing target of 10,150 additional dwellings. Housing is required to promote diversity and affordability as detailed in Planning Priority E5 of the Eastern City District Plan. This diversity in housing will address the proportion of the population that are ageing, and/or disabled or projected to be single person house occupants in the future.

The Eastern City District Plan expresses a need for housing to be coordinated with local infrastructure provided with adequate access to public transport and strategic centres which provide jobs and services. Strategic centres accessible from the Planning Proposal site via public transport include the Sydney CBD, Miranda (southern district), and the Kogarah health and Education Precinct (Eastern City and South District). The Kogarah Health and Education Precinct is nominated as a collaboration area (2018-19) in the Greater Sydney Region Plan and South District Plan as a health and education precinct (Planning Priority S8 – South District). For this precinct the commission will collaborate with key stakeholders to develop a shared vision, objectives, identify impediments and opportunities to:

- Prioritise land use to grow existing new allied health and educations services
- Increase knowledge-based and population serving employment
- Prioritise opportunities for affordable housing, moderate income households and health visitors
- Investigate opportunities to improve connections within the precinct and east-west transport connections within the district.

Given the proximity of the Planning Proposal site to the Kogarah Health and Education Precinct and access to public transport, the Planning Proposal will support the objectives of the Eastern City District Plan. The provision of new housing stock resulting from the rezoning will facilitate housing opportunities for moderate income earners connected by public transport networks to the district, which over time are anticipated to further improve.

The Planning pProposal is considered to be consistent with all of relevant strategic planning priorities outlined in the Eastern City District Plan. The proposal will provide

new housing opportunities supported by social infrastructure, public transport, connections to employment centres and proximity to high quality public open space.

2. Consistent with a relevant local strategy that has been endorsed by the Department;

To the extent possible, the Planning Proposal has been assessed against local strategies endorsed by the department to ensure the proposal is consistent with community strategic planning directions. The relevant Community Strategic Plan at the time of the initial submission was the Rockdale Community Strategic Plan 2013-2025 however it has since been superseded by the Bayside Community Strategic Plan 2018-2030. These plans along with the Cook Park Plan of Management and Master Plan 2010 have been considered below.

It should be acknowledged that none of these documents identify the site as current or future public open space, nor do any of these local strategies indicate a deficiency of open space in the surrounding locality.

Bayside 2030 - Community Strategic Plan 2018-2030

The Bayside Council Community Strategic Plan sits at the top of Council's planning framework and sets the strategic direction for Council's Delivery Program and Operational Plans.

The Planning Proposal broadly aligns with the strategic directions of the community strategic plan as it will contribute to an increase in housing supply and in turn make housing more affordable. Furthermore, based on the schematic design proposed, it will provide residential development which incorporates good design and is within 30 minutes of work via public transport and the proximity of the Kogarah Health and Education Precinct nearby.

Cook Park Plan of Management and Master Plan 2010

Cook Park is a large public recreation area that spans approximately 8 kilometres along the Botany Bay foreshore from the Cooks River to the mouth of the Georges River. Due to its size and local significance, Cook Park is the focal point for a number of suburbs on the western shore of Botany Bay. The Cook Park Plan of Management and Master Plan sets out the strategic direction for the park and minimising impacts from surrounding areas.

Part 5 of the Plan outlines the strategy for conserving the park's environment, heritage and character. This is relevant to the proposal as views of Botany Bay through the park are available along Barton Street. The proposed change of use will be consistent with the values of this section which outline the conservation of heritage, social and natural value, visual quality, and recreational space.

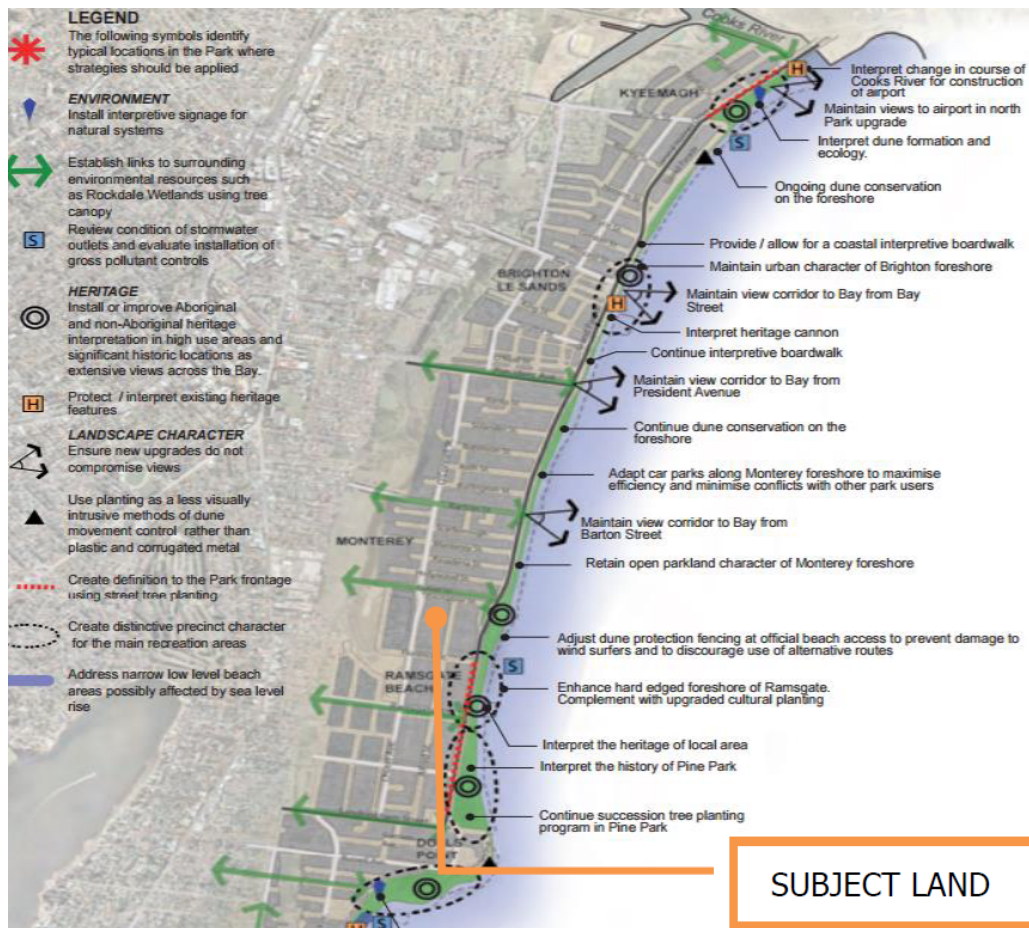


Figure 5 – Cook Park Plan of Management and Master Plan 2010

3. 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 predominantly residential nature of the locality, the demonstrated alignment with regional and local strategic planning documents and proposed consistency with surrounding planning controls implemented through the relevant local environmental plan demonstrate that the planning proposal put forth responds appropriately to the nature of the area. The Planning Proposal is a result of cease of use of a bowling club which was no longer operationally viable.

5.2 Site-specific merit test

A *Guide for Preparing Local Environmental Plans 2016* states that having met the strategic merit test the Planning Proposal must demonstrate that it has site-specific merit. In order to establish site-specific merit, the guidelines put forward the following criteria.

1. The natural environment (including known significant environmental values, resources or hazards);
2. The existing uses approved uses and likely future uses of land in the vicinity of the land subject to the proposal; and

3. The services and infrastructure that are or will be available to meet the demands arising from the Planning Proposal and any proposed financial arrangements for infrastructure provision.

The Planning Proposal contains a number of specialist reports demonstrating the site is appropriate for the type of development proposed. The main studies are listed below and discussed in more detail above in Part 4 of this report. The reports include:

- Urban Design Analysis by Rothelowman, 2016
- Contamination Assessment by Martens Consulting, March 2016
- Geotechnical assessment by Douglas Partners, 4 March 2016
- Stormwater Management Overview Report by ADG, 9 March 2016
- Traffic Impact Assessment, by Colston Budd Rogers & Kafes Pty Ltd, February 2016

An assessment of the sites key characteristics against the site-specific criteria is provided below. More detailed assessment is provided in the attached Planning Proposal and specialist reports.

1. The natural environment (including known significant environmental values, resources or hazards);

The site was previously used as a bowling club of no significant environmental value. Consideration of hazards relating to contamination, stormwater management and geotechnical considerations were taken into account in the Planning Proposal submission. The result of these investigations supported the Planning Proposal and that the subject site could be made suitable for residential development purposes.

2. The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to the proposal; and

The land is currently zoned RE2 Private Recreation and was formerly used as a bowling club which included a registered club encompassing the service of alcohol and a small number of gambling machines. This use fell into financial difficulties due to changing community preferences. As a result of the changing community preference, the Planning Proposal seeks to optimise its use through the amendment of zoning and planning controls currently applicable. The proposed controls are to be consistent with land in the surrounding R3 Medium Density Residential area.

Accompanying the Planning Proposal is a proposed schematic design for a medium density residential development comprising 28 townhouses (13 two bedroom and 15 three bedroom). The proposed schematic design is considered consistent with the emerging nature of the locality which is increasingly providing medium density infill housing developments of a similar nature. This 'missing middle' type housing is being targeted within the locality reflective of the surrounding zoning. Currently the area includes both low density single dwellings and pockets of medium density housing, however it is anticipated that a continued increase in infill development similar to the proposed schematic design will continue to appear in future years in response to future demand and the centrality of the Monterrey suburb in relation to public transport, local and strategic centres. This type of development is desirable based on the objectives of the R3 zone in the Rockdale LEP 2011.

Based on the Urban Design Analysis undertaken, the proposed schematic design will not have an unreasonable impact on surrounding development. The schematic

design concept will be adequate in relation to solar access, overshadowing, scale and be consistent with the character of the area. Minor impacts may result relating to privacy from upper level bedrooms of the 13 two-storey townhouses proposed however this is expected in any transitioning area whereby housing stock is evolving from low to higher densities

3. The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

Services and infrastructure already available within the locality will meet the demands of proposal. In fact, it is likely that an operational bowling club would cause strain on the road network in excess of the development which would be facilitated by the Planning Proposal.

The traffic assessment undertaken demonstrates that the proposed schematic design would not have a noticeable impact on the surrounding road network and that it would be supported by good public transport services within the area. Furthermore, the proposed schematic design provision of parking and internal road networks was considered appropriate when assessed against relevant local development controls of the RDCP and applicable Australian Standards.

In relation to public space, the proposal would not result in any reduction in public space. The Planning Proposal would involve a rezoning which would see underutilised private land reformed to provide new housing supply in close proximity to strategic centres, public transport and arterial road corridors heading in north and south directions.

6 Conclusion

In summary it is requested that the GSC closely consider the strategic and site-based merit of this Planning Proposal recognised by both Council planning staff and the Bayside Planning Panel. The site represents a significant opportunity to provide development which is consistent with the local character of the area and is consistent with a number of the state, regional and local planning strategic objectives and directions outlined in relevant plans and policies.

The objectives of the Planning Proposal is to amend RLEP zoning and controls which will enable medium density residential development to be undertaken on an otherwise underutilised parcel of private land zoned RE2 Private Recreation. The land was previously a registered bowling club with liquor and gambling licenses however is no longer operational due to financial difficulties faced as a result of changes in community preferences to actively utilise these types of uses.

Given the underutilisation of the subject lot and the restrictive nature of the RE2 Private Recreation zone, the Planning Proposal seeks RLEP amendments that are consistent with development immediately adjoining the site and in the broader surrounds which include:

- Rezone land to R3 Medium Density Residential.
- Introduce the following development standards;
 - Maximum Floor Space Ratio (FSR) of 0.6:1;
 - Maximum height of building of 8.5m; and,
 - Minimum lot size of 450m².

These proposed amendments are suggested to have strong strategic support when assessed against both the current strategic planning framework and the framework relevant at the time of submission. Key points highlighting the strategic merit of the site are summarised below:

- The Planning Proposal will contribute to the objectives of the Eastern City District Plan to increase housing across the Bayside LGA from 2016 to 2021 by 10,150 additional dwellings. Additionally, the planning proposal will facilitate housing diversity and affordability, and increase supply.
- The Planning Proposal will provide a diversity in housing which will assist in addressing the proportion of the population that are ageing, and/or disabled, or projected to be single person house occupants in the future.
- In line with the objectives of the Eastern City District Plans, the Planning Proposal will allow for housing to be coordinated with local infrastructure that has adequate access to public transport and strategic centres which provide jobs and services. Strategic centres accessible from the Planning Proposal site via public transport include the Sydney CBD, Miranda (southern district), and the Kogarah Health and Education Precinct (Eastern City and South District).

Additionally, the proposed RLEP amendments seeking support through the rezoning review process are suggested to have strong site-specific merit as demonstrated by the following:

- Consideration of hazards relating to contamination, stormwater management and geotechnical considerations were considered in the Planning Proposal submission. The result of these investigations supported the Planning Proposal and confirmed the subject site could be made suitable for residential development purposes.
- The Planning Proposal is consistent with the existing emerging nature of the locality which is increasingly seeing the occurrence of 'missing middle' infill development. This type of development is facilitated by the surrounding R3 zoning and controls applied for at the site. This type of development is suitable considering the close proximity of public transport, the Kogarah Health and Education Precinct and areas of open space including Cooks Park and Scarborough Park, which promote healthy lifestyles.
- The surrounding infrastructure and services network is capable of facilitating the proposal as demonstrated by the relevant specialist reports.

The strategic and site specific merit of the Planning Proposal presented in this report has also been echoed by Council Officers and the Bayside Planning Panel through;

- Council officers report to the Agenda of the 1 May 2018 Bayside Planning Panel Meeting;
- The recommendation made by the Bayside Planning Panel on 1 May 2018;
- Council officers report to the Agenda of the 11 June 2018 Council Meeting; and,
- Council officers report to the Agenda of the 13 July 2018 Council Meeting.

Despite the merit of the Planning Proposal the Council resolved to not progress the Planning Proposal to Gateway Determination, without justification. The Applicant have therefore requested that the Greater Sydney Commission be appointed as the Relevant Planning Authority to ensure that the Planning Proposal is considered on its merit and is efficiently and effectively progressed.

7 Supporting information

- Completed application form;
- Political disclosure form;
- \$25,000 administration and assessment fee;

Attachment 1 - Planning Proposal as lodged August 2017, which includes;

- Planning Proposal;
- Appendix 1 Supporting environmental assessment, design and engineering studies;
- Appendix 2 – Subject site, locality and regional context;
- Appendix 3 – 3D Study model
- Appendix 4 – Rockdale Development Control Plan 2011

Attachment 2 – Council Report to Bayside Planning Panel Meeting 1 May 2018.

Attachment 3 – Bayside Planning Panel Meeting Minutes 1 May 2018.

Attachment 4 – Bayside Council Meeting Agenda 13 June 2018.

Attachment 5 – Bayside Council Meeting Minutes 13 June 2018.

Attachment 6 – Bayside Council Meeting Agenda 11 July 2018.

Attachment 7 – Bayside Council Meeting Minutes 11 July 2018.

Attachment 8 – Council Notification of Resolution dated 16 July 2018.

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