

---

## Bayside Planning Panel

28/11/2017

Item No	5.1
Subject	<b>Post-Exhibition Report: Planning Proposal for Land Bounded by Abercorn Street, Kingsland Road South, Stoney Creek Road and Bexley RSL, Bexley</b>
Report by	Josh Ford, Coordinator Statutory Planning
File	F16/832

---

### Summary

The Planning Proposal for land bounded by Abercorn Street, Kingsland Road South, Stoney Creek Road and Bexley RSL has been exhibited in accordance with the relevant provisions of the NSW Environmental Planning and Assessment Act, 1979, and the Gateway determination issued by the NSW Department of Planning and Environment (DPE). The aim of this Council report is to respond to the submissions received during the exhibition period, and provide Council with a recommendation about how to progress the Planning Proposal.

Following a review of the submissions received during the exhibition period, it is recommended that Council requests that the Minister make the amendment to the Local Environmental Plan, in the form that it was exhibited. While several submissions address items of planning merit, these are considered to have been addressed in the environmental studies supporting the Planning Proposal. Furthermore, the issues in the submissions largely relate to matters that would be considered as part of any future Development Application for the land, if the Planning Proposal is supported by Council and finalised by the NSW Department of Planning & Environment.

A Voluntary Planning Agreement (VPA) was exhibited concurrently with the Planning Proposal.

---

### Officer Recommendation

That, in accordance with Section 59 of the Environmental Planning & Assessment Act 1979, the Bayside Planning Panel recommends that Council requests that the Minister makes the LEP amendment, as exhibited for land bounded by Abercorn Street, Kingsland Road South, Stoney Creek Road and Bexley RSL.

---

### Background

On 14 December 2016, Council resolved to endorse a Planning Proposal for the subject land, and seek a Gateway determination from the NSW Department of Environment and Planning (DPE). Council's resolution supported the following amendments for the site under the *Rockdale Local Environmental Plan 2011* (RLEP 2011):

- amending the zoning from R2 Low Density Residential zone to B4 Mixed Use zone;
- amending the maximum building height from 14.5 metres to 17.75 metres; and
- amending the maximum floor space ratio from 1:1 to 1.65:1

The resolution also included provisions relating to an incentive area of 800m<sup>2</sup> for Floor Space Ratio (FSR) and Height of Building (HOB) development standards, which may be initiated where lot amalgamation occurs. A location plan showing an aerial photo of the subject land is included under Figure 1 below.



**Figure 1: Aerial Photo of Subject Site**

The Gateway determination (**Attachment 1**) approved exhibition of the Planning Proposal, subject to the Planning Proposal being revised prior to exhibition to satisfy conditions annexed to the Gateway determination. An updated Planning Proposal was submitted to the NSW Department of Planning and Environment (DPE), which included all changes required by the Gateway conditions, as well as the 800m<sup>2</sup> minimum incentive area as endorsed by Council's resolution of 16 December 2016.

### **Exhibition**

The Planning Proposal was exhibited from 26 July 2017 to 23 August 2017, satisfying the minimum 28 day community consultation requirement included in the Gateway determination.

A total of 19 submissions were received, which included 14 public submissions and 5 government agency submissions. The key themes related to:

- general objections against the proposal;
- traffic and carparking issues;
- increased noise;
- excessive building height and site overdevelopment;
- overshadowing and solar access;
- public transport availability; and
- property devaluation.

The following agencies were required to be consulted in accordance with the conditions of the Gateway determination:

- Department of Education and Communities (DEC)
- Transport for NSW (TfNSW) – Roads and Maritime Services (RMS)
- Sydney Airport Corporation Limited (SACL)
- Civil Aviation Safety Authority (CASA)
- Commonwealth Department of Infrastructure and Regional Development.(DIRD)

Apart from DEC, all government agencies provided submissions, including two from TfNSW, one submission being from their sub-agency RMS.

A summary and response to each of the key points in every submission has been formulated (see **Attachment 2**) to assist Council with identifying the key matters associated with the Planning Proposal.

### **Assessment of Submissions**

#### *General Objections Against the Proposal*

Some submissions stated their objection to the Planning Proposal. These views have been noted in the response to submissions.

#### *Traffic & Carparking Issues*

Several submissions highlighted concerns with additional traffic generation and a potential increase in street carparking. Any future Development Application for a particular use would determine the trip generation rates and onsite carparking requirements for the use for which approval is being sought from Council. A more detailed traffic impact assessment would be required at that stage. The submitted traffic study has been prepared by a suitably qualified traffic engineer and was reviewed by Council's Transport Planner, RMS and TfNSW. As stated in Council's resolution dated 14 December 2016, detailed traffic and vehicular access issues would be required to support any future Development Application(s) for particular land uses.

After reviewing submissions from RMS and TfNSW, the proponent provided additional information to Council. A request was made by Council to RMS and TfNSW for both agencies to review the additional information and provide feedback to Council. These additional comments are included under **Attachment 3**.

#### *Increased Noise*

Some submissions included concerns relating to increased noise from future construction, and additional traffic noise. The Planning Proposal represents an extension to an existing Town Centre, so any additional traffic noise would be consistent with the activities within and around a centre. Any future Development Application for a particular use would limit the hours in which construction work could be undertaken. Furthermore, any future DA would require notification to adjoining landowners, at which time:

- (i) any concerns relating to noise could be assessed in the context of a specific development design; and
- (ii) opportunities to ameliorate potential noise impacts could be considered through building design and specific design elements.

#### *Excessive Building Height & Site Overdevelopment*

An Urban Design Study, including building massing and urban context modelling, was exhibited with the Planning Proposal. Extracts from the Urban Design Study are included as **Attachment 4** to this report. The extracts clearly identify:

- (i) existing built form height;
- (ii) existing built form height modelled with current maximum height of building controls under the Rockdale Local Environmental Plan 2011; and
- (iii) proposed podium and maximum upper storey heights of potential new development within the subject site as a result of the proposed building height control.

The Planning Proposal is not seeking any greater maximum building height or maximum floor space ratio (FSR) than the current FSR that applies to the broader Bexley Town Centre, which is zoned B4 Mixed Use. The height and FSR development standards that currently apply to B4 Mixed Use zoned land within Bexley Town Centre under the Rockdale Local Environmental Plan 2011 (RLEP 2011) are:

- Building Height - 16 metres, plus a 3 metre incentive where lot amalgamation can achieve an area of minimum 600m<sup>2</sup> [see Clause 4.3(2A)(e) of RLEP 2011]
- FSR - 2.0:1, plus a 0.5:1 incentive where lot amalgamation can achieve an area of minimum 600m<sup>2</sup> [see Clause 4.4(2C)(e) of RLEP 2011]

Furthermore, as per Council's resolution dated 14 December 2016, Council supports a lot amalgamation area of minimum 800m<sup>2</sup>, instead of 600m<sup>2</sup>, for height and FSR incentives applying to land in the Planning Proposal. This minimum lot amalgamation size was amended in the preliminary assessment stages of the Planning Proposal, as it was considered to provide opportunities for better management of building height and site development for the land included in the Planning Proposal.

Building height, bulk, scale, form and design are just some of the matters that would be assessed in association with any future Development Application (DA) for the land, if the Planning Proposal was to be supported by Council and finalised by DPE. Future development of any proposed development associated with apartments within the site would need to comply with State Environmental Planning Policy 65 (SEPP 65) and the Apartment Design Guide (ADG) referred to in SEPP 65.

#### *Overshadowing and Solar Access*

Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents can be minimised.

#### *Public Transport Availability*

The site exists within the broader urban context of the Bexley Town Centre, which is currently serviced by public buses. Transport for NSW (TfNSW) have been consulted in relation to this Planning Proposal. While TfNSW stated that future development proposals will need to ensure that construction does not impact bus services, they did not raise any issues with capacity to provide adequate bus services to the site.

### *Property Devaluation*

Council must consider the planning merits associated with a Planning Proposal, not whether a Planning Proposal may devalue adjoining properties. This is not a matter of planning merit.

### **Next Step**

Should Council resolve to endorse the Planning Proposal, it will be forwarded to the Department of Planning and Environment with a request that the Minister make the LEP amendment, subject to any amendments resolved by Council.

---

## **Community Engagement**

The community engagement actions in relation to this Planning Proposal were:

- Planning Proposal was exhibited for 28 days from 26 July 2017 to 23 August 2017
  - Hard copies of the information were made available to the Bexley branch library and the Rockdale Customer Service Centre.
  - An advertisement was published in the St George Leader, notifying of the exhibition period and where exhibition materials could be viewed, including Council's 'Have Your Say' website.
  - Letters were sent to all adjoining landowners, as well as all government agencies outlined in the Gateway determination.
- 

## **Attachments**

- 1 Gateway Determination & Approval to Exhibit
- 2 Response to Submissions
- 3 Additional Comments – RMS & TfNSW
- 4 Extracts from Urban Design Study



Ms Meredith Wallace  
General Manager  
Bayside Council  
PO Box 21  
Rockdale NSW 2216

Attention: Mr Josh Ford

Dear Ms Wallace

### **Planning proposal to amend Rockdale Local Environmental Plan 2011**

I am writing in response to your Council's request for a Gateway determination under section 56 of the Environmental Planning and Assessment Act 1979 (the Act) in respect of a planning proposal seeking to amend the zoning from R2 Low Density Residential to B4 Mixed Use, and amend the applicable building height and floor space ratio (FSR) and associated bonus provisions, and remove the existing minimum lot size controls for land bounded by Kingsland Road South, Abercorn Street, Stoney Creek Road and Bexley RSL, Bexley under Rockdale Local Environmental Plan 2011 (RLEP 2011).

As delegate of the Greater Sydney Commission, I have now determined the planning proposal should proceed subject to the conditions in the attached Gateway determination.

Council may need to obtain the agreement of the Department's Secretary to comply with the requirements of certain relevant S117 Directions. Council should ensure this occurs prior to the plan being publicly exhibited.

Plan making powers were delegated to councils by the Minister in October 2012. It is noted that Council wishes to exercise the Plan making delegation in relation to the planning proposal. I have considered the nature of Council's planning proposal and have decided to issue an authorisation for Council to exercise delegation to make this plan.

The amending Local Environmental Plan (LEP) is to be finalised within 12 months of the week following the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council's request for the Department of Planning and Environment to draft and finalise the LEP should be made directly to Parliamentary Counsel's Office 6 weeks prior to the projected publication date. A copy of the request should be forwarded to the Department of Planning's regional team for administrative purposes.

The State Government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Greater Sydney Commission may take action under section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any queries in regard to this matter, I have arranged for Mr Michael Kokot of the Department's regional office to assist you. Mr Kokot can be contacted on (02) 9274 6564.

Yours sincerely



8/03/2017

**Martin Cooper**  
**Acting Director, Sydney Region East**  
**Planning Services**

Encl: Gateway Determination  
Written Authorisation

## Gateway Determination

***Planning proposal (Department Ref: PP\_2017\_BSIDE\_004\_00): to rezone and amend the applicable building height and floor space ratio and associated bonus provisions and minimum lot size controls, for land bounded by Kingsland Road South, Abercorn Street, Stoney Creek Road and Bexley RSL, Bexley.***

I, the Acting Director, Sydney Region East at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to Rockdale Local Environmental Plan 2011 in respect of land bounded by Kingsland Road South, Abercorn Street, Stoney Creek Road and Bexley RSL, Bexley to rezone the land from R2 Low Density Residential to B4 mixed Use, amend the applicable building height and floor space ratio and associated bonus provisions, and minimum lot size controls, should proceed subject to the following conditions:

1. Prior to community consultation, the planning proposal is to be updated to include:
  - (a) justification regarding inconsistency with the following Section 117 Direction and policy matters:
    - 1.1 Business and industrial zones;
    - 3.1 Residential zones;
    - 3.5 Development near licensed aerodromes;
    - 4.3 Flood prone land; and
  - (b) an assessment of consistency with the draft Central District Plan.
2. Prior to community consultation, the revised planning proposal is to be provided to the Department for approval in relation to the above matters.
3. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:
  - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
  - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of *A Guide to Preparing LEPs (Department of Planning and Environment 2016)*.
4. Consultation is required with the following public authorities under section 56(2)(d) of the Act and/or to comply with the requirements of relevant Section 117 Directions:
  - Department of Education and Communities;
  - Transport for NSW - Roads and Maritime Services;
  - Sydney Airport Authority;



- Civil Aviation Safety Authority; and
- Commonwealth Department of Infrastructure and Regional Development.

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
6. The timeframe for completing the LEP is to be **12 months** from the week following the date of the Gateway determination.

Dated 8<sup>TH</sup> day of MARCH 2017



**Martin Cooper**  
**Acting Director, Sydney Region East**  
**Planning Services**  
**Department of Planning and Environment**  
  
**Delegate of the Greater Sydney Commission**

Our ref: 17/07313

Ms Meredith Wallace  
General Manager  
Bayside Council  
PO Box 21  
ROCKDALE NSW 2216

Attention: Mr Josh Ford

Dear Ms Wallace

I am writing in relation to the Gateway determination of the Planning Proposal for Kingsland Road South, Bexley (PP\_2017\_BSIDE\_004\_00).

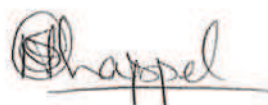
As part of the Gateway determination issued on 8 March 2017, Council was required to update the Planning Proposal and return it to the Department for review and assessment prior to public exhibition. The Department received the updated Planning Proposal on 8 May 2017.

I have now reviewed the resubmitted Planning Proposal and have determined that the Gateway conditions have been sufficiently satisfied to enable it to proceed to community consultation.

It is recommended that prior to community consultation, Council updates Appendix I to the Planning Proposal (summary of consistency of the proposal with Section 117 Directions) to reflect the additional information provided in the revised Planning Proposal to justify consistency with Section 117 Directions.

Should you have any further questions about this matter, please contact Mr Martin Cooper of the Department's Sydney Region East section on (02) 9228 6582.

Yours sincerely



27.06.17

**Sandy Chappel**  
**Director, Sydney Region East**  
**Planning Services**

Written Submissions		
Submission Maker	Issue	Council Officer Response
Government Agency Submission 1 Civil Aviation Safety Authority (CASA)	<ul style="list-style-type: none"> <li>Due to the proximity of the proposed building to the indicative Procedures for Air Navigation Services - Aircraft Operations and the penetration of the Obstacle Limitation Surface, CASA cannot provide an informed response without information being provided from an aeronautical study that identifies the potential risk to aviation safety. This assessment would need to include proposed tall obstacles, such as cranes or other tall objects that may be used in the construction of the proposed building.</li> <li>A building authority that receives a proposal for a building activity that, if undertaken, would constitute a controlled activity in relation to an airport must give notice of the proposal to the airport-operator company for the airport. Accordingly, CASA requests you advise Sydney Airport Corporation Ltd (airspaceprotection@syd.com.au) of this planning proposal.</li> </ul>	<ul style="list-style-type: none"> <li>The Planning Proposal is not seeking any greater height than the current maximum building height that applies to the broader Bexley Town Centre, which is also zoned B4 Mixed Use. Any future Development Application (DA) for any major kind of development within the site would require referral to CASA for specific comment. CASA can determine at that time whether an aeronautical study needs to be prepared for the particular DA, based on the height that is sought under that DA.</li> <li>Sydney Airport Corporation Limited (SACL) have been consulted as part of the exhibition of this Planning Proposal. SACL's comments are provided later in this response to submissions.</li> </ul>
Government Agency Submission 2 Commonwealth Department of Infrastructure & Regional Development (DIRD)	<ul style="list-style-type: none"> <li>We note the relevant documents refer to a building of up to 19 metres AGL. While we have been unable to confirm the height above sea level (AHD), we note that the height of the relevant airspace for Sydney Airport is likely to be 51 meters AHD in that area. In the case that the buildings are below the protected airspace for Sydney Airport, approval for the construction of</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>

	<p>these buildings would not require approval under the Airports (Protection of Airspace) Regulations.</p> <ul style="list-style-type: none"> <li>▪ We recommend the proponents of this development continue to advise Sydney Airport as to the planned final heights (in AHD) of the buildings as well as any associated crane activities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. In any case, any future Development Application (DA) for any major kind of development within the site would require referral to SACL and CASA for specific comment.</li> </ul>
Government Agency Submission 3 Transport for NSW (TfNSW)	<ul style="list-style-type: none"> <li>▪ Council should give consideration to the cumulative transport impact of the subject proposal having regard to other current and future planning proposals including potential rezoning for Bexley Town Centre.</li> <li>▪ The subject proposal is accompanied by a draft planning agreement that has been prepared for engagement between Council and the proponent. It is suggested that Council, as the Planning Authority, should consider the level of contribution having regard to any the infrastructure upgrades that may be required to facilitate the planned revitalization of Bexley Town Centre.</li> <li>▪ It is requested that future detailed development proposals consider the following: <ul style="list-style-type: none"> <li>• Any proposed location of future egress and ingress points for the development should not impact the bus stop, bus movements or bus routes on Stoney Creek Road;</li> <li>• Any future construction works/vehicles do not cause adverse impact to the existing bus stops, bus</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ There are currently no other Planning Proposals in Bexley Town Centre or nearby the subject land. The Planning Proposal is site specific. Any future comprehensive LEP would be informed by technical studies such as traffic and transport, to determine cumulative impacts of development in centres.</li> <li>▪ Only when a DA for a specific development is under assessment can Council ensure sufficient local infrastructure is required to support the development. A VPA pertaining to the subject site has previously been reported to Council.</li> <li>▪ Any future Development Application (DA) for any major kind of development would need to address these matters raised by TfNSW. These are development specific and would need to be resolved through detailed design at the DA stage and referral to NSW Roads and Maritime Services (RMS).</li> </ul>

	<p>movements and bus routes that are currently servicing Stoney Creek Road and Forest Road; and</p> <ul style="list-style-type: none"> <li>• Any proposed location of future egress and ingress points for the development on Stoney Creek Road must be reviewed and agreed by Roads and Maritime Services.</li> </ul> <ul style="list-style-type: none"> <li>▪ Consider the connectivity, safety and accessibility for pedestrians and bicycle riders to existing pedestrian and bicycle networks, public transport and key sites of the Town Centre; and bicycle parking and end of trip facilities for pedestrian and bicycle riders in accordance with Council's DCP, standards and guideline documents.</li> <li>▪ The TDT 2013/14 covers a range of locations for high density residential developments and the traffic study should make reference to locations where best comparable with the subject site (i.e. Rockdale).</li> <li>▪ The traffic report notes that no direct reference can be made for the proposed tourist hotel and suggests that the rate for motel to be used for the assessment. TfNSW appreciates the suggested use</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any future Development Application (DA) would need to address these matters raised by TfNSW. These are development specific and would need to be resolved through detailed design at the DA stage.</li> <li>▪ The Planning Proposal represents an extension to an existing Town Centre. In order to consolidate activity and reduce vehicle trips, best practice planning promotes higher density development in centres more generally. The Planning Proposal is not seeking any greater height or density than the current planning controls that apply to the broader Bexley Town Centre, which is also zoned B4 Mixed Use. Only when a future DA is lodged with Council can there be a fully detailed Traffic Impact Assessment relevant to the density of that particular development proposed at that time.</li> <li>▪ This comment pre-empts the type of development that may be sought for the site in the future. If the land was rezoned to B4 Mixed Use, a DA could be lodged for any use that is permitted with consent in</li> </ul>
--	--	--

	<p>of alternative trip rate, however, is of the view that the rate of 0.4 trips per room may not effectively consider the difference of functionality and operational demand between tourist hotel and motel. A sensitivity assessment using 'first principle' should be supplemented to test a conservative condition based on projected number of guests and staff.</p>	<p>that zone. Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</p> <p><b>NOTE:</b> Council provided additional traffic modelling information as received from the proponent, and submitted this to TfNSW post-exhibition, requesting that TfNSW confirm whether the additional information responded to the comments made in their submissions. Subsequent comments received from TfNSW can be found in <b>Attachment 3</b> to this Council report. TfNSW have no objection to the Planning Proposal, and stated in their additional correspondence that the matters raised in their submission can be addressed as part of any future DA(s), if the land is rezoned.</p>
Government Agency Submission 4 Sydney Airport Corporation Limited (SACL)	<ul style="list-style-type: none"> <li>Any proposed buildings that are below 51m AHD across the site would not be an issue for Sydney Airport. Any proposed development taller than 51m AHD would be subject to assessment and a determination by The Federal Department of Infrastructure &amp; Regional Development (DIRD).</li> </ul>	<ul style="list-style-type: none"> <li>Any future Development Application for any major kind of development within the site would require referral to SACL and DIRD in any case.</li> </ul>
Government Agency Submission 5 NSW Roads & Maritime Services (RMS)	<ul style="list-style-type: none"> <li>The traffic report submitted with the planning proposal states that the existing intersection of Stoney Creek Road/Forest Road performs at a Level of Service (LoS) B in the AM peak and C in the PM peak. However, a separate study commissioned by Roads and Maritime for the Forest Road corridor has indicated that this</li> </ul>	<ul style="list-style-type: none"> <li>Council provided additional traffic modelling information as received from the proponent, and submitted this to RMS post-exhibition, requesting that RMS confirm whether the additional information responded to the comments made in their submissions. Subsequent comments received from RMS can be found in <b>Attachment 3</b> to this</li> </ul>



	<p>intersection performs at a LoS C in the AM and F in the PM peak. It is recommended that the electronic copies of the SIDRA models be submitted for review.</p> <ul style="list-style-type: none"> <li>▪ Consideration should be given to the cumulative impact of this proposal and other future proposals including the Bexley Town Centre revitalisation on the performance of this intersection and associated need (if any) for mitigations measures including land components from the site. Roads and Maritime can assist in this exercise through the provision of current and future background traffic growth on Forest and Stoney Creek Roads from the Sydney strategic highway assignment model.</li> <li>▪ Roads and Maritime is of the view that the land components (if required) for any potential upgrade of this intersection be identified and included in a planning agreement, prior to the gazettal of the planning proposal.</li> <li>▪ The proposed indicative vehicular access on Stoney Creek Road will need to be left in/left out only through the provision of a raised central concrete median island on Stoney Creek Road with a minimum width of 900mm. This is likely to require localised road widening on Stoney Creek Road at full cost to the developer and dedication</li> </ul>	<p>Council report. RMS have no objection to the Planning Proposal, and stated in their additional correspondence that the matters raised in their submission can be addressed as part of any future DA(s), if the land is rezoned.</p> <ul style="list-style-type: none"> <li>▪ There are currently no other Planning Proposals in Bexley Town Centre or nearby the subject land. The Planning Proposal is site specific. Any future comprehensive LEP would be informed by technical studies, such as a traffic and transport study, to determine cumulative impacts of development in centres. The Traffic Impact Assessment submitted with any future DA for the site would need to include the relevant details from the Sydney Strategic Highway Assignment Model referred to by the RMS.</li> <li>▪ The VPA has previously been reported to Council separately. RMS should fund any required intersection upgrades, in line with necessary upgrades over time to accommodate traffic on State roads. The development site represents just one small site that may contribute to an increase in traffic along the broader corridor over time.</li> <li>▪ Noted. These are matters that would be relevant to any future DA associated with development of the site. It is unlikely that Council would require access arrangements to be included in a DCP for the site. Any DA for significant development of the site would require referral to the RMS.</li> </ul>
--	--	--

	<p>of land from the subject site as public road (at no cost to Roads and Maritime) to facilitate these road works and associated widening. Access arrangements to be included in a development control plan for the site.</p>	
Community Submission 1	<ul style="list-style-type: none"> <li>▪ Strongly object to the Planning Proposal.</li>   <li>▪ Our concerns relate to current traffic congestion due to overdevelopment and existing businesses.</li>   <li>▪ Currently there is limited carparking available for residents and the proposal will create more strain and congestion.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. The concerns raised in the submission, as responded to below, are not considered to be of a nature that would prevent the Planning Proposal proceeding. These are largely DA related matters that would require further detailed assessment in association with one of more particular uses of the site.</li>   <li>▪ The Planning Proposal represents an extension to an existing Town Centre. In order to consolidate activity and reduce vehicle trips, best practice planning promotes higher density development in centres more generally. The Planning Proposal is not seeking any greater height or density than the current planning controls that apply to the broader Bexley Town Centre, which is also zoned B4 Mixed Use. Only when a future DA is lodged with Council can there be a fully detailed Traffic Impact Assessment relevant to the density of that particular development proposed at that time.</li>   <li>▪ Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</li> </ul>

Community Submission 2	<ul style="list-style-type: none"> <li>▪ Increased noise to the area resulting from the additional traffic and any proposed/construction work</li> <li>▪ Buildings will result in all the natural light being blocked and the leafy outlook currently enjoyed by owners being obstructed</li> <li>▪ Parking is currently extremely limited on both Kingsland Road and Abercorn Street and with the increase in residential and commercial lots, street parking will be impossible.</li> <li>▪ Mixed Use development would increase demand on the existing transport infrastructure which is already past capacity, unable to cope with the existing volumes.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Planning Proposal represents an extension to an existing Town Centre, so any additional traffic noise would be consistent with the activities within and around a centre. Any future DA for a particular use would limit the hours in which construction work could be undertaken.</li> <li>▪ Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that the development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents could be minimised.</li> <li>▪ Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</li> <li>▪ The Planning Proposal represents an extension to an existing Town Centre. In order to consolidate activity and reduce vehicle trips, best practice planning promotes higher density development in centres more generally. Only when a future DA is lodged with Council can there be a fully detailed Traffic Impact Assessment relevant to the density of that particular development proposed at that time. This would determine whether any additional infrastructure is required to support the development.</li> </ul>
------------------------	---	---

	<ul style="list-style-type: none"> <li>▪ The development would have an adverse effect (negative impact) on the value of my unit and those in the locality.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This comment does not relate to any planning merit associated with the Planning Proposal.</li> </ul>
Community Submission 3	<ul style="list-style-type: none"> <li>▪ Strongly disagree with the proposal.</li> <li>▪ Overshadowing and amenity impacts will result from potentially 19m high buildings.</li> <li>▪ The location is not near a train station, unlike other areas that accommodate comparable developments, like Chatswood or Hurstville.</li> <li>▪ Bus services are unreliable.</li> <li>▪ Businesses are in decline in Bexley Town Centre and there is a high vacancy rate.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents can be minimised.</li> <li>▪ The density proposed – in the form of height and floor space ratio controls - is consistent with a Town Centre that is the scale of Bexley. The Planning Proposal is not seeking any greater height or density than the current planning controls that apply to the broader Bexley Town Centre, which is also zoned B4 Mixed Use. Centres like Chatswood or Hurstville are of a far higher density than Bexley Town Centre and are Transit Oriented Developments due to their proximity to railway stations.</li> <li>▪ Council has consulted Transport for NSW, who are the government agency responsible for the provision of public bus services. The submission from Transport for NSW does not identify any shortage of bus services or any proposal to reduce bus services in the locality.</li> <li>▪ The Planning Proposal represents an opportunity to lead the revitalisation of Bexley Town Centre by</li> </ul>

	<ul style="list-style-type: none"> <li>Strongly object to the Floor Space Ratio changing from 0.5:1 to 2.5:1 due to limited open space opportunities and shadowing of site that will be created.</li> <li>Motels are not suitable for the location and could attract undesirable social behaviour.</li> </ul>	<p>providing opportunities for DAs to be lodged for new developments in a key location on the South-western edge of Bexley Town Centre.</p> <ul style="list-style-type: none"> <li>The Planning Proposal is not seeking any greater floor space ratio (FSR) than the current floor space ratio that applies to the broader Bexley Town Centre, which is zoned B4 Mixed Use. The FSR that applies to B4 Mixed Use zoned land within Bexley Town Centre is currently 2.0:1, plus a 0.5:1 incentive where lot amalgamation can achieve a minimum area of 600m<sup>2</sup>. As per Council's resolution dated 14 December 2016, Council supports a lot amalgamation of minimum area 800m<sup>2</sup>, instead of 600m<sup>2</sup>, for height and FSR incentives applying to land in the Planning Proposal. This will result in better management of the issues raised under this point. Furthermore, any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents can be minimised.</li> <li>Council cannot pre-empt the type of DA that could be lodged if the land is rezoned, nor can Council make assumptions about any such DA without undertaking a formal assessment to determine the issues that a DA may need to address. However, any future DA for significant development within the site would require detailed assessment of potential impacts (including any social impacts), to ensure that</li> </ul>
--	---	---

	<ul style="list-style-type: none"> <li>▪ Abercorn Street is already used as a rat run by vehicles.</li> <li>▪ The Planning Proposal assumes that landowners against the proposal have no choice but to sell. In future if proposals are made to Council, they should only be made if those making the proposals already have full ownership rights over the land they wish to develop, and do not make their plans on the assumption that they will be able to control that land in future.</li> </ul>	<p>development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents can be minimised.</p> <ul style="list-style-type: none"> <li>▪ Only when a future DA is lodged with Council can there be a fully detailed Traffic Impact Assessment relevant to the density of that particular development proposed at that time, which would determine whether any additional infrastructure is required to support the development.</li> <li>▪ Noted, and to be taken as feedback for any targeted consultation that Council could undertake on Planning Proposals prior to public exhibition in the future. Part of the purpose of the exhibition process is to determine whether landowners are supportive or are not supportive of a Planning Proposal. The consolidation of Bexley Town Centre represents an opportunity to enable all landowners subject to the Planning Proposal to have the opportunity to voice their support, or concerns, and potentially be included in formalising Bexley Town Centre. The site has a greater depth than the majority of Bexley Town Centre, at a gateway location that could potentially trigger the renewal of development within the broader Town Centre.</li> </ul>
Community Submission 4	<ul style="list-style-type: none"> <li>▪ The proposed height of building will adversely impact the solar access the Bexley RSL currently receives and impacts on the existing solar panel systems in place.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that development can respond to any relevant Council (and State) planning controls, and to</li> </ul>



	<ul style="list-style-type: none"> <li>▪ The proposed increase to the height of building Clause is considered to contravene the objectives of Clause 4.3, specifically in relation to objective (c). It is considered the proposed height of building of 16m with the potential to increase to 19m, will impact on sky exposure and daylight to adjoining buildings, specifically, the Bexley RSL. Further assessment is required to clearly demonstrate that the heights as proposed (being a maximum allowable height of 19m in this instance) will not adversely impact on existing (present day) development on the Bexley RSL and adjoining sites.</li> <li>▪ It is unclear if the proposed height will cause obstruction to the existing telecommunication devices installed on the roof of the Bexley RSL. Technical advice should be provided by the applicant which reviews the impact of future development on the existing telecommunication devices based on their current height and configuration on site.</li> <li>▪ Current plans provided assume that surrounding developments within the Bexley Town Centre (including the Bexley RSL site) are developed to their maximum built form, which is misleading and does not provide any assessment on the impacts against present day development.</li> </ul>	<p>assess how any impacts on adjoining landowners / residents can be minimised.</p> <ul style="list-style-type: none"> <li>▪ As above. Until a DA for a particular use is lodged and assessed, these are assumptions that cannot be tested.</li> <li>▪ As above.</li> <li>▪ Council requests that any Planning Proposal is supported by an Urban Context Report that models the proposed development controls (such as height and FSR) for the site in the context of the locality, which includes modelling the current maximum applicable development standards applying to adjoining sites. It is highlighted that Bexley RSL</li> </ul>
--	---	---

	<ul style="list-style-type: none"> <li>▪ The proposed height of building will adversely impact the solar access the Bexley RSL currently receives and impacts on the existing solar panel systems in place. Solar Diagrams provided by the proponent lack clarity and are misleading. Detailed solar diagrams representing present day development and elevations plans should be provided. The revised plans should be publicly re-notified and provided to Bexley RSL and surrounding landowners for comment/review;</li> <li>▪ Insufficient detail has been provided on the impacts of future development on the Bexley RSL site, specifically the Bexley RSL's ability to be developed in accordance with the SEPP 65 and the ADG requirements. It is requested that the applicant undertakes more detailed consideration which demonstrate the effects of the increased height on existing (present day) development and also on the ability to Bexley RSL to develop into the future unimpeded. This should be in the form of indicative building envelopes and updated shadow diagrams that detail how an ADG compliant scheme can be achieved on both the Proposal site and the Bexley RSL site.</li> </ul>	<p>currently has the potential to lodge a DA for a permissible use in the B1 Neighbourhood Centre zone that can achieve 13.0 metre building height and an FSR of 2:1, being the current development standards applying to the Bexley RSL site under the Rockdale LEP 2011.</p> <ul style="list-style-type: none"> <li>▪ Council does not require elevation plans at the Planning Proposal stage, however, these are required to support a DA. Therefore, the request to publicly renotify plans on this basis is not warranted. Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents can be minimised.</li> <li>▪ Any future DA for significant development within the site would require detailed assessment of environmental issues and amenity impacts. For any development that would trigger <i>SEPP 65 - Design Quality of Residential Apartment Development</i>, the DA would need to ensure that development can respond to the provisions of the supporting <i>Apartment Design Guide</i>, and any other Council (and State) planning controls to assess how any impacts on adjoining landowners / residents can be minimised.</li> </ul>
--	---	--

	<ul style="list-style-type: none"> <li>▪ The proposed increased density will indirectly impact the Bexley RSL in terms of car parking and cause increased traffic congestion to the Bexley local street network.</li> <li>▪ Opportunity for the Bexley RSL site to be included in the proposed rezoning should be explored in more detail to allow for cumulative impacts to be assessed.</li> <li>▪ It is noted that the current Planning Proposal does show considerable planning merit in that the redevelopment has the ability to result in a number of positive social and economic benefits for both the site and the surrounding land uses. However, it requires further work to ensure that it does not result in any impacts that threaten the ongoing operations of the Bexley RSL club and its ability to be developed into the future.</li> <li>▪ The proposed increased density has the potential to adversely impact the Bexley RSL in terms of car parking and cause increased traffic congestion to</li> </ul>	<ul style="list-style-type: none"> <li>▪ Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage. It cannot be assumed that Bexley RSL will be indirectly impacted.</li> <li>▪ Under the development standards in the Rockdale LEP 2011 that currently apply to the Bexley RSL site, Bexley RSL already has the potential to lodge a DA for a permissible use in the B1 Neighbourhood Centre zone that can achieve 13.0 metre building height and an FSR of 2:1. Any proposal to seek further height increases at the site could be <i>considered</i> during preparation of a comprehensive LEP in the future, as part of the consultation process and lodgement of a submission by the landowner.</li> <li>▪ Noted. This has been responded to in several earlier points.</li> <li>▪ Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is</li> </ul>
--	---	---

	<p>the Bexley local street network. A Revised Traffic Impact Assessment is required to consider the impact of the proposed maximum development scenario in relation to the existing traffic flows along Forest Road and the measures required to ensure the Bexley RSL Club car parking is not adversely impacted.</p> <ul style="list-style-type: none"> <li>▪ The maximum development scenario proposed estimates only 144 – 169 car parking spaces are required to service the site for the various developments scenarios. This provisional number of spaces is considered insufficient to service a development of this size and the potential spillover effects of patrons utilizing our clients parking located within Bexley RSL, will most likely occur. It is requested that further clarity is provided on the impact of the proposed <i>maximum development</i> scenario in relation to the existing traffic flows in and along Forest Road.</li> <li>▪ Existing use rights apply for future development to the existing registered Bexley RSL Club, as the site was existing when the rezoning of lands to B1 Neighbourhood Centre was carried out. It is considered that a B4 Mixed use zone would be a more appropriate zone for the Bexley RSL site as this will provide for a range of commercial and residential uses that are consistent with the Planning Proposal site to the east and would also permit the existing club within the zone, instead of relying on existing use rights. It is requested that consideration be given to the rezoning of the</li> </ul>	<p>being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage. It cannot be assumed that Bexley RSL will be indirectly impacted.</p> <ul style="list-style-type: none"> <li>▪ As above.</li> <li>▪ While the existing Bexley RSL may operate under existing use rights, under the development standards in the Rockdale LEP 2011 that currently apply to the Bexley RSL site, Bexley RSL already has the potential to lodge a DA for a permissible use in the B1 Neighbourhood Centre zone that can achieve 13.0 metre building height and an FSR of 2:1. Any proposal to seek further height increases at the site could be <i>considered</i> during preparation of a comprehensive LEP in the future, as part of the consultation process and lodgement of a submission by the landowner.</li> </ul>
--	---	--

	Bexley RSL site from B1 Neighbourhood Centre to B4 Mixed Use and an increase in height to 16m to allow equitable development within this precinct.	
Community Submission 5	<ul style="list-style-type: none"> <li>My client's site is not zoned R2 Low Density Residential</li> <li>We wish to acknowledge that the Council's report on the Planning Proposal identifies within the background section that our site does not form part of the Planning Proposal as it does not nominate our site.</li> <li>The resolution of Council proposes to amend the incentive clause, which currently applies to a height and FSR bonus for sites zoned B4 Mixed Use in Bexley Town Centre greater than 600m<sup>2</sup>, is being amended by this Planning Proposal to 800m<sup>2</sup>. It is our understanding that the change to the 800m<sup>2</sup> site requirement will only apply to this Planning Proposal and that there is no change being proposed to the existing B4 zone. It is our view that should the Council be of the view that the 800m<sup>2</sup> should be applied to my client's site, then we object to the inclusion of this provision.</li> <li>My client has operated from this premise for numerous years and has been aware of the relevant planning controls since 2011. For any change to be imposed that makes the current controls worse, due to a proponent seeking to amend the surrounding land use, is in our view unreasonable.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Client's land is already zoned B4 Mixed Use zone under the Rockdale LEP 2011.</li> <li>Noted. The Planning Proposal does not include the subject land, as it is already zoned B4 Mixed Use under the Rockdale LEP 2011.</li> <li>Correct. No change is being considered as part of this Planning Proposal to the minimum amalgamation area of 600m<sup>2</sup> that currently applies to land within incentive "Area E" under Clause 4.3 and "Area F" under Clause 4.4 of the Rockdale LEP 2011.</li> <li>Noted. As stated above, the land is not included in the Planning Proposal.</li> </ul>

Community Submission 6	<ul style="list-style-type: none"> <li>▪ The intersection of Abercorn Street and Kingsland Road South already experiences significant traffic and cars parking along this section of Kingsland Road South.</li> <li>▪ We believe that if the proposed site is to become either a large residential or commercial building, the traffic and parking situation will become far too much for this street to cope with. There is often a queue of cars turning onto Forest Road during peak hour and this situation will only be made worse.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The submitted traffic study has been prepared by a suitably qualified traffic engineer and was reviewed by Council's Transport Planner, RMS and TfNSW. As stated in Council's resolution dated 14 December 2016, detailed traffic and vehicular access issues would be required to support any future Development Application(s) for particular land uses.</li> <li>▪ As above. Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</li> </ul>
Community Submission 7	<ul style="list-style-type: none"> <li>▪ Enough people and traffic in Bexley as is</li> <li>▪ Federation homes that should be restored</li> <li>▪ Not enough infrastructure to cope</li> </ul>	<ul style="list-style-type: none"> <li>▪ The rezoning of the site is an extension to Bexley Town Centre. Any centre is an area of activity due to the services a centre provides. The submitted traffic study has been prepared by a suitably qualified traffic engineer and was reviewed by Council's Transport Planner. As stated in Council's resolution dated 14 December 2016, detailed traffic and vehicular access issues would be required to support any future Development Application(s) for particular land uses.</li> <li>▪ There are no heritage items within the site or adjoining the site. In any case, any future DA(s) would need consider the built form and amenity of existing development in the locality.</li> <li>▪ The Planning Proposal represents an extension to an existing Town Centre. In order to consolidate activity</li> </ul>



	<ul style="list-style-type: none"> <li>▪ Not enough room at local schools to cope</li> </ul>	<p>and reduce vehicle trips, best practice planning promotes higher density development in centres more generally. Any future DA(s) lodged with Council would need to be supported by the appropriate information to determine whether any additional infrastructure is required to support the development.</p> <ul style="list-style-type: none"> <li>▪ Council cannot pre-empt the future development of the site, or the demographic that may reside within the site. The Greater Sydney Commission has recently released the Draft Eastern City District Plan, which includes population projections (including household structure) and dwelling projections. These Draft Plans will need to be considered by government agencies, such as the NSW Department of Education, in forward planning for infrastructure, including schools. Council was not required to consult with the NSW Department of Education in relation to this Planning Proposal.</li> </ul>
Community Submission 8	<ul style="list-style-type: none"> <li>▪ Forest Road, Stoney Creek Road, Harrow Road and Bexley Road are gridlocked most times of the day, one lane most times of the day</li> <li>▪ Keep the location low density, no room for high density</li> </ul>	<ul style="list-style-type: none"> <li>▪ The submitted traffic study has been prepared by a suitably qualified traffic engineer and was reviewed by Council's Transport Planner. As stated in Council's resolution dated 14 December 2016, detailed traffic and vehicular access issues would be required to support any future Development Application(s) for particular land uses.</li> <li>▪ The Planning Proposal represents an extension to an existing Town Centre. In order to consolidate activity and reduce vehicle trips, best practice planning promotes higher density development in centres more generally. The Planning Proposal is not seeking</li> </ul>

		any greater height or density than the current planning controls that apply to the broader Bexley Town Centre, which is also zoned B4 Mixed Use.
Community Submission 9	This submission maker provided a more detailed written submission that has been responded to above, under <i>Government Agency Submission 4</i> .	N/A
Community Submission 10	<ul style="list-style-type: none"> <li>▪ Strongly disagree with proposal</li> <li>▪ High rise buildings will decrease the value of our much loved unit</li> <li>▪ Development could obstruct natural sunlight and worsen existing mould issue to one side of our unit</li> <li>▪ Unwanted traffic and limited carparking could result</li> <li>▪ More risk for young children travelling to and from school</li> <li>▪ Increased pollution and health risks</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Devaluation of existing properties is not a matter of planning merit that Council must consider when assessing a Planning Proposal.</li> <li>▪ Any future DA for a particular use would need to address detailed urban design requirements specific to that DA, including solar access and overshadowing.</li> <li>▪ Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</li> <li>▪ Bexley Town Centre currently accommodates for pedestrians, and any future DA would need to address localised pathways and linkages to ensure safe passage of pedestrians to the existing adjoining Bexley Town Centre.</li> <li>▪ The planning merit associated with this argument is considered limited in the context of the proposed B4 Mixed Use zone that is consistent with the existing adjoining Bexley Town Centre.</li> </ul>

	<ul style="list-style-type: none"> <li>Increased noise to area, could have impacts on shiftworkers and in some cases cause stress, fatigue or possibly fatalities in the area when driving or walking to/from work</li> </ul>	<ul style="list-style-type: none"> <li>This is a tenuous link and does not relate to planning merit associated with this Planning Proposal.</li> </ul>
Community Submission 11	<ul style="list-style-type: none"> <li>Oppose rezoning</li> <li>Will increase traffic around my unit block and decrease the amount of off street carparking</li> <li>It will increase traffic incidents at Abercorn Street and Kingsland Road South</li> <li>It will create noise during construction and decrease the income from rent</li> <li>Natural light into our building will be blocked</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>The submitted traffic study has been prepared by a suitably qualified traffic engineer and was reviewed by Council's Transport Planner, RMS and TfNSW. As stated in Council's resolution dated 14 December 2016, detailed traffic and vehicular access issues would be required to support any future Development Application(s) for particular land uses.</li> <li>Only when a future DA is lodged with Council can there be a fully detailed Traffic Impact Assessment relevant to the density of that particular development proposed at that time, which would determine whether any additional infrastructure is required to support the development, including infrastructure to limit any potential rat runs.</li> <li>Any future DA for a particular use would limit the hours in which construction work could be undertaken. Reduced income from rent is not a matter of planning merit that can be considered in assessing a Planning Proposal.</li> <li>Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that the development can respond to any</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Will increase demand on local schools</li> </ul>	<p>relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents could be minimised.</p> <ul style="list-style-type: none"> <li>▪ Council cannot pre-empt the future development of the site, or the demographic that may reside within the site.</li> </ul>
Community Submission 12	<ul style="list-style-type: none"> <li>▪ I say no to this proposal</li> <li>▪ My unit will be devalued</li> <li>▪ Increased traffic and noise</li> <li>▪ Reduced off street carparking available</li> <li>▪ Reduction in natural light</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted.</li> <li>▪ Perceived property devaluation is not a matter of planning merit that can be considered in assessing a Planning Proposal.</li> <li>▪ The Planning Proposal represents an extension to an existing Town Centre, so any additional traffic noise would be consistent with the activities within and around a centre. Any future DA for a particular use would limit the hours in which construction work could be undertaken.</li> <li>▪ Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</li> <li>▪ Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that the development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents could be minimised.</li> </ul>

	<ul style="list-style-type: none"> <li>Needs to remain a low density residential area</li> </ul>	<ul style="list-style-type: none"> <li>The Planning Proposal is not seeking any greater height or density than the current planning controls that apply to the broader Bexley Town Centre, which is also zoned B4 Mixed Use.</li> </ul>
Community Submission 13	<ul style="list-style-type: none"> <li>The proposal is extremely vague, there are no details on the proposed development</li> <li>Increased noise to the area resulting from the additional traffic and any proposed/construction work</li> <li>Buildings will result in all the natural light being blocked and the leafy outlook currently enjoyed by owners being obstructed</li> <li>Parking is currently extremely limited on both Kingsland Road and Abercorn Street and with the increase in residential and commercial lots, street parking will be impossible.</li> </ul>	<ul style="list-style-type: none"> <li>A Planning Proposal is not required to outline matters that are relevant at a DA stage. The DA assessment process involves assessment of a particular use, as well as the design and environmental impacts of a specific development proposal.</li> <li>The Planning Proposal represents an extension to an existing Town Centre, so any additional traffic noise would be consistent with the activities within and around a centre. Any future DA for a particular use would limit the hours in which construction work could be undertaken.</li> <li>Any future DA for significant development within the site would require detailed assessment of overshadowing, solar access and visual amenity, to ensure that the development can respond to any relevant Council (and State) planning controls, and to assess how any impacts on adjoining landowners / residents could be minimised.</li> <li>Any future DA for a particular use would determine the trip generation rates and carparking requirements for that particular use that approval is being sought from Council. A more detailed Traffic Impact Assessment would be required at that stage.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Mixed Use development would have a significant increase on the existing transport infrastructure which is already past capacity, unable to cope with the existing volumes.</li> <li>▪ The development would have an adverse effect (negative impact) on the value of my unit and those in the locality.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Planning Proposal represents an extension to an existing Town Centre. In order to consolidate activity and reduce vehicle trips, best practice planning promotes higher density development in centres more generally. Only if a future DA is lodged with Council can there be a fully detailed Traffic Impact Assessment relevant to the density of that particular development proposed at that time. This would determine whether any additional infrastructure is required to support the development.</li> <li>▪ Perceived property devaluation is not a matter of planning merit that can be considered in assessing a Planning Proposal.</li> </ul>
Community Submission 14	This submission maker provided a more detailed written submission that has been responded to above, under <i>Community Submission 4</i> .	N/A





Roads and Maritime Reference: SYD17/01000

13 November 2017

General Manager  
Bayside Council  
PO Box 21  
Rockdale NSW 2216

**Attention:** Josh Ford

Dear Ms Wallace

**PLANNING PROPOSAL: LAND BOUNDED BY KINGSLAND ROAD SOUTH, ABERCORN STREET,  
STONEY CREEK ROAD & BEXLEY RSL, BEXLEY**

I refer to your correspondence of 24 October 2017 advising that the proponent of the abovementioned planning proposal has provided a response to the previous Roads and Maritime Services submission of 29 September 2017 and Bayside Council invite Roads and Maritime to provide comment.

Roads and Maritime has reviewed the applicant's response including a full review of the SIDRA models for the intersection of Forest Road/Stoney Creek Road and advises that the inputs and settings of the models are acceptable.

Roads and Maritime raises no objection to the subject planning proposal proceeding to gazettal.

The comment in previous Roads and Maritime submission relating to the vehicular access on Stoney Creek Road being physically restricted to left in/left out only shall be appropriately addressed as part of any future Development Application submitted to Council under Part 4 of the Environmental Planning and Assessment Act, 1979.

If you wish to discuss this matter further, please contact James Hall – Senior Land Use Planner on 8849-2047 or [james.hall@rms.nsw.gov.au](mailto:james.hall@rms.nsw.gov.au).

Yours sincerely



Greg Flynn  
Senior Manager Strategic Land Use

Roads and Maritime Services

Mr Josh Ford  
Coordinator Statutory Planning  
Bayside Council  
PO Box 21  
ROCKDALE NSW 2216

Dear Mr Ford

**Planning Proposal for land bounded by Kingsland Road South, Abercorn Street,  
Bexley RSL and Stoney Creek Road – Response to Submission**

Thank you for your email dated 24 October 2017 regarding the above.

Transport for NSW (TfNSW) has reviewed the response prepared by the proponent and the following matter should be noted:

- The response states that *“The use of 0.4 trips per unit (for motel) is more than double the rate for residential, allowing sufficient margin in the rate if residential rate is higher in Bexley compared with the RMS average (although there is no evidence to indicate this is the case)”*. TfNSW is of the view that the current assessment may reflect a conservative case of full hotel development. It should be noted however that a more comparable site for residential development (i.e. Rockdale) would give a traffic generation rate of 0.32 trips per unit according to the RMS guidelines.
- Future development applications will be able to more accurately estimate the levels of travel demand from the proposal based on proposed development.

For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner on 8202 3291 or [Billy.Yung@transport.nsw.gov.au](mailto:Billy.Yung@transport.nsw.gov.au).

Yours sincerely



6/11/17

**Mark Ozinga**

Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning

CD17/11980



Figure 10 - Northern view of existing built form

Key for built form diagram

■ Existing built form height



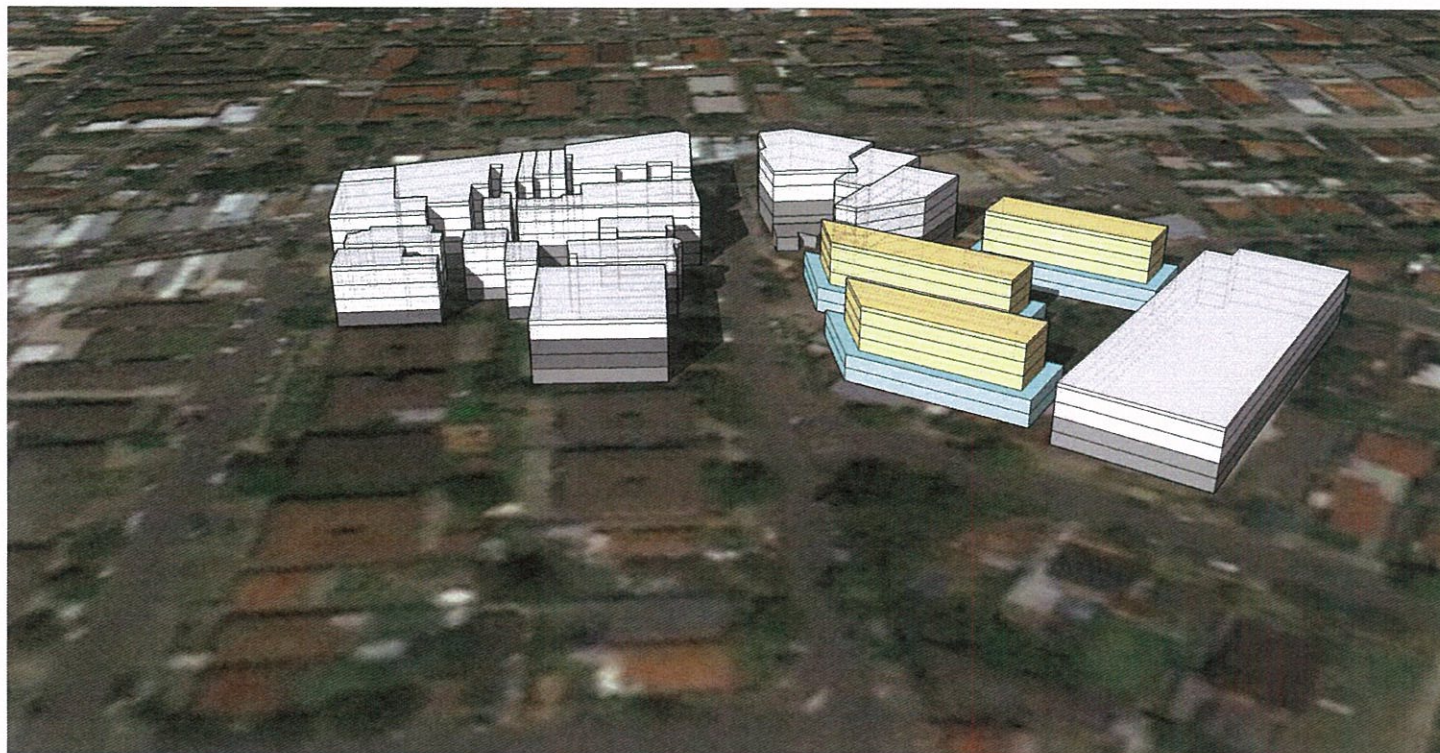


Figure 14 -Northern view of Bexley Town Centre built to existing maximum height, FSR, and preferred development outcome for subject site.

Key for built form diagram

- Existing built form height
- Proposed built form height of existing development, in accordance to maximum permissible height in RLEP 2011
- Proposed podium height in potential new development
- Proposed upper storey height in potential new development





Figure 12 -Southern view of existing built form

Key for built form diagram

■ Existing built form height





Figure 16 - Southern view of Bexley Town Centre built to existing maximum height and FSR, and preferred development outcome for subject site.

Key for built form diagram

- Existing built form height
- Proposed built form height of existing development, in accordance to maximum permissible height in RLEP 2011
- Proposed podium height in potential new development
- Proposed upper storey height in potential new development





Figure 11 - Eastern view of existing built form

Key for built form diagram

■ Existing built form height





Figure 15 -Eastern view of Bexley Town Centre built to existing maximum height and FSR, and preferred development outcome for subject site.

Key for built form diagram

- Existing built form height
- Proposed built form height of existing development, in accordance to maximum permissible height in RLEP 2011
- Proposed podium height in potential new development
- Proposed upper storey height in potential new development





Figure 13 - Western view of existing built form

Key for built form diagram

Existing built form height



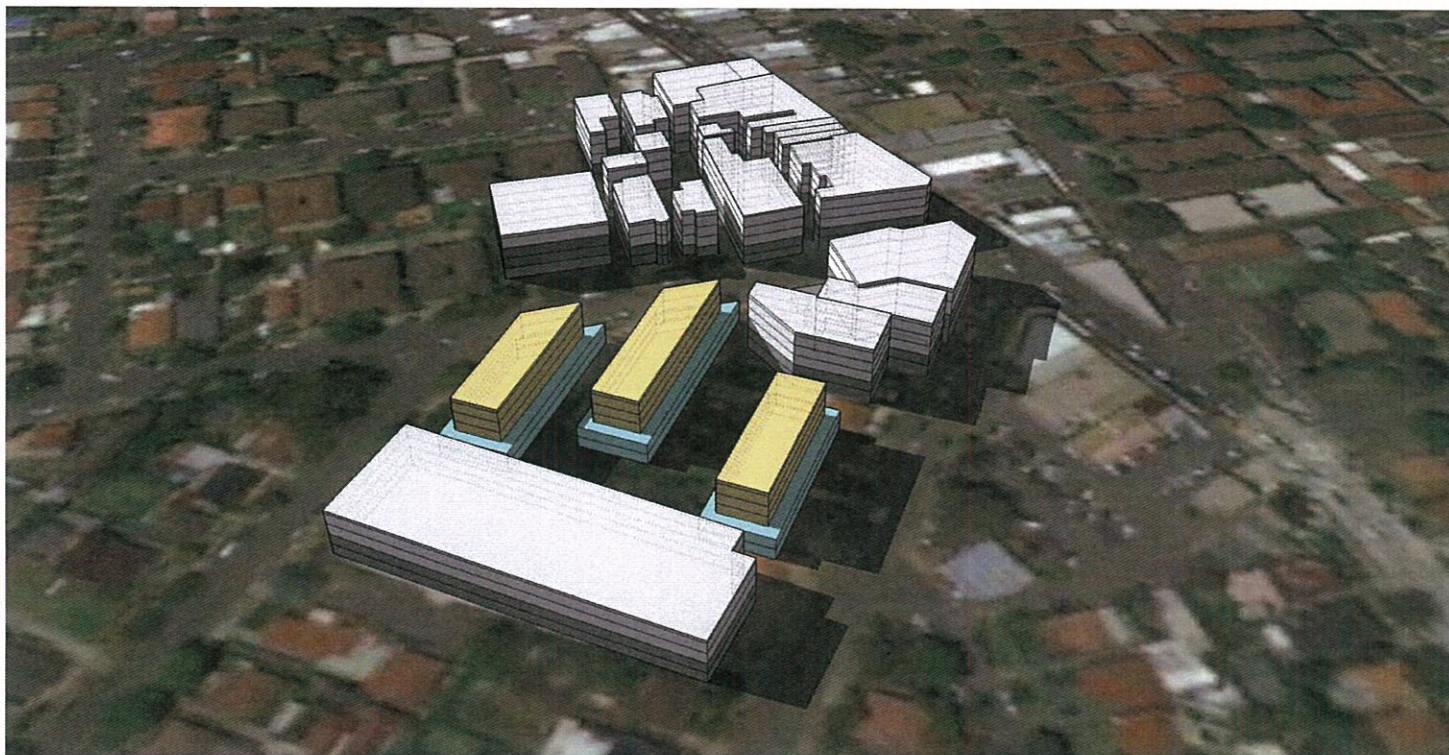


Figure 17 - Western view of Bexley Town Centre built to existing maximum height and FSR, and preferred development outcome for subject site.

Key for built form diagram

- Existing built form height
- Proposed built form height of existing development, in accordance to maximum permissible height in RLEP 2011
- Proposed podium height in potential new development
- Proposed upper storey height in potential new development