

Submission

No 46

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

Organisation: Rockdale City Council
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Date Received: 29/02/2012

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Our Ref: F09/836 (12/10265)
Contact: Jacky Wilkes - 9562 1683

The Chair
Committee on Transport and Infrastructure
transportinfrastructure@parliament.nsw.gov.au



Dear Mr Casuscelli,

RE: INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

Thank you for your letter dated 30 November 2011 inviting Rockdale City Council ("Council") to make a submission on the utilisation of rail corridors. Council has relied on the Committee's terms of reference to inform its response.

For the purposes of this submission, Council's comments focus on railway land above and adjacent to railway stations at local centres only.

Reflection of current strategic planning mechanisms

Any approach to the utilisation of rail corridors for development above or adjacent to a rail corridor should be undertaken within a strategic context.

NSW Strategic Planning Mechanisms

Any new policy framework should ensure that new development is consistent with current State government strategic planning mechanisms such as:

- The existing local and strategic centres hierarchy espoused in the NSW Department of Planning and Infrastructure's (DP&I's) *Metropolitan Plan 2036* and Draft Subregional Strategies. Council's centres hierarchy is as follows (from highest- to lowest-order centres):
 - 1 x Town Centre - Rockdale Town Centre
 - 2 x Villages – Brighton Le Sands and Wolli Creek
 - 6 x Small Villages – Arncliffe, Bexley, Bexley North, Carlton, Ramsgate and Ramsgate Beach
 - 7 x Neighbourhood Centres – Bardwell Park, Carlton South, Dolls Point, Kogarah South, Monterey, Sans Souci and Turella.

This is so that the State Government's centres hierarchy (which must be reflected in NSW Councils local environmental plans (LEPs)) and the role of each local centre, is not undermined by inappropriate development. The establishment of a new policy framework for rail development should involve significant consultation with the DP&I to ensure this consistency.

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Important

This document contains important information about Rockdale City Council. If you do not understand, please visit Council's Customer Service Centre at 2 Bryant Street Rockdale, Monday – Friday from 8.30am – 4.30pm, Saturday from 9am – 1pm. Council Staff will be happy to arrange interpreter services for you.

You may also contact Telephone Interpreter Services on 131 450 and ask them to ring Rockdale City Council on 9562 1666 on your behalf.

Arabic

هام:

تحتوي هذه الوثيقة على معلومات هامة عن بلدية روكدايل. إذا لم تكن قادراً على فهمها، يرجى زيارة مركز خدمة زبائن البلدية على العنوان التالي: 2 Bryant Street في روكدايل من الإثنين إلى الجمعة بين الساعة ٨.٣٠ صباحاً و ٤.٣٠ مساءً. والسبت بين الساعة ٩.٠٠ صباحاً و ١.٠٠ بعد الظهر حيث سيقوم موظفو البلدية بتأمين مترجم لك بكل سرور. كما يمكنك الاتصال بخدمة الترجمة الهاتفية على الرقم 131 450 والطلب منهم الاتصال ببلدية روكدايل على الرقم 9562 1666 نيابةً عنك.

Italian

importante:

Questo documento contiene importanti informazioni sul Comune di Rockdale City. Se avete difficoltà a comprenderne il contenuto, recatevi presso il Customer Service Centre del Comune a 2 Bryant Street, Rockdale dal lunedì al venerdì dalle ore 8.30 alle 16.30 e al sabato dalle 9.00 alle 13.00. Il personale del Comune sarà ben lieto di procurarvi un servizio interpreti.

Potete anche chiamare il Servizio telefonico interpreti (TIS) al numero 131 450 chiedendo che telefoni per vostro conto al Comune di Rockdale City al numero 9562 1666.

Chinese

重要消息

本文件載有關於 Rockdale 市政府的重要資訊，如果您有不明之處，請於星期一至星期五，上午 8 時 30 分至下午 4 時 30 分，及星期六上午 9 時至下午 1 時，前來位於 2 Bryant Street, Rockdale，市政府的顧客服務中心。市政府的職員會很樂意為您安排傳譯員的服務。

您也可以聯絡電話傳譯服務處，電話 131 450，並請他們代您致電 9562 1666 給 Rockdale 市政府。

Macedonian

Важно:

Овој документ содржи важни информации за Rockdale City Council (Градската општина на Rockdale). Ако не го разбирате, ве молиме, посетете го општинскиот Customer Service Centre (Центар за услуги на клиенти), кој се наоѓа на 2 Bryant Street, Rockdale, од понеделник до петок, од 8.30 наутро до 4.30 попладне и во сабота од 9.00 наутро до 1.00 попладне. Вработените во општината со задоволство ќе ви организираат да користите преведувач.

Исто така, можете да телефонирате во Telephone Interpreter Services (Служба за преведување по телефон) на 131 450, и да ги замолиме во ваше име да се јават во Градската општина на Rockdale на 9562 1666.

Greek

Σημαντικό:

Αυτό το έγγραφο περιέχει σημαντικές πληροφορίες για τη Δημαρχία Rockdale City Council. Αν δεν τις καταλαβαίνετε, παρακαλείσθε να επισκεφτείτε το Κέντρο Εξυπηρέτησης Πελατών [Customer Service Centre] του Δήμου στο 2 Bryant Street, Rockdale, Δευτέρα - Παρασκευή από 8.30πμ - 4.30μμ και Σάββατο από 9.00πμ - 1.00μμ. Το Προσωπικό του Δήμου θα χαρεί να κανονίσει υπηρεσίες διερμηνέων για σας.

Μπορείτε επίσης να επικοινωνήσετε με τις Τηλεφωνικές Υπηρεσίες Διερμηνέων [Telephone Interpreter Services] στο 131 450 και να τους ζητήσετε να τηλεφωνήσουν στο Rockdale City Council στο 9562 1666 για λογαριασμό σας.

Spanish

Importante:

Este documento contiene información importante sobre el Rockdale City Council (Municipio de Rockdale). Si no la entiende, le rogamos concurrir al Centro de Servicio al Cliente del Municipio, ubicado en 2 Bryant Street, Rockdale, atención de lunes a viernes, de 8:30 am a 4:30 pm y el sábado de 9:00 am a 1:00 pm. El personal del municipio se complacerá en obtener los servicios de un intérprete para usted.

Puede asimismo llamar al Servicio Telefónico de Intérpretes al 131 450 y pedirles que llamen de su parte al Rockdale City Council, teléfono 9562 1666.

Caring for the Environment – In the interest of protecting and preserving our environment, Rockdale City Council uses Nordset paper for all of its pre-printed paper requirements. Nordset has been awarded the Nordic Swan label for environmentally friendly pulp and paper manufacturing. It is manufactured with fibre obtained from sustainable plantation forest, it is oxygen bleached, Totally Chlorine Free (TCF), dioxin and acid free. Nordset can be recycled and is biodegradable.

- The existing NSW legislative planning framework established by the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000* as well as the mechanisms within them such as state environmental planning policies. Any new policy framework must fit within this existing NSW state-based framework.
- Jobs and dwelling targets established by the NSW Department of Planning and Infrastructure for each local government area. These assist Councils in planning for the local centres and residential neighbourhoods as they must be reflected (in part) in NSW Councils LEPs.

The above approach would ensure that the policy framework is consistent across the state of New South Wales.

Local Government Strategic Planning Mechanisms

Any new policy framework must ensure that new development is consistent with current local government strategic planning mechanisms such as:

- LEP controls on permissible and prohibited land uses immediately adjacent to the corridor. Land uses that are not permissible in an adjoining centre could be made permissible subject to a merit assessment and provided certain planning principles are adhered to (see 'Planning Principles' section below). This is so that Council's visions for its suite of centres are not undermined by inappropriate development over rail corridors (Council does not support a relaxation of its LEP land use provisions for development adjacent to rail stations).
- LEP controls on development standards (height and floor space ratio controls). This is so that Council's visions for its suite of centres are not undermined by inappropriate development above or adjacent to rail corridors.
- Respective Council's major walking and cycling networks and accessways around rail stations.
- Respective Council's local centre/area master plans and land use studies. Development initiatives must not undermine a Council's local strategic plans nor a Council's strategic vision for a centre or locality. (For example, the Rockdale Town Centre Master Plan envisages a development scheme for a site immediately adjoining the station. Any development of a scale greater than a single storey over the railway line at Rockdale Rail Station could undermine the intentions of the master plan and the success of its vision).

The consideration of local planning controls can prevent development comprising inappropriate uses and of an inappropriate scale including residential development above rail corridors. This position reflects current State and local government strategic planning policy frameworks.

Any new policy framework must be undertaken with clear planning principles in mind (see also 'Planning Principles' section of this submission).

Existing infrastructure

The establishment of a new policy framework for development above or adjacent to rail corridors must be informed by existing infrastructure.

Bus interchanges

Rockdale Rail Station comprises two bus interchanges – one smaller interchange on the western side of the station and a larger interchange on the eastern side. New development must not undermine the role of such bus interchanges. It must not also reduce their capacity nor seek to relocate them away from existing rail stations.

RailCorp owned car parking facilities

In the NSW context, existing RailCorp car parking facilities within local centres perform a critical role in local centre infrastructure provision. The need to be consulted before any such rail-owned facilities are augmented or replaced.

Planning principles

A new policy framework for development above or adjacent to rail corridors must be informed by sound planning principles. The following planning principles should be considered:

- Design of development promotes the public domain
- Development promotes a high quality amenity
- Development reflects good urban design principles
- A safe public domain through active frontages on pedestrian concourse over rail corridors
- Height and form of development takes into account visual impact
- Design practices that encourage energy and water conservation
- Development should accommodate users of all modes of transport especially walking and cycling
- A high degree of accessibility is to be provided for disabled persons
- Promote the use of public transport
- Rail concourses are linked to public areas and publicly accessible 24 hours/day.

Such principles would pertain to land use, built form, public domain, accessibility and movement, sustainability and heritage.

Development above rail corridors

Residential development

Council does not support residential development above rail corridors in any form because:

- there is no existing local or state planning policy that supports that direction. For instance, there is no state environmental planning policy (SEPP) or other mechanism that permits development in that form.

- there is no existing state government policy that informs which centres – in accordance with the centres hierarchy (such as Regional Centres, Specialised Centres or Major Centres) – should come on-line to have such development.
- Councils which are on target in meeting their dwelling targets have no need to increase the availability of land for residential purposes.

Mixed use development

Council supports some forms of retail and business development over railway corridors at railway stations; specifically, an activation of the pedestrian concourse above the rail corridor/rail stations at a single storey scale (eg. the single storey development scheme over the Newtown Rail Station in Sydney, currently under construction, is a good example). However, this should not undermine a Council's local centre vision. There should also be a state government strategic framework that allows such development.

Funding sustainable transport options

The additional funding gained from development over rail air space could provide funding for the provision of sustainable transport facilities.

Development adjacent to rail corridors

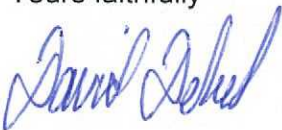
Council supports the concept of transit oriented development (TOD) which means concentrating densities around rail stations where transport and services are provided. However, it is critical that TOD is developed in a way that is consistent with state and local strategic planning initiatives.

Consultation

Any new strategic planning policy framework should involve significant consultation and engagement with local councils and the DP&I and local council concurrence on any new policy that would see such rail development supported in this submission.

Should you have any queries in relation to this submission, do not hesitate to contact Jacky Wilkes, Coordinator Urban Strategy on 02 9562 1683.

Yours faithfully



David Dekel
Manager Urban and Environmental Strategy

