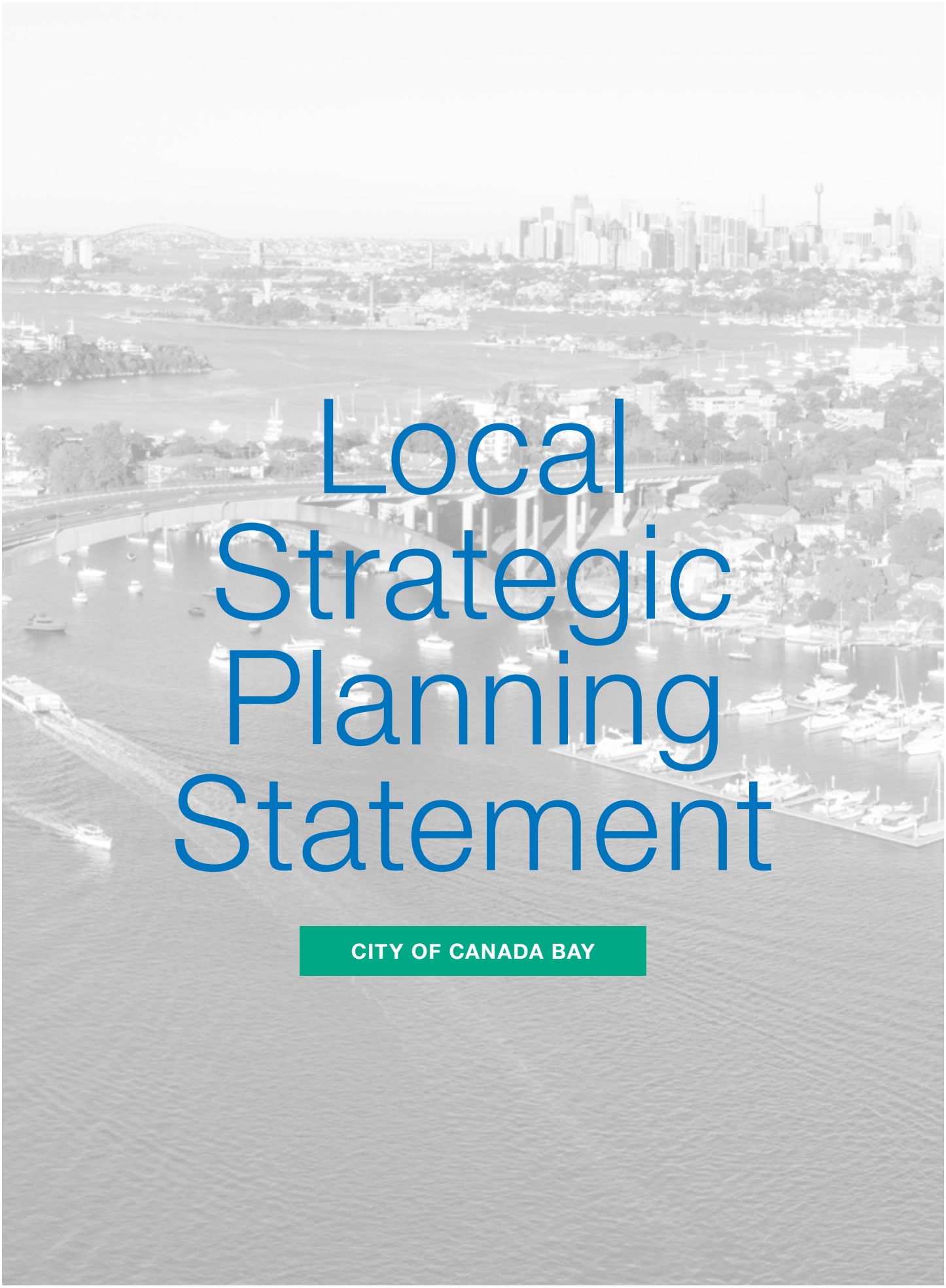
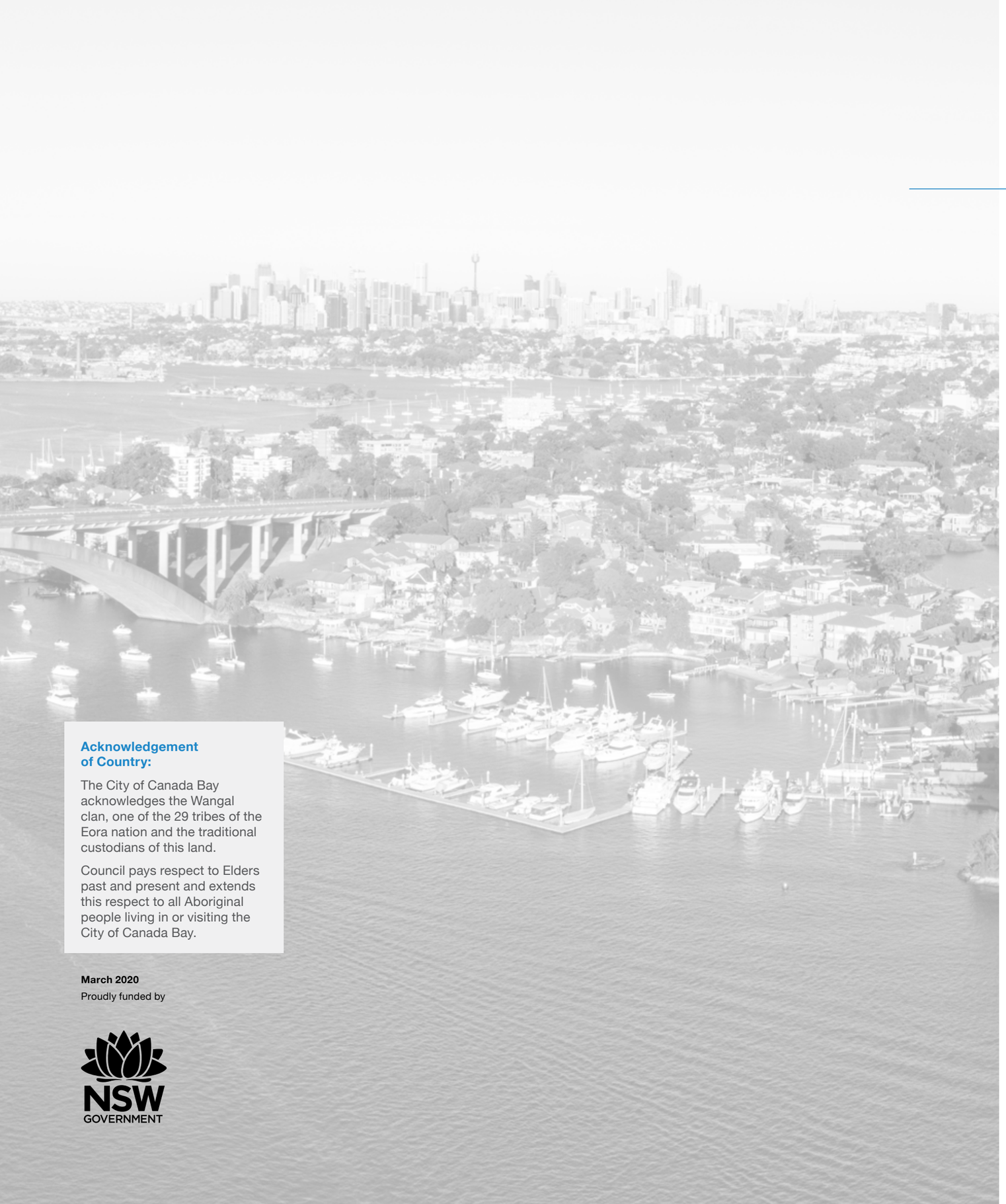


Local Strategic Planning Statement

CITY OF CANADA BAY

City of Canada Bay



Acknowledgement of Country:

The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land.

Council pays respect to Elders past and present and extends this respect to all Aboriginal people living in or visiting the City of Canada Bay.

March 2020

Proudly funded by

NSW GOVERNMENT

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ABBREVIATIONS

CCBC	CITY OF CANADA BAY COUNCIL
CSP	COMMUNITY STRATEGIC PLAN
DCP	DEVELOPMENT CONTROL PLAN
DPIE	DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT
EP&A ACT	ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979
IP&R	INTEGRATED PLANNING AND REPORTING
IPRF	INTEGRATED PLANNING AND REPORTING FRAMEWORK
LALC	LOCAL ABORIGINAL LAND COUNCIL
LEP	LOCAL ENVIRONMENTAL PLAN
LGA	LOCAL GOVERNMENT AREA
LG ACT	LOCAL GOVERNMENT ACT 1993
LHS	LOCAL HOUSING STRATEGY
LSPS	LOCAL STRATEGIC PLANNING STATEMENT
OEH	OFFICE OF ENVIRONMENT AND HERITAGE
TFNSW	TRANSPORT FOR NSW

About the Plan

The City of Canada Bay Local Strategic Planning Statement (LSPS) is the core strategic planning document for the City of Canada Bay. It will guide the character of our centres and neighbourhoods into the future. It describes the future we face and what we should do to preserve and enhance our lifestyle.

The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies such as the Local Environmental Plan (LEP), Development Control Plans (DCP) and Contributions Plans. The LSPS will be used to update key components of these plans.

POLICY CONTEXT

This LSPS has been prepared in accordance with Section 3.9 of the Environmental Planning and Assessment Act 1979 (the EP&A Act).

The LSPS gives effect to the Eastern City District Plan, implementing priorities and actions at a local level. It is also informed by other state-wide and regional policies including the Future Transport Strategy 2056 and the State Infrastructure Strategy. The LSPS outlines how these plans will result in changes at the local level, such as new or improved transport connections.

YOUR Future 2030 is Council's Community Strategic Plan. The purpose of the Plan is to identify the community's main priorities and aspirations for the future and to identify how to achieve these goals. The LSPS is informed by Council's Community Strategic Plan and provides the rationale for decisions about how we will use our land to achieve the aspirations of the community.

FIGURE 1: PLANS THAT INFORM THE LSPS

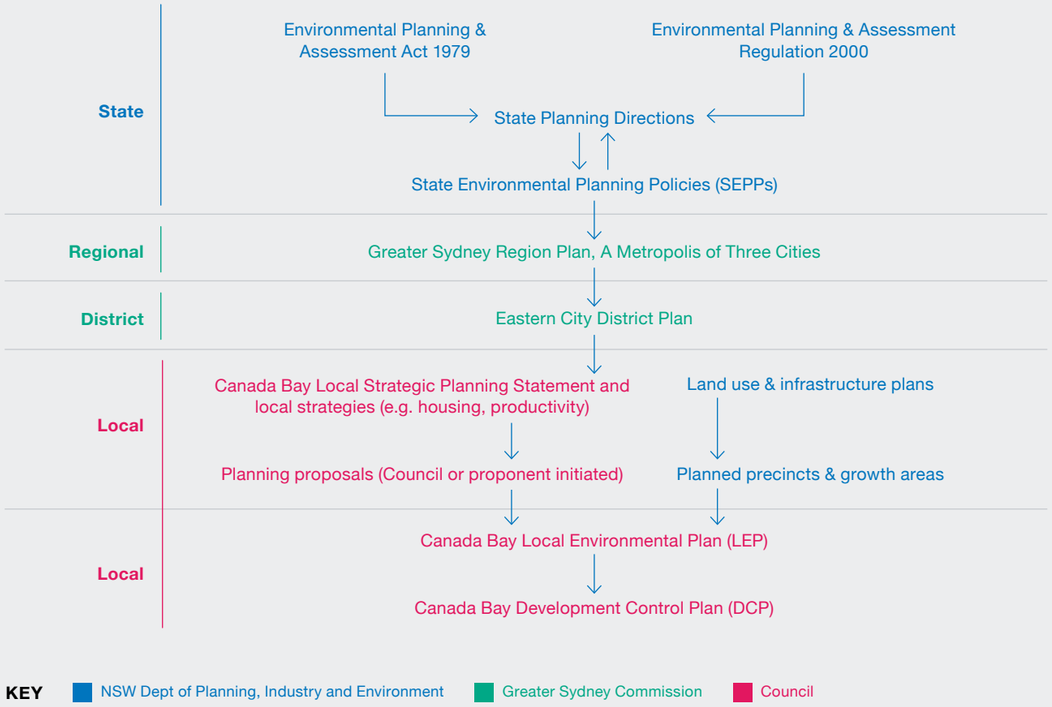




FIGURE 2: YOUR FUTURE 2030 AND THE LSPS



CONSULTATION

Our Plan is based on our understanding of what our community has told us as well as our analysis of metropolitan, district and local issues likely to impact on our City in coming decades. The consultation undertaken to inform this document built on the consultation for Council's Community Strategic Plan.

The community told us:

- Green spaces, local parks and opportunities to be near the water should be protected and enhanced;
- Our area's local character and friendly village atmosphere are highly valued;
- Development should deliver better outcomes in relation to sustainability, amenity, design, housing mix and affordability;
- Public transport should be improved to assist with reducing traffic congestion and parking issues; and
- Infrastructure should keep pace with population growth.

Further engagement with the community was undertaken to inform the draft LSPS. This engagement revealed:

- Low density areas should remain substantially unchanged;
- New development is best located where there is access to high frequency public transport;
- New development should reflect the character of the surrounding neighbourhood and contribute to the greening of our local area;
- It is important to be able to access urban services (car repairs, home improvement) close to home;
- We should reduce car reliance and some roads could have dedicated bike lanes;
- There is significant support for more trees in parks, on streets and within centres;
- Local Centres should be vibrant places that reinforce a village atmosphere; and
- Public access to and along the foreshore should be achieved wherever possible.

Our land use vision



Create great streets, places and buildings for people



Plan for a diversity of housing types and affordability



Protect and enhance local character



Connect and strengthen neighbourhoods and centres



Align growth with the delivery of infrastructure



Ensure Sydney Metro West delivers "density done well"



Improve access to the Parramatta River foreshore



Facilitate sustainable development and renewal



Increase biodiversity and the urban tree canopy



Context

OUR PLACE IN OUR REGION

The City of Canada Bay is a vibrant and diverse city in the heart of Sydney's inner west. With many parks and reserves, and surrounded by river foreshore, we are only 6 kilometres from the Sydney CBD.

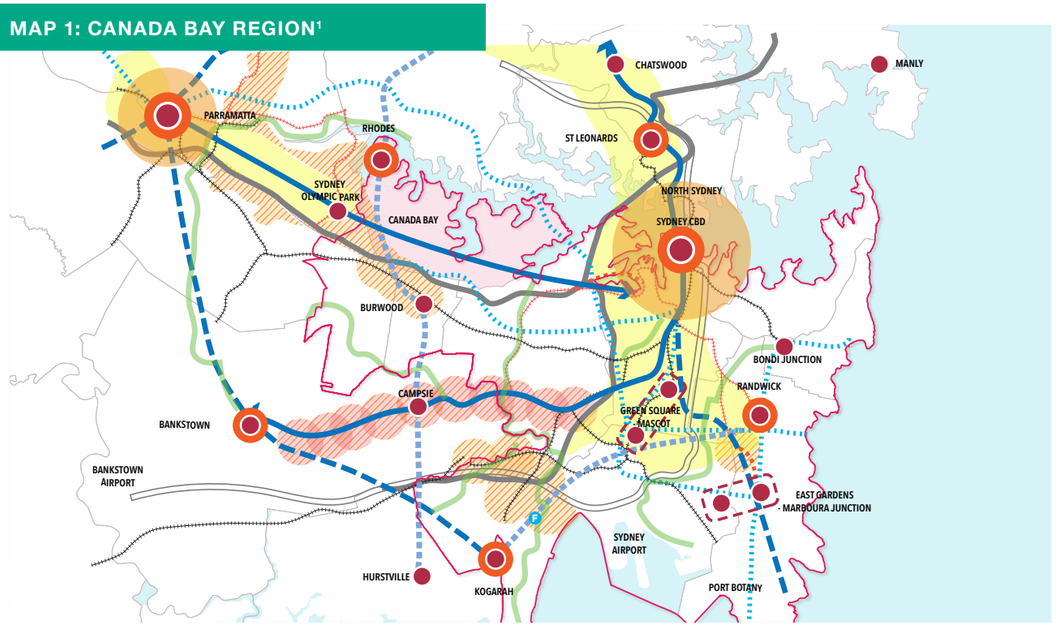
The traditional owners of our City are the Wangal clan of the Dharug people, who hold a deep connection to the land, river and foreshore.

Bounded by Parramatta River in the north and east, and Parramatta Road in the south, our neighbours are the Inner West, Burwood and Strathfield Council areas. To the west lies the City of Parramatta. We are part of the area of Sydney defined as the Eastern City District in The Greater Sydney Regional Plan.

Our City has many areas of unique character, including the suburbs of Abbotsford, Breakfast Point, Cabarita, Canada Bay, Chiswick, Concord, Concord West, Drummoyne, Five Dock, Liberty Grove, Mortlake, North Strathfield, Rhodes, Rodd Point, Russell Lea, Strathfield (part) and Wareemba. Many of these suburbs have undergone little change and are characterised by established, low-density housing. Some areas have a distinctive local character as a result of the significant numbers of original Federation Bungalow and Inter-War Californian Bungalow housing.

In recent years there has been an increase in apartment living, particularly in Rhodes, but also in our Local Centres and close to Parramatta Road. We also have significant commercial and retail areas that provide jobs for local residents and workers from the wider metro area. Our Strategic and Local Centres: Concord, Drummoyne, Five Dock and Rhodes/Concord Hospital provide lively hubs for work, dining, entertainment, health and other social and cultural activities.

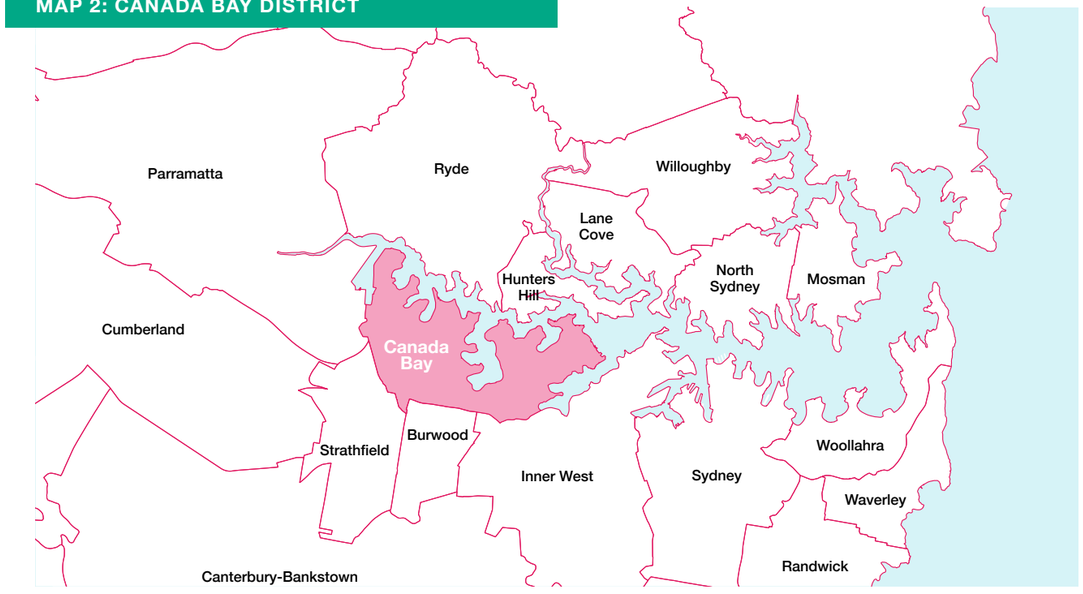
MAP 1: CANADA BAY REGION[1]



KEY

- Metropolitan Centre
- Health and Education Precinct
- Strategic Centre
- Economic corridor
- Urban renewal areas
- Transit oriented development
- Waterways
- Canada Bay LGA
- Train corridor
- Committed train link
- Train link/mass transit investigation 10-20 years
- Train link / mass transit visionary
- City serving transport corridor
- Light rail
- Motorway
- Committed motorway
- Eastern District boundary

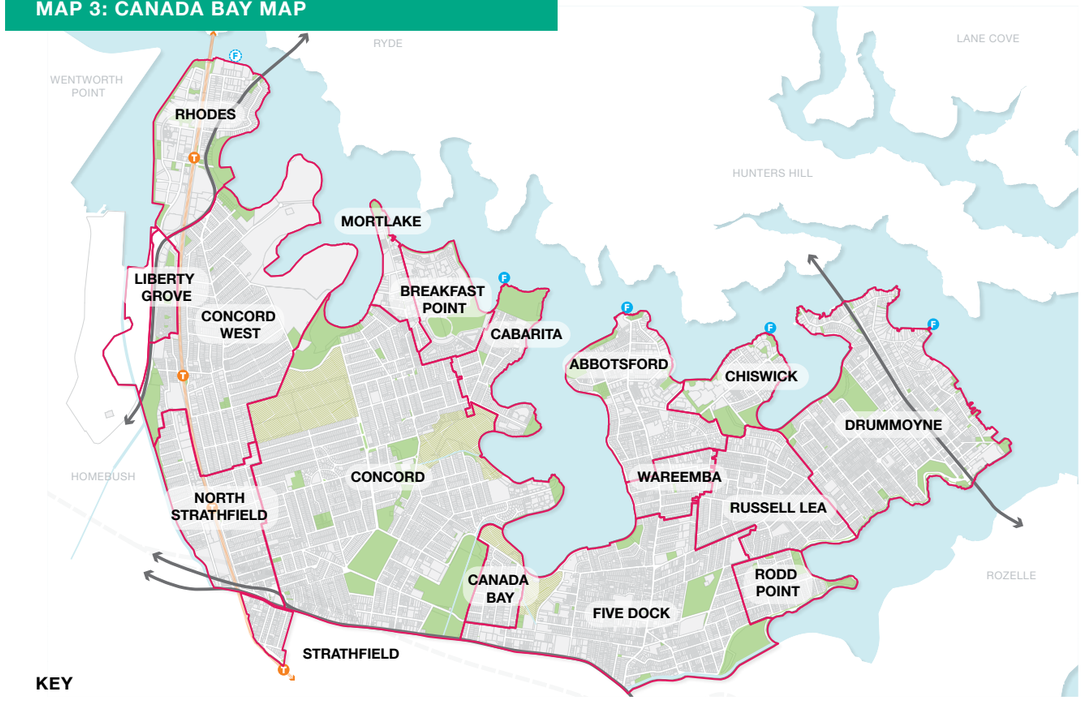
MAP 2: CANADA BAY DISTRICT



KEY

- Canada Bay LGA
- Surrounding LGA's

MAP 3: CANADA BAY MAP



KEY

- Suburb boundaries
- Train station
- Ferry stop
- Public open space
- Golf courses
- Waterways

OUR PEOPLE

In 2016, the estimated residential population of the City of Canada Bay was 88,015 (2016 Census), having grown rapidly from a population of nearly 54,000 in 1996. This increase has been driven by the demand for housing in inner-metropolitan Sydney, with new residents coming from other areas of Sydney, Australia and from overseas. The conversion of former industrial land to housing has enabled the City to accommodate this growth.

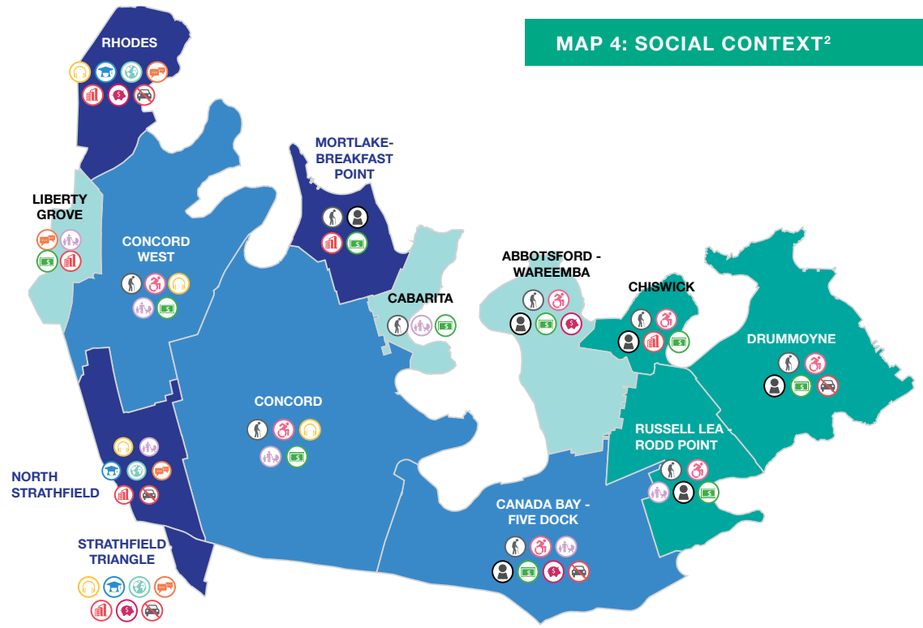
Our City has a rich Aboriginal and introduced cultural heritage. It also has a diversity of ages, ethnicity, languages spoken and income. Whilst there are many similarities across the City in terms of ethnicity and age, the suburbs of Strathfield, North Strathfield and Rhodes are generally younger, more ethnically and linguistically diverse and have lower median incomes than the rest of the City.

The population of Canada Bay is expected to continue expanding, with a further 32,000 people to be added to the 2016 population by 2036. To house this new population, major projects such as the planned urban transformation of the Parramatta Road Corridor, continuing redevelopment of the Rhodes Peninsula, and some urban infill will be needed.

Over the next 20 years, the dominant age group will continue to be between 25 and 34. However there will also be major growth in the number of people aged 55 and over, and a 75% increase in the number of people aged 75 and over. This ageing population will need new health care, housing and aged services. Council's Social Infrastructure Strategies identify the need for a range of other social, sports and recreation facilities to serve the broader city population.

In 2036 the largest household type will be couples with children. However the number of couples without children will continue to rise. 20% of apartments in our City are now occupied by families with children and given the increasing pressure on housing affordability, this trend is likely to continue.

MAP 4: SOCIAL CONTEXT[2]



KEY

- More than 10.2% of population aged over 70 years old
- More than 4.3% of population need assistance due to disability
- More than 14.3% of population aged under 12 to 24 years old
- More than 9.1% of the population studying at University or TAFE
- More than 24.7% of population has recently arrived to Australia
- More than 40.8% of population speaks a language other than English at home
- More than 39.6% of households are households with children
- More than 20.7% of households are lone person households
- More than 41.2% of dwellings are high density
- More than 35.3% of households are high income households (>$2,500 a week)
- More than 13.9% of households are low income households (<$650 a week)
- More than 9.7% of households don't have a car

Population growth 2016 - 2036

- > 50% population growth
- 20% - 49% population growth
- 1% - 19% population growth
- < 0% population decline

OUR ECONOMY

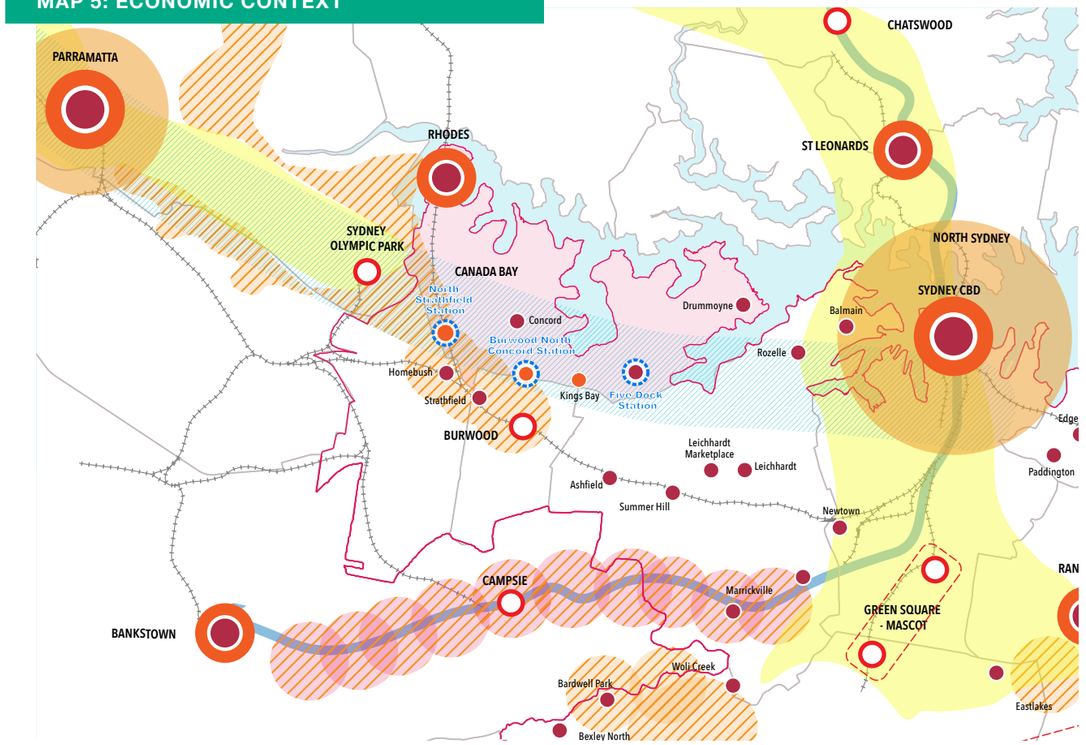
Jobs within the LGA are provided across a range of sectors including health and education, office, retail and hospitality. Knowledge-intensive jobs form the highest proportion of employment and are increasing. Jobs are concentrated around several key centres, particularly Rhodes/Concord Hospital Strategic Centre, which accommodates 10,500 jobs. The nearby Concord Hospital precinct supports a further 2,800 workers.

A significant proportion of residents (79% in 2016) travel to work outside the LGA, so good transport connections to employment centres outside the LGA are important. The City is serviced by Concord Road, Parramatta Road, Victoria Road and the Western Motorway, as well as Parramatta River ferries and the main northern railway line. Westconnex and Sydney Metro West present challenges and opportunities for providing future community and recreation infrastructure.

Local Centres in the LGA include Concord, Drummoyne and Five Dock. Rhodes, including Concord Hospital, is designated as a Strategic Centre in the Eastern City District Plan. Birkenhead Point and the Bakehouse Quarter are notable shopping destinations.

New housing for Canada Bay's growing population has largely occurred on remediated industrial land. This trend is likely to continue with the loss of the remaining industrial land under the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and the Rhodes Planned Precinct. However, as a result of population increase, there is need to provide adequate population-serving industries.

MAP 5: ECONOMIC CONTEXT



KEY

- Health and Education Precinct
- Strategic Centre
- Local Centre
- Future Local Centres
- Urban renewal areas
- Waterways
- Metro West study area
- Future Metro station location
- Canada Bay LGA
- Economic corridor
- Train corridor
- Light rail
- City serving transport corridor
- Eastern District boundary

(Source: taken from Greater Sydney Commission, Eastern City District Plan, Structure Plan)

OUR ENVIRONMENT

The City supports an extensive 36 kilometres of Parramatta River foreshore and the river acts as a vital ecological and recreational resource. The foreshore and views to and from Sydney's iconic Parramatta River and Harbour are important in a local and regional context.

The foreshore is likely to be affected by future implications of Climate Change, including possible sea level rise and flooding. Other LGA-wide Climate Change impacts could include exposure to increased extreme weather events and an enhanced urban heat island effect. Council has an important role to play in mitigating Climate Change impacts through reducing carbon emissions, advocating for better active and public transport and controlling how and where new development occurs.

Development since European occupation has resulted in the majority of the City's natural vegetation communities being removed, leaving only isolated remnants. However, these remaining areas continue to support a unique diversity of plants and animals, including a number of threatened species, ecological communities and their habitats. This includes remnants of Sydney Turpentine-Ironbark Forest, Swamp-oak Floodplain Forest, Coastal Saltmarsh, Brays Bay, Yaralla Bay, Majors Bay and Homebush Bay wetlands.

The City has an extensive network of open space, including parks, reserves and walkways. There is continuing pressure on these resources from Sydney's growing population and there are areas within the LGA that have poor access to these resources.

MAP 6: ENVIRONMENTAL CONTEXT[3]



KEY

- Critical Habitat
- Significant habitat
- Supporting habitat
- Public open space
- Golf courses
- Waterways

FIGURE 3: CANADA BAY SNAPSHOT[4]

Canada Bay now

Population in 2016
88,015

Population over 70 y.o.
10.2%

Language spoken at home, other than English
40.8%

Apartments
50.7%

Households with children in apartments
20%

Housing stress of rental households
42%

Trips by private vehicle
65%

Health and education jobs
23%

Foreshore frontage
36km

Tree Canopy cover
18.2%

Parks
150

Heritage Conservation Areas
24

Canada Bay in 2036

Population in 2036
120,000

Population increase over 75 y.o.
75%

Demand for social and affordable housing
14%

Apartments in 2036
63.8%

Rhodes job target
7,700

Tree Canopy Cover
25%

Our Themes and Planning Priorities

A 20-year vision and four related themes frame the planning priorities and land use actions for the City of Canada Bay:

- **infrastructure and collaboration**
- **liveability**
- **productivity**
- **and sustainability.**

These four themes will be monitored against identified measures and implemented through planning priorities.

The themes and planning priorities have been informed by the Eastern City District Plan and have been tailored to the City of Canada Bay.

The planning priorities will be delivered through actions to guide land use decisions and will be undertaken by Council over the next 20-years. The planning priorities will be regularly reviewed and the LSPS updated as changes are made.

DEFINITIONS

Short term:	within 0 – 5 years
Medium term:	within 6 – 10 years
Long term:	within 11 – 20 years

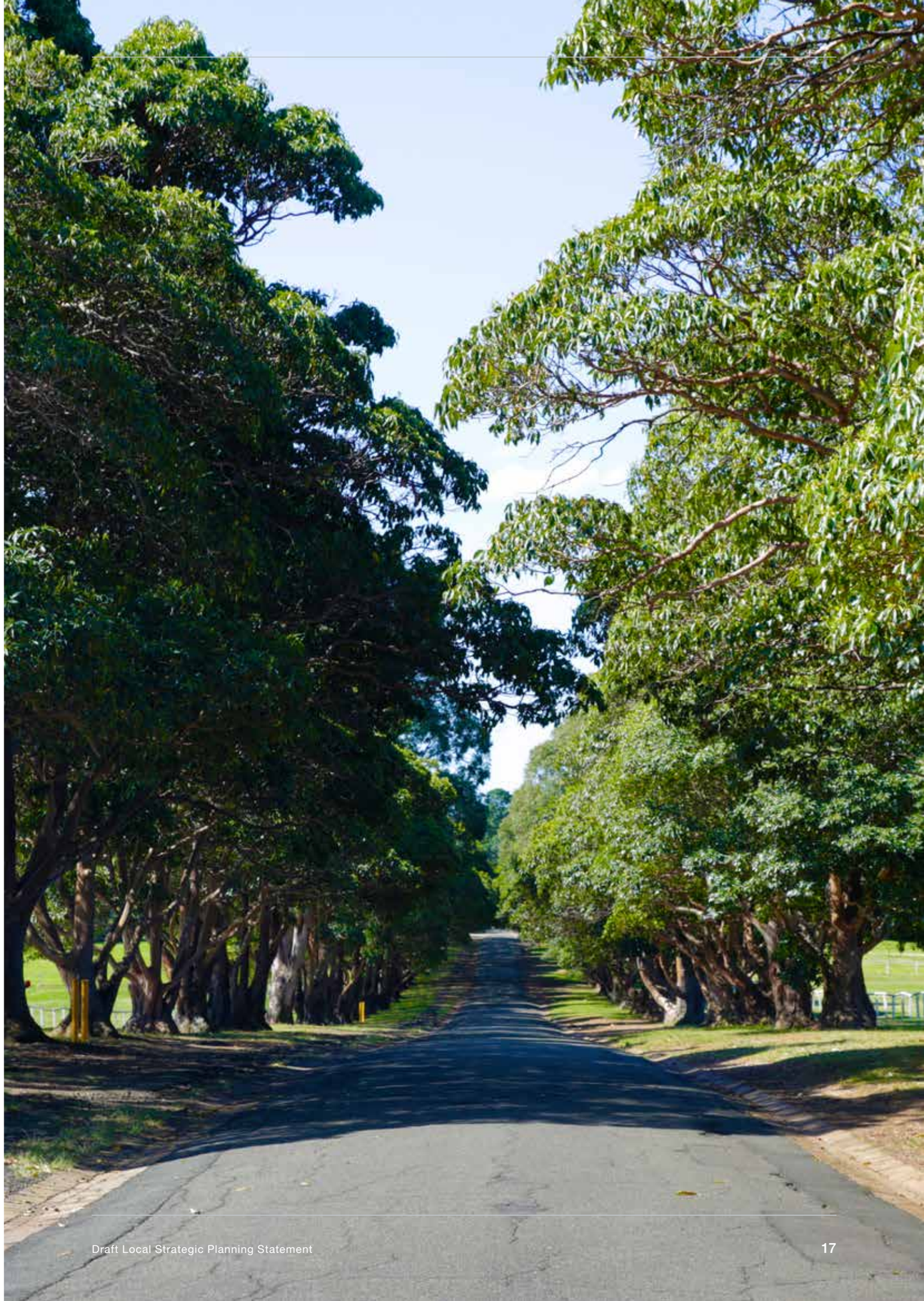


FIGURE 4: OUR PLAN ON A PAGE

Infrastructure and collaboration

VISIONS / VALUES

Align growth with the delivery of infrastructure

PLANNING PRIORITIES

1 Planning for a City that is supported by infrastructure

2 Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development

Liveability

VISIONS / VALUES

Create great streets, places and buildings for people

Plan for a diversity of housing types and affordability

Protect and enhance local character

PLANNING PRIORITIES

3 Providing community services and facilities to meet people's changing needs

4 Foster safe, healthy, creative, culturally rich and socially connected communities

5 Provide housing supply, choice and affordability in key locations

6 Provide high quality planning and urban design outcomes for key sites and precincts

7 Create vibrant places that respect local heritage and character

Productivity

VISIONS / VALUES

Connect and strengthen neighbourhoods and centres

Ensure Sydney Metro West delivers "density done well"

PLANNING PRIORITIES

8 Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital

9 Enhance employment and economic opportunities in Local Centres

10 Identify opportunities to support urban support services

11 Identify land use opportunities and implications arising from Sydney Metro West

12 Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport

Sustainability

VISIONS / VALUES

Improve access to Parramatta River foreshore

Facilitate sustainable development and renewal

Increase biodiversity and the urban tree canopy

PLANNING PRIORITIES

13 Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways

14 Protect and enhance bushland and biodiversity

15 Protect and enhance scenic and cultural landscapes

16 Increase urban tree canopy and deliver Green Grid connections

17 Deliver high quality open space and recreation facilities

18 Reduce carbon emissions and manage energy, water and waste efficiently

19 Adapt to the impacts of urban and natural hazards and climate change

MAP 7: STRUCTURE PLAN

KEY

Land use and urban growth

- Urban Renewal Area (includes Parramatta Road North, Rhodes Planned Precinct)
- Future Urban Renewal Area
- Urban Renewal Area in neighbouring LGA
- Housing Diversity Investigation Areas
- Heritage Conservation Area
- Local Character Investigation Areas

Open space and green grid connections

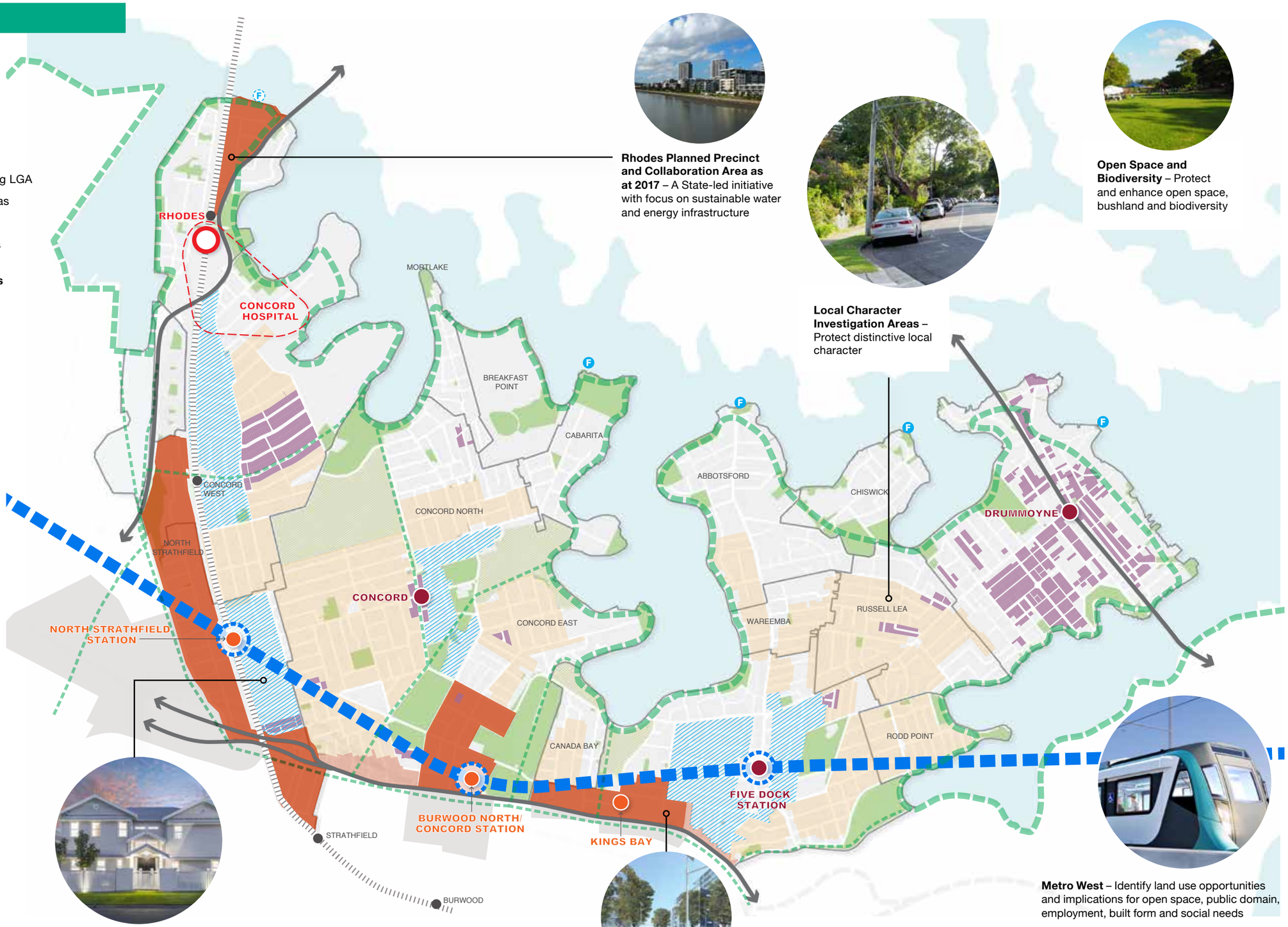
- Public open space and biodiversity
- Major Green Grid Corridor
- Minor Green Grid Corridor
- Golf courses
- Waterways

Major centres

- Strategic Centre
- Local Centre
- Future Local Centre

Transport and connections

- Existing rail network
- Major roads
- Existing ferry
- Proposed ferry (Rhodes)
- Future Metro station location
- Future Metro West Corridor



Rhodes Planned Precinct and Collaboration Area as at 2017 – A State-led initiative with focus on sustainable water and energy infrastructure

Local Character Investigation Areas – Protect distinctive local character

Open Space and Biodiversity – Protect and enhance open space, bushland and biodiversity

Housing Diversity – Deliver housing diversity in accordance with the Local Housing Strategy and Actions 5.3 and 11.1



Parramatta Road – Urban renewal through investment in homes, jobs, transport, open space and public amenity

Metro West – Identify land use opportunities and implications for open space, public domain, employment, built form and social needs

Strategies

Several priorities and actions identify immediate imperatives relating to technical studies that inform how we plan for future housing, jobs and infrastructure needs. These studies will also inform amendments to the Canada Bay Local Environmental Plan (LEP) and the Canada Bay Development Control Plan (DCP).

Snapshot of endorsed City of Canada Bay strategies:

- Biodiversity Framework
- Local Housing Strategy
- Local Employment and Productivity Strategy
- Local Movement Strategy
- Social Infrastructure Strategy (Community Facilities)
- Social Infrastructure Strategy (Open Space & Recreation)
- Urban Tree Canopy Strategy

MANAGING GROWTH AND CHANGE

Minor change is required to Canada Bay's current planning controls to accommodate the proposed housing target. The housing target can be achieved under the current planning controls together with:

- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) will be implemented following the completion of background studies that demonstrate how additional dwellings can be provided.
- Rhodes Planned Precinct will be implemented which aims to create a new mixed-use community close to jobs and public transport at Rhodes Planned Precinct.
- Housing diversity will be explored by investigating potential for dual occupancies and terraces within the immediate vicinity of identified Local Centres.
- Sympathetic development will be required for all other localities that complements the scale and density of the established built form.

Planning proposals seeking changes to the planning controls for additional development capacity through spot rezoning must have strategic merit and site specific merit and have regard to Council's adopted strategies, including any requirement for Department of Planning, Industry and Environment endorsement of those strategies.

Planning proposals that simply seek additional residential density above the current controls will have challenges in demonstrating their strategic merit as they are not necessary to achieve the housing target and the planning priorities of this Planning Statement.

PRINCIPLES FOR GROWTH

Strategic principles for managing growth and change are:

- Proposals must be consistent with the relevant liveability, productivity, infrastructure and sustainability priorities and actions in this Local Strategic Planning Statement.
- Proposals must support the strategic objectives in Canada Bay's adopted strategies and action plans and where relevant strategies endorsed by the Department of Planning, Industry and Environment.
- Planning around future metro stations will be coordinated and precinct-based. In this way, Proposals which seek to respond to the location of metro stations will be discouraged until such time as a local planning study has been completed. This will enable consideration to be given to infrastructure demand and provision, appropriate distribution of development potential across an area, value capture for public benefit and the orderly sequencing of development.

The site-specific principles for growth are detailed throughout this LSPS. In summary, they include:

- Proposals in local and Strategic Centres must be considered through precinct-level planning to sequence and fund growth with provision of public transport, open space and other infrastructure for the whole centre (P8 & P9).
- Proposals must locate development near strategic and Local Centres and a reasonable walking distance of high-frequency public transport (P5 & P6).
- Proposals must positively contribute to the built environment and result in good urban design outcomes (P4, 5, 6 & 7).
- Proposals must complement local character and the heritage significance of nearby items and areas (P7).
- Proposals must result in high amenity for occupants and not unreasonably impact on the amenity of neighbouring properties and public domain (P4, 5, 6 & 7).
- A minimum of 5% affordable rental housing is required in Planned Precincts, the Parramatta Road Corridor and wherever a significant increase in density occurs, subject to viability (P1, P2 & P5).
- Proposals must locate development with access to open space. All new residential areas are required to be located within 400m of open space and high-density areas within 200m of open space (P17).
- Proposals in strategic and Local Centres (Mixed Use and Neighbourhood Business zones) must include an amount and type of non-residential floor space appropriate to the site's location and ensure residential development does not diminish employment or economic opportunities (P6, P8 & P9).
- Proposals must avoid residential uses in industrial precincts and business parks (P6, 8, 9 10).
- Proposals must not intensify urban development in areas where there are unacceptable risks from natural and urban hazards (P19).
- Proposals must improve resilience to the impacts of climate change (P19).
- Proposals must protect and enhance the Parramatta River and the community's environmental values and uses for the foreshore and waterways (P13).
- Proposals must retain native vegetation and maintain and enhance ecological functions in core areas and wildlife corridors (P14).
- Proposals must protect public views of scenic and cultural landscapes (P15).
- Proposals must contribute to the local green grid, retain mature trees and provide a minimum of 25% tree canopy in renewal precincts (P16).
- Proposals must reduce the urban heat island effect by increasing the urban tree canopy and green cover, incorporating water sensitive design and improving building design (P16 & P19).

Infrastructure & Collaboration

PLANNING PRIORITIES

1 **Planning** for a City that is **supported** by **infrastructure**

2 Work towards **best-practice planning and infrastructure provision** for Rhodes Planned Precinct, creating a model for **sustainable, high quality development**

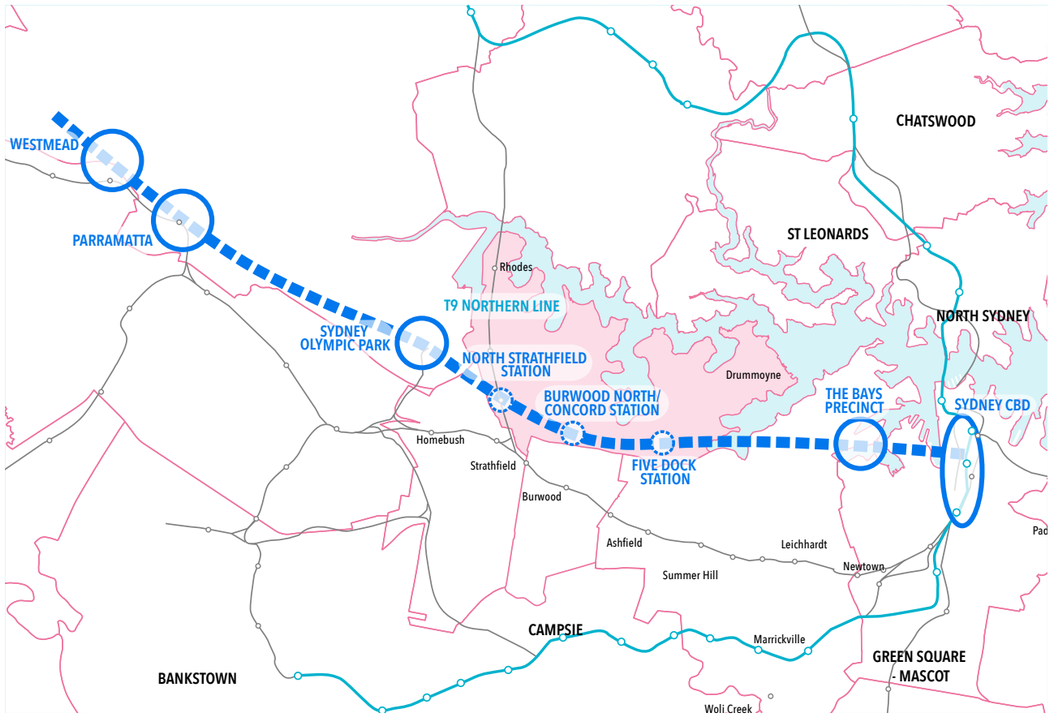
As Canada Bay continues to grow and change, it is critical that new development is aligned with the delivery of infrastructure. This includes services and facilities for transport, open space, health, education, utilities (water, energy, sewerage and telecommunications) and social and cultural development.

Collaboration between Council, adjoining Councils and State government agencies will be important to ensure the efficient use of existing, and timely delivery of new infrastructure to support new residential development, particularly in Planned Precincts and along the Parramatta Road Corridor.

Sydney Metro West and WestConnex are significant transport initiatives that will improve connections to jobs and services in neighbouring suburbs, the Sydney CBD and Parramatta. Council will work with the NSW Government and other stakeholders to ensure local issues and aspirations are considered during the delivery of these major projects.

Infrastructure also includes social infrastructure and amenity, such as open space, health, education utilities, and social and cultural development, which is addressed in the Liveability chapter.

MAP 8: SYDNEY METRO WEST



KEY

- Future Metro station location
- Future Metro West Corridor
- Sydney Metro network
- City of Canada Bay LGA
- Suburban rail network

Priority 1

Planning for a City that is supported by infrastructure

A range of infrastructure is required to meet the needs of the Canada Bay community.

Council's existing development contributions plans describe in detail the location and type of infrastructure needed as a result of development and the contribution that developers are required to pay towards meeting the cost.

Development throughout Canada Bay will generate demand for new and improved infrastructure, particularly in the renewal areas of Rhodes and the Parramatta Road Corridor. New and revised contributions plans will be required to meet these needs, supplemented by Planning Agreements to provide specific outcomes.

As well as planning for local facilities and services, Council will also need to work with the State government to ensure that the state and regional infrastructure needs created by new development are provided.

Neighbouring LGAs are also stakeholders in Canada Bay's vision for the future as there are a variety of projects and initiatives that cross local government boundaries. The Parramatta Road Corridor, access to the Burwood and Strathfield town centres and connectivity issues are key areas for collaboration.

Actions

1.1 Review the Canada Bay S7.11 and S7.12 Contribution Plans to ensure that local infrastructure is provided to support the needs of new residents. — short term

1.2 Work with neighbouring Councils, Transport for NSW and the Department of Planning and Environment to enable the delivery of dedicated rapid public transport and place-based outcomes along the Parramatta Road Corridor. — short term

1.3 Work collaboratively with the Greater Sydney Commission, State Government and other stakeholders to:

- ensure urban design outcomes for all Planned Precincts and renewal areas facilitate a diversity of housing typologies, adaptable car parking and basement spaces (minimum 2.4 metres clear height), density with a human scale and a diversity of building typologies; — short term
- implement the 'movement and place' framework* when undertaking planning for Local Centres and key road corridors and require new high density developments to provide adequate off-street loading facilities; and — short term
- deliver social infrastructure, high quality public domain and local open space. — short term

1.4 Work collaboratively with Sydney Metro and the Department of Planning and Environment to ensure that land use change around Sydney Metro West stations delivers high quality outcomes that include:

- a desired future character statement prepared in consultation with the community; — medium term
- social infrastructure, active transport and walkability; and — medium term
- high quality public domain and open space. — medium term

1.5 Work with Sydney Local Health District (SLHD) and Yaralla to deliver increased opportunities for public access, informal recreation and biodiversity outcomes on Walker Estates. — short term

1.6 Actively encourage the shared use of land and facilities, including schools, but only where the shared use does not reduce the existing availability of public open space and facilities for general community use. — short to long term

1.7 Work with Local Aboriginal Land Councils to ensure the needs of the LALC are identified and considered and, where appropriate, support Aboriginal self-determination, economic participation and cultural expression. — short term

*The 'movement and place' framework is an initiative of Transport for NSW that seeks to balance good planning for people and places, and efficient movement of road based traffic.

Priority 2

Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development

The renewal of Rhodes Planned Precinct can meet the challenges of the future by building sustainability and longevity into the planning and design of the Precinct.

New social and cultural infrastructure, including a new primary school, affordable housing and open space/recreation facilities, are required to support the anticipated population of 10,000 new residents. Development will also place substantial pressure on existing transport infrastructure, which is already at capacity. In particular Concord Road and the north-south rail line will need upgrading and a new ferry wharf is required to support an increase in journeys taken by public transport.

Council is committed to ensuring that Rhodes is an exemplar development through encouraging active and public transport and also through the implementation of precinct-wide sustainability initiatives including a recycled water network and private electrical network. Increased sustainability targets for energy and water consumption will be a key requirement for development in this precinct.



Actions

2.1 Work with the Greater Sydney Commission, NSW State Government and other stakeholders on the Rhodes Planned Precinct, to ensure that the following infrastructure is included in plans that guide future development:

- best-practice precinct wide sustainability, in line with its status as a collaboration area based on Sustainability; — short term
- the BASIX online tool is updated for the Rhodes Planned Precinct area so as to include a 50% water target and 40% target for energy consumption; — short term
- social infrastructure, active transport and walkability; — short term
- high quality public domain, open space and foreshore access; — short term
- a minimum of 5% new housing is provided as affordable housing, subject to viability; — short term
- a new primary school with Out of School Hours Care and the provision of adequate on-site open space; — short term
- the delivery of a new ferry wharf; — short term
- development that incorporates off-street loading facilities to minimise the impact of freight and service vehicle movements on the area; and — short term
- the implementation of Travel Demand Management (TDM) measures. — short term

Rhodes Peninsula

The Rhodes Peninsula includes the localities of Rhodes West and Rhodes East- divided by the north-south railway line. In recent years Rhodes West has transformed from a heavy industrial area into a high density residential, retail and business precinct.

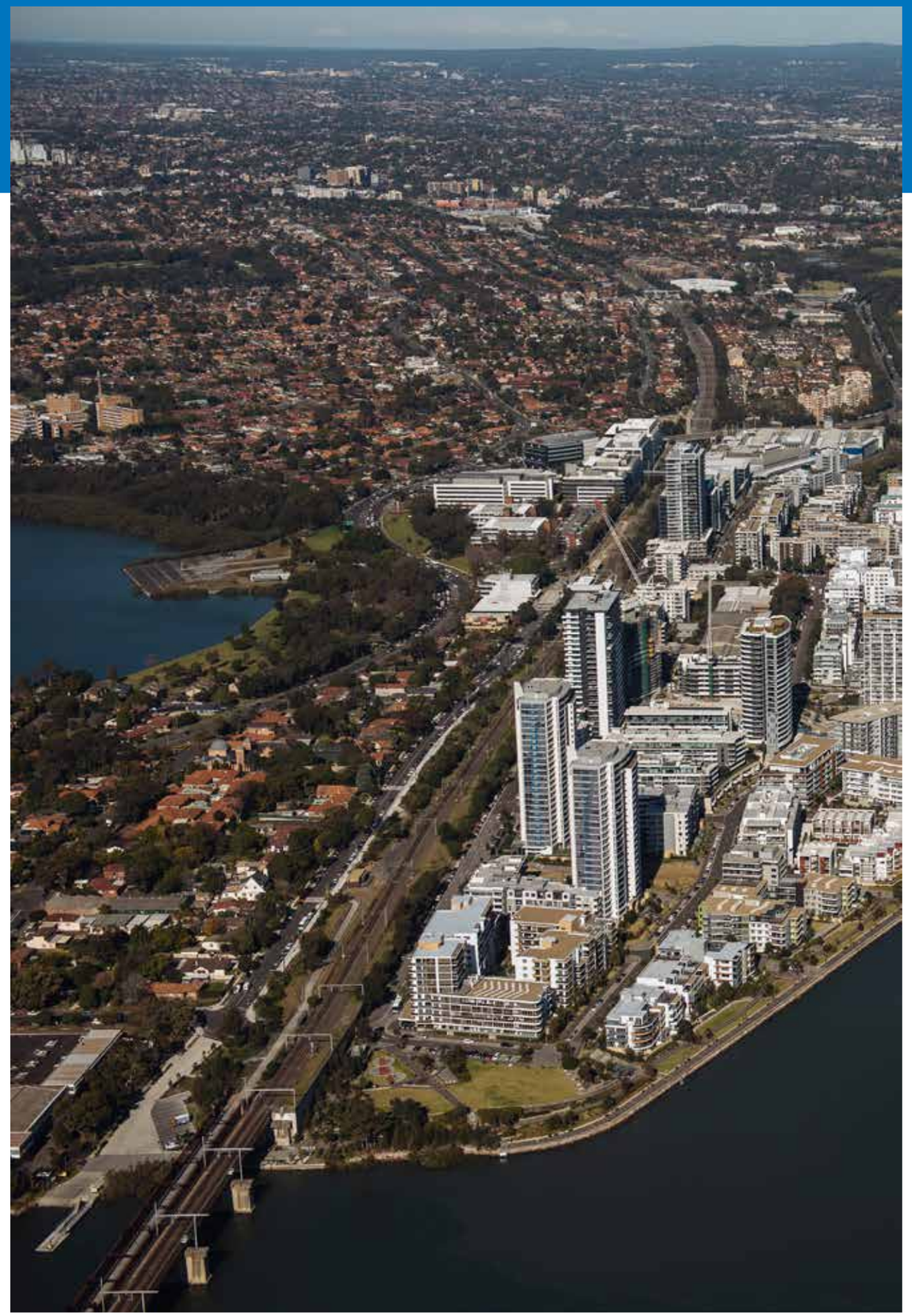
Rhodes East has remained mostly unchanged, with the main land use being low-density housing and some industrial land located towards the waterfront. Rhodes East was identified as a Planned Precinct in 2015 and objectives were established to achieve precinct wide sustainability, the encouragement of active transport, the delivery of affordable housing, density with a human scale, enhanced waterfront access and the delivery of a range of high quality public spaces.

Council has previously worked closely with the Department of Planning and Environment to plan the Rhodes East Precinct, culminating in the release of a Draft Precinct Plan in 2017 which set out principles for a low-rise, high density precinct.

The Department revised the planning for the Precinct during 2018, releasing a new Rhodes Revised Draft Precinct Plan in December 2018 for public exhibition. There remain substantial details to resolve prior to the land being rezoned and redeveloped, including the height of buildings, densities and arrangements for infrastructure provision.

The Greater Sydney Region Plan and Eastern City District Plan, released in March 2018, recognise the importance of the peninsula, with it being nominated as a Strategic Centre and a Collaboration Area - with a focus on fostering sustainable water and energy infrastructure.

This will be an important aspect of the redevelopment of the area as plans evolve for the location.



Liveability

PLANNING PRIORITIES

3 Providing **community services** and **facilities** to meet **people's changing needs**

4 Foster **safe**, **healthy, creative, culturally rich** and **socially connected communities**

5 Provide **housing supply**, **choice** and **affordability** in key locations

6 Provide **high quality planning** and **urban design outcomes** for **key sites** and **precincts**

7 Create **vibrant places** that **respect local heritage** and **character**

Council is committed to maintaining Canada Bay's liveability, ensuring that residents have access to quality social infrastructure, safe and inclusive places, and affordable and diverse housing.

Communities with access to services and facilities are better able to build community cohesion and social capital. Places that are designed to be safe and inclusive of everyone – all ages, abilities and cultures – are able to support the creation of healthy, creative, and culturally-rich communities.

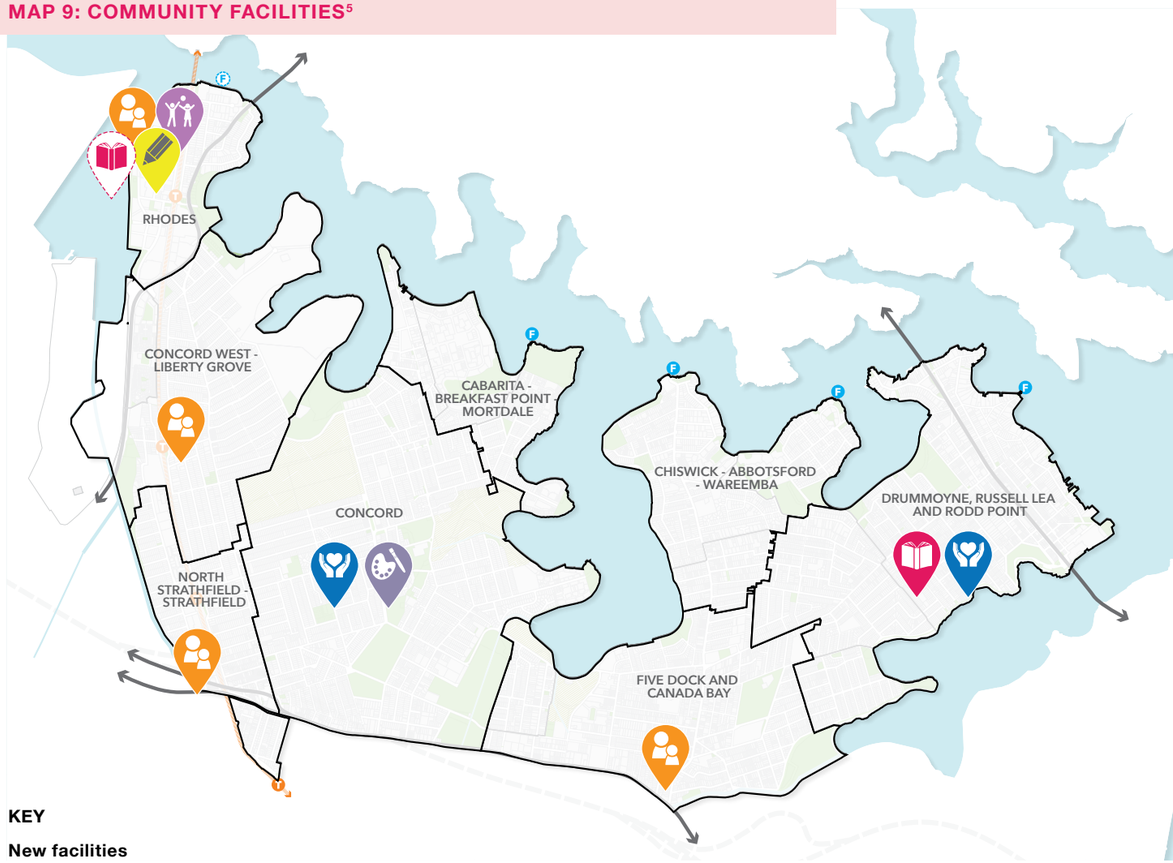
Council is developing a Smart City Plan to deliver innovative solutions linking our diverse communities, including our culturally and linguistically diverse (CALD) communities.

Council has undertaken studies to estimate the forecasted need for open space, and recreational and community facilities in the future.

The City's growing population will create demand for additional dwellings. Council's draft Housing Strategy has identified a need for affordable housing and a diversity of housing types, particularly terraces and semi-detached dwellings, to create a greater range of housing choices and ensure the availability of the full suite of possible housing typologies.

In addition to planned growth, the City of Canada Bay is committed to preserving and enhancing the distinctive character of our low-scale neighbourhoods.

MAP 9: COMMUNITY FACILITIES[5]



KEY

New facilities

- Library - new
- Multi-purpose community centre - new
- Arts/cultural/creative space - new
- Local community venue - new
- School - new
- Out of School Hours Care facility - new

Upgraded facilities / additional services

- Library - upgrade/improvement

Note: Icons show which planning catchment new or upgraded facilities are located within, not the exact location.

Priority 3

Provide community services and facilities to meet people's changing needs

Quality services and facilities play an important role in the social fabric of the Canada Bay community. They provide places and opportunities for people to meet each other and interact, engage and participate in community events, co-work, and learn new skills.

There are a total of 123 community services and facilities across the LGA. Examples include The Connection Community Centre in Rhodes, three libraries, numerous halls and venues for hire and 11 early education centres.

However access to social infrastructure is highly variable across the LGA:

- Some areas, including Concord, have large amounts of easily accessible open space, community and cultural facilities, while other areas have very little at all.
- Some areas, such as North Strathfield-Strathfield, are not within easy walking distance of any open space, community and cultural facilities including some areas zoned for high density.
- Many facilities are at capacity, while others are underutilised.

With an additional 32,000 residents, there will be an increased demand on existing services and facilities and new facilities will be required. Council has prepared a Social Infrastructure (Community) Strategy that will provide evidence to support planning over the short, medium and longer term. Council will facilitate social infrastructure and services that respond to our diverse community to build social cohesion and wellbeing, as well as making them accessible for our increasing population of children, young people, seniors, and CALD residents from Chinese, Korean and Italian backgrounds.



Actions

3.1 Finalise and implement the Canada Bay Social Infrastructure (Community Facilities) Strategy. — short to long term

3.2 Update the Canada Bay Development Contributions Plan to include relevant works identified within Canada Bay Social Infrastructure (Community Facilities) Strategy. — short term

Priority 4

Foster safe, healthy, creative, culturally rich and socially connected communities

Good planning creates places that are healthy, safe and accessible for people at all times of the day and night. Council has a key role to play, through planning for access to active transport (walking and cycling routes), creating safe and inviting public spaces, and improving access to fresh food. Arts and cultural expression are also important for wellbeing and help to form the identity and character of a place.

Healthy built environments are associated with increased physical activity, lower rates of obesity and chronic diseases, enhanced social interaction and general community wellbeing. Council has a variety of plans and policies to ensure that Canada Bay provides an inclusive and safe environment for residents and visitors. Council's Disability Inclusion Action Plan seeks to remove barriers that people with a disability experience in their daily lives and the Community and Safety Crime Prevention Plan takes a proactive approach to crime prevention.

Council also has plans and measures to ensure the health and wellbeing of the population is provided for, by enabling the provision of facilities such as community health centres in established centres and by ensuring good connectivity with Concord Hospital.

The City of Canada Bay Cultural Plan provides directions and opportunities for cultural expression. This Plan is complemented by the City of Canada Bay Public Art Strategy that provides a framework to celebrate and explore opportunities for public art on public and private land.

The increasing population in Canada Bay and more widely across the Sydney Region will place pressure on existing health and wellbeing services. It will also impact on the quality of life of residents through increased air and noise pollution, particularly on key transport routes. However new development also provides opportunity for creating safer and healthier, more walkable communities.

Actions

4.1 Review the Canada Bay Development Control Plan to deliver controls in relation to: — short term

- provision of a proportion of all new apartment development as adaptable and accessible;
- adequate provision of communal / shared spaces (e.g. music rooms, study and meeting space) in future high density development;
- minimisation of impacts of air and noise pollution on new development from road and rail corridors;
- inclusion of common loading docks for receiving of home deliveries and service vehicles (trades etc.) in new commercial and medium/ high density residential developments; and
- regard for Cancer Council *NSW Guidelines to Shade* in land use plans for the public domain and new public infrastructure.

4.2 Implement and where necessary, update the following City of Canada Bay Plans: — short term

- The Disability Inclusion Action Plan to remove barriers to participation for people with a disability;
- The Community Safety and Crime Prevention Plan to increase safety and reduce opportunity for criminal activity; and
- The Public Art Plan and the City of Canada Bay Cultural Plan to explore opportunity for cultural and artistic expression. — short term

4.3 Investigate opportunities to foster creative participation throughout Canada Bay, with consideration given to: — long term

- whether there is capacity to deliver an LGA level performance space; and
- the creation of a network of creative and cultural spaces.

4.4 Amend the Canada Bay Local Environmental Plan to implement a competitive design excellence process to apply to all new buildings of over 45 metres height, or where identified on a map. — sohrt term

Priority 5

Provide housing supply, choice and affordability in key locations

By providing a diversity of housing that is supported by infrastructure, we can meet the housing and social needs of our increasingly diverse families and communities (including young families, students and retirees) throughout their life. The evidence and recommendations of the *Local Housing Strategy* have provided the basis for the actions below and in the LSPS generally to ensure future housing needs are addressed. For more detailed information, refer to the *Local Housing Strategy*.

Canada Bay's housing is currently largely comprised of apartments and detached houses. Housing affordability is a key issue in the City. In 2016, 42% of households renting in the LGA experienced rental stress. There is a need to provide greater housing choices, including by providing more medium density housing (terrace houses, dual occupancy) close to centres and where there is good access to services and social infrastructure.

Council's Local Housing Strategy* has found that, relative to 2018 dwelling numbers, 14,300 additional dwellings will be required in Canada Bay to 2036. This new housing will be delivered in accordance with the following strategic approach and as these projects come on line:

- Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) will be implemented following the completion background studies that demonstrate how the additional dwellings can be provided.
- Rhodes Planned Precinct will be implemented which aims to create a new mixed-use community close to jobs and public transport at Rhodes Planned Precinct.
- Housing diversity will be explored by investigating potential for dual occupancies and terraces within the immediate vicinity of identified Local Centres.
- Sympathetic development will be required for all other localities that complements the scale and density of the established built form. Refer to Action 6.6.

The needs of our diverse community are addressed through the LSPS by:

- Investigating the potential to provide a range of housing types including dual occupancy and terraces given apartments are the predominant form of housing in the LGA, followed by detached dwellings.
- Facilitating social infrastructure and services to build social cohesion and well being, including making existing facilities and programs more accessible and increasing indoor facilities as recommended by the Canada Bay social Infrastructure Strategies.
- Updating contributions plans to implement relevant social infrastructure works.
- Ensuring a proportion of all new apartment development are adaptable and accessible
- Ensuring our social sustainability plans including the Disability Inclusion Action Plan and Community Safety and Crime Prevention Plan, as well as public art and cultural plans are implemented and updated as necessary.

HOUSING TARGET AND ESTIMATED DEMAND

Target	Estimated demand	
0-5 years	6-10 years	10-20 years
(2016-2021)	(2021-2026)	(2026-2036)
2,150 dwellings	3,800 dwellings	12,500 dwellings

Source: Canada Bay Local Housing Strategy

* The Local Housing Strategy is required to be approved by DPIE

Actions

5.1 Implement the Parramatta Road Corridor Strategy generally in accordance with the 2016-2023 Implementation Plan, following finalisation of a precinct wide traffic and transport study, and an urban design study, including the preparation of: *(short to medium term)*

- precinct wide Planning Proposal;
- draft Development Control Plan;
- Affordable Housing Contributions Scheme; and
- Local Contributions Plan.

5.2 Outside of the identified renewal areas, development is to be compatible with the character and prevailing density of established neighbourhoods. *(short term)*

5.3 Investigate changes to the planning framework to encourage a greater diversity of dwellings (such as dual occupancy and terraces) within the immediate vicinity of Concord West station, Majors Bay Road (Concord), North Strathfield station and Five Dock Town Centre. *(medium term)*

5.4 Amend Local Environmental Plan and Development Control Plan to require all new development to provide an increased number of three bedroom apartments so as to meet the need of couples and families, consistent with changing household and age structure. *(short term)*

5.5 Require a minimum of 5% of the Gross Floor Area of new development to be dedicated as affordable housing for: *(short term)*

- Planned Precincts;
- Parramatta Road Corridor precincts; and
- where there is a significant increase in density arising from a Planning Proposal.

An affordable housing contribution plan is required before the rezoning of above precincts / sites.

5.6 Ensure that Planned Precincts, the Parramatta Road Corridor and the redevelopment of large sites deliver a diversity of housing types ranging from terraces to apartments. *(short to long term)*



Parramatta Road Corridor

In November 2016, the Parramatta Road Corridor Urban Transformation Strategy (the Strategy) was issued. A Ministerial Direction gives the Strategy and associated Implementation Tool Kit statutory weight.

The Strategy aims to renew Parramatta Road and adjacent communities through investment in homes, jobs, transport, open space and public amenity. It presents significant urban renewal opportunities for land within defined precincts.

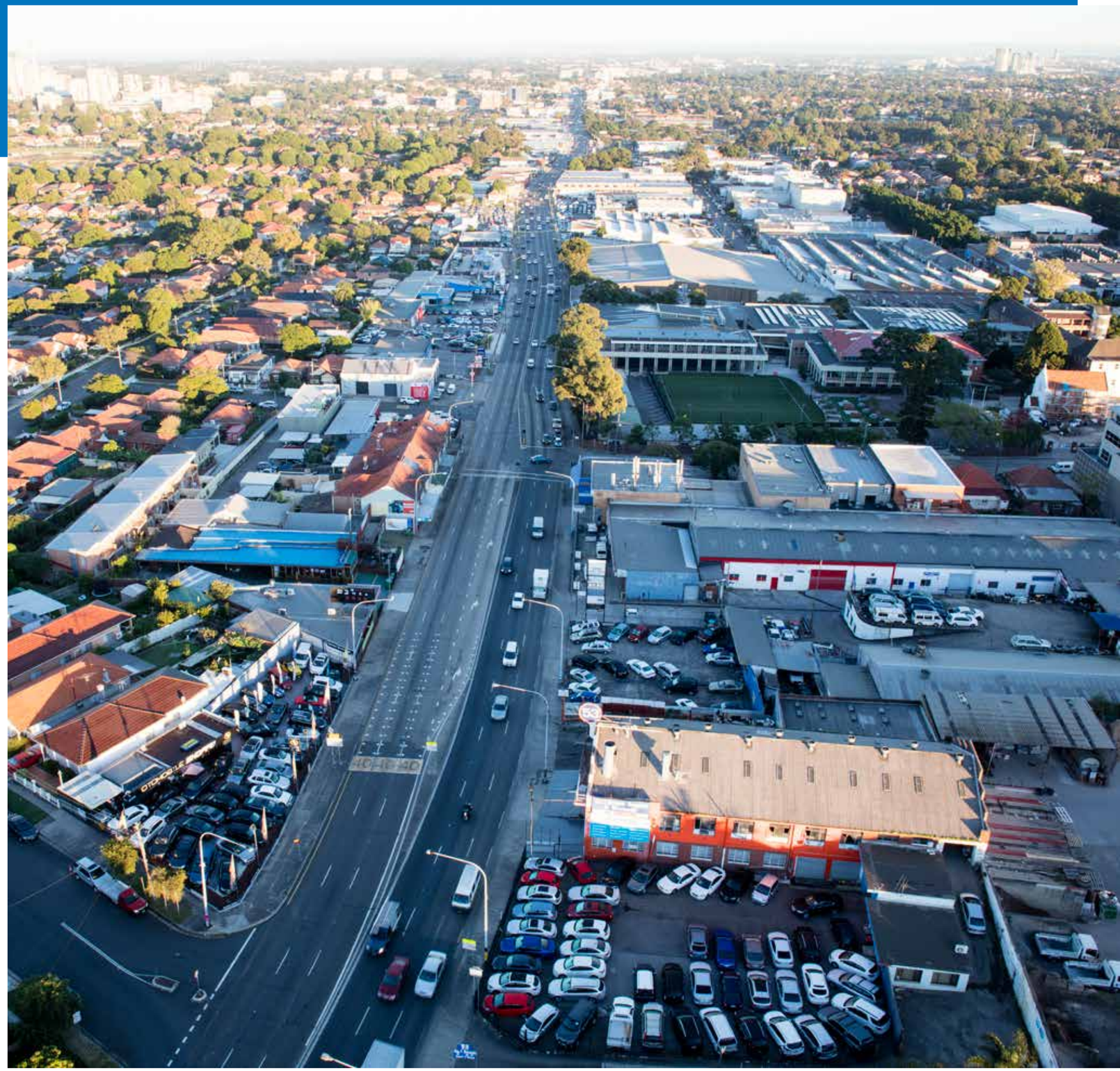
There are three renewal precincts within Canada Bay. Kings Bay, Burwood-Concord and Homebush.

A precinct wide approach to the planning of the Parramatta Road Corridor is being pursued. This approach will enable development to occur in a coordinated manner, where a range of apartment types can be provided and where there is access to infrastructure and public transport.

Burwood and Strathfield Councils, who also have land in the Burwood-Concord and Homebush precincts, together with Canada Bay, have identified the need for additional urban design, traffic and transportation investigations. The three Councils consider this as essential work to ensure that all future decisions to rezone land are made with a thorough understanding of the potential cumulative impacts and will achieve orderly, transparent and, consistent development, and above all, the highest quality planning and design outcomes.

North Strathfield

Low density housing on the western side of the main northern railway line falls within the Parramatta Road Corridor. This area however located within close proximity to North Strathfield train station and a new metro station. Any departure to the Parramatta Road Corridor Urban Transformation Strategy will only occur following the preparation of the local planning study for the localities where a Metro West station is proposed. Refer to Action 11.1.



Priority 6

Provide high quality planning and urban design outcomes for key sites and precincts

It is important for certainty to be provided for all stakeholders in relation to land use change. Outside of the planned precincts, there are a number of additional sites and precincts in Canada Bay that are likely to experience renewal within the short to medium term.

These sites and precincts include:

- Strathfield Triangle;
- Bakehouse Quarter;
- Freshfoods site (Bushell's site); and
- Birkenhead Point.

Land use plans for these sites/precincts will need to balance the strategic planning context, how development complements the desired future character of the place and the views of the community.

In addition to the general requirements contained within this document, any proposals for land use change will also need to address site/precinct specific requirements.



Actions

6.1 Ensure that plans and development in the precinct known as the Strathfield Triangle:

- exhibit design excellence to ensure a high amenity for residents, both internally within buildings and in the public domain;
- deliver an improved public domain, including a new local park with a minimum area of 2,500m^2 and safe and convenient connections through the precinct and to external destinations; and
- are accompanied by robust funding mechanisms to deliver local infrastructure.

short to medium term

6.2 Facilitate development of the Bakehouse Quarter that:

- is consistent with the Parramatta Road Corridor Urban Transformation Strategy;
- protects and is sympathetic to the heritage and character of the site;
- provides a range of office uses and tenancy sizes with communal facilities to cater for creative and emerging businesses;
- demonstrates how existing gaps in local social infrastructure, civic space and green links will be addressed on site;
- create built form and land use outcomes along George Street that provide a human scale and fine grain retail frontages to enhance amenity and pedestrian experience; and
- locate any future large format retail floor space at the northern end of the Bakehouse Quarter to have closer proximity to future residential development.

short to medium term

6.3 Ensure any proposed changes to land use or development at the Freshfoods site (Bushell's site) at 160 Burwood, Road, Concord:

- adequately recognise the requirements of the Eastern City District Plan in relation to the retention and management of industrial land;
- achieve height and density that is compatible with the existing context;
- contribute to the Green Grid through a generous and publicly accessible foreshore setback to Exile Bay; and
- adequately considers heritage features on the site and is sympathetic with this heritage.

short to medium term

6.4 Facilitate development of the Birkenhead Point shopping centre that:

- allows the shopping centre to grow its retail offer without the addition of further supermarket floor space, given its close proximity to Victoria road retail;
- is contingent upon access and traffic arrangements having an acceptable impact upon the surrounding locality, including the operational performance of Victoria Road;
- is sensitive to the heritage and character of the remnant heritage fabric, foreshore location and scale of the surrounding locality;
- provides direct, accessible and safe foreshore access that links with the Bay Run and Dunlop Reserve; and
- require all new loading facilities to accommodate freight and service vehicle movements off-street.

medium to long term

6.5 Prior to land use change occurring on the site known as 1-7 King Street, Concord West, the Concord West Socio Economic Study is to be updated by Council to respond to:

- the Eastern City District Plan;
- the Parramatta Road Corridor Urban Transformation Strategy;
- any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct;
- any commitment by the NSW Government in relation to a metro station in North Strathfield; and
- any other matter of material importance.

The Study is to provide a recommendation on the preferred land use outcome for the site having regard to the above plans, strategies and considerations.

short to long term

6.6 Limit change for sites and precincts not identified for land use change. Where land use change is proposed outside of the identified sites and precincts, development proposals must reflect the prevailing scale and density of the established built form in the locality and be supported by an evidence-base that is equivalent to at least that undertaken for this LSPS.

medium to long term

short to medium term

Priority 7

Create vibrant places that respect local heritage and character

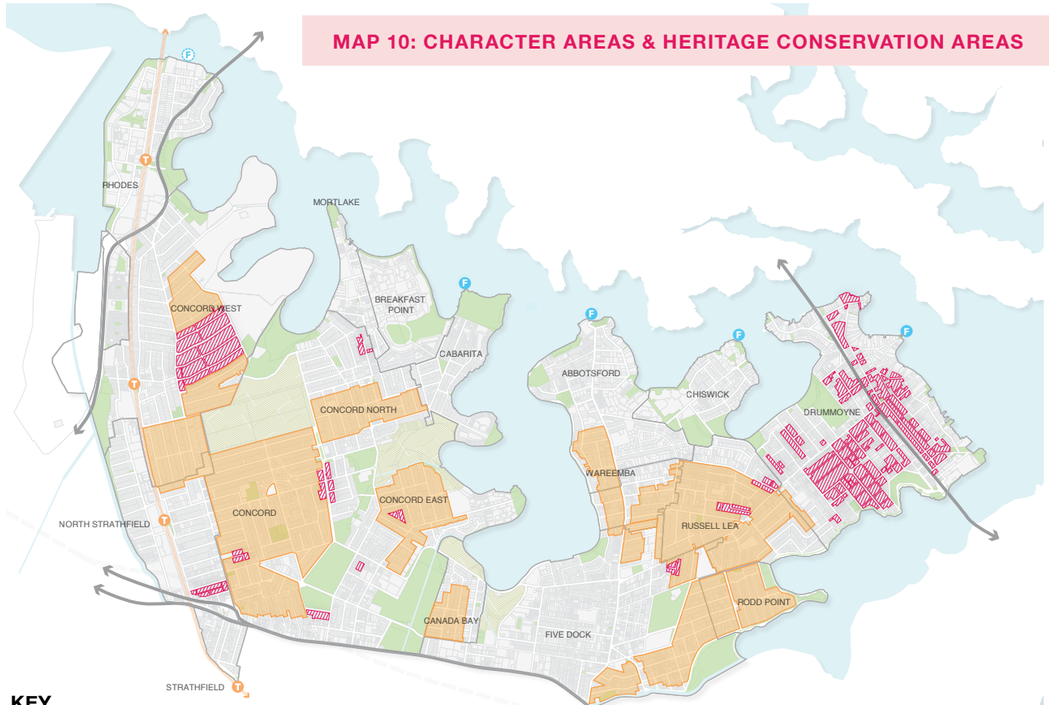
The City of Canada Bay has a rich cultural heritage. There are numerous places that have unique and special Aboriginal, built, archaeological and landscape heritage significance, contributing to the special qualities of the LGA. The protection of these places is of vital importance.

Many places of special heritage significance are listed in the LEP. Council is currently updating the Aboriginal Cultural Heritage Study and Management Plan and plans to undertake a new heritage study.

Many localities throughout Canada Bay have a distinctive local character. To ensure that this character is protected, local character statements have been prepared to inform development controls and the desired future character of these neighbourhoods. In the medium term, it is intended to review these locality statements and prepare new character statements for localities that are identified for change.

Great places are created through a process of ongoing change whereby the qualities of a place that make it unique, such as its heritage, urban and landscape character, are naturally reinforced over time. Council has applied a place based approach when planning for a variety of localities throughout Canada Bay. Place based planning prioritises a people-friendly public realm and enables issues to be addressed in an integrated, coordinated way to achieve the economic, social and environmental potential of a place. Place Plans have been prepared for Rhodes, Concord West, Drummoyne, North Strathfield and Chiswick.

MAP 10: CHARACTER AREAS & HERITAGE CONSERVATION AREAS



Actions

7.1 Prepare and implement the Place Plans for Mortlake and the proposed Kings Bay Centre in the Parramatta Road Corridor. — short to long term

7.2 Seek DPIE endorsement of Local Character Statements, including desired future character statements, as part of the endorsement of the Local Housing Strategy. These should consider: — short term

- the staged introduction of Local Character Statements to align with infrastructure delivery;
- areas identified for change, including Planned Precincts and other localities undergoing renewal; and
- areas identified for investigation on Map 10, due to having been identified as having distinctive urban form and character to be retained and protected (Local Character Areas).

7.3 Seek an exclusion for Complying Development under the Housing Code and Low Rise Medium Density Housing Code in Local Character Areas. — short term

7.4 Finalise and implement an Aboriginal Cultural Heritage Study to contribute to the conservation and management of Aboriginal Cultural Heritage. — medium term

7.5 Undertake a new LGA wide heritage study with a focus on the built and natural environment to improve the understanding and protection of Canada Bay's cultural heritage. — long term

7.6 Review and update inventory sheets for heritage items, the statements of significance for heritage conservation areas and the contributory status of each property within a conservation area. — long term

7.7 Seek inclusion of a minimum lot size of 800sqm for Boarding Houses in the R2 Low Density Residential zone to improve the amenity of boarding houses and reduce their impact in these areas. — short term



Productivity

PLANNING PRIORITIES

8 Grow **investment**, **business opportunities** and **jobs** in Rhodes Strategic Centre, including Concord Hospital

9 Enhance **employment** and **economic opportunities** in Local Centres

10 Identify **opportunities** to support **urban support services**

11 Identify **land use opportunities** and **implications** arising from **Sydney Metro West**

12 Improve **connectivity** throughout Canada Bay by encouraging a modal shift to **active** and **public transport**

Council will continue to investigate and expand opportunities for local employment, retail and urban services within the LGA.

Rhodes and Concord Hospital form a Strategic Centre under the Eastern City District Plan. The commercial office floor space in Rhodes, plus the research and health function of the Hospital, perform a metropolitan wide role in providing employment and services.

The Strategic Centre also has potential to accommodate urban services where theses uses are compatible with the commercial, health and residential current uses. The future vision for the Centre is Rhodes and the Hospital are connected and perform complementary functions."

The Local Centres of Five Dock, Concord and Drummoyne provide a range of retail and urban services to the local community. Birkenhead Point and the Bakehouse Quarter are notable shopping destinations and significant employers. These Local Centres and destinations can be enhanced to expand the range of services and employment opportunities and to encourage evening activities in support of a night time economy. Birkenhead Point and the Bay Run are also tourism destinations for visitors outside of the area.

A new Local Centre at Kings Bay (under the PRCUTS), the growth of home based businesses, and co-located businesses in established centres will help strengthen the local economy.

The planned construction of the Sydney Metro West rail line will help to activate future Local Centres surrounding metro stations and will enable residents to access jobs, retail and services in Parramatta and the CBD.

Access to public and active transport opportunities for the LGA as a whole is key to supporting the economy and Sydney Metro West will be a catalyst for further transport improvements and a shift to public and active transport.

MAP 11: EMPLOYMENT



Canada Bay's Economic Profile[7]

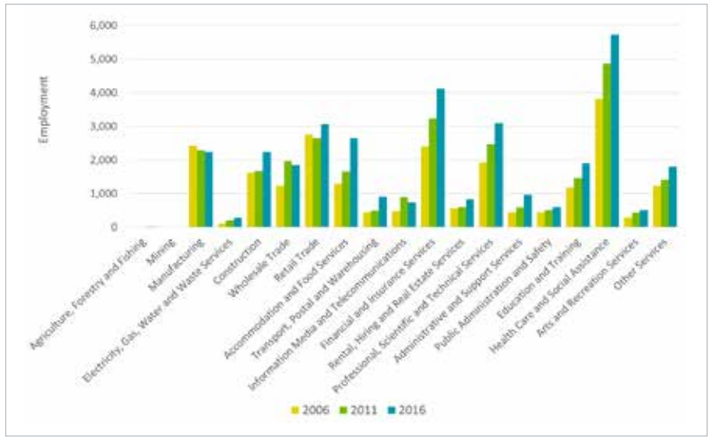
Growth has been observed in industries associated with some of Canada Bay's major employment centres. Health-related jobs have grown significantly, and while a substantial proportion are located at Concord Hospital, there is a range of employment in this industry dispersed throughout the LGA.

Employment within the Financial and Insurance Services industry displayed an extremely high growth rate in the 10 years to 2016, largely concentrated in the Rhodes Corporate Park with tenants such as NAB taking significant floorspace in the precinct, and in Concord West, where Westpac currently occupies a large office adjacent to the railway station.

The established and growing industries align with the major employment drivers in the LGA – Rhodes Corporate Park's established commercial presence and Concord Hospital driving health-related jobs. The accommodation and food services industry is also both growing and relatively specialised, owing to population growth in the area and the population serving role of many of Canada Bay's employment precincts.

There is also a contraction in industries traditionally associated with industrial precincts. Both Manufacturing and Wholesale trade are displaying low levels of year on year contraction. This aligns with the relative decline in manufacturing in the overall economy and the gradual rezoning of industrial precincts in the LGA, particularly around Rhodes and along the train line.

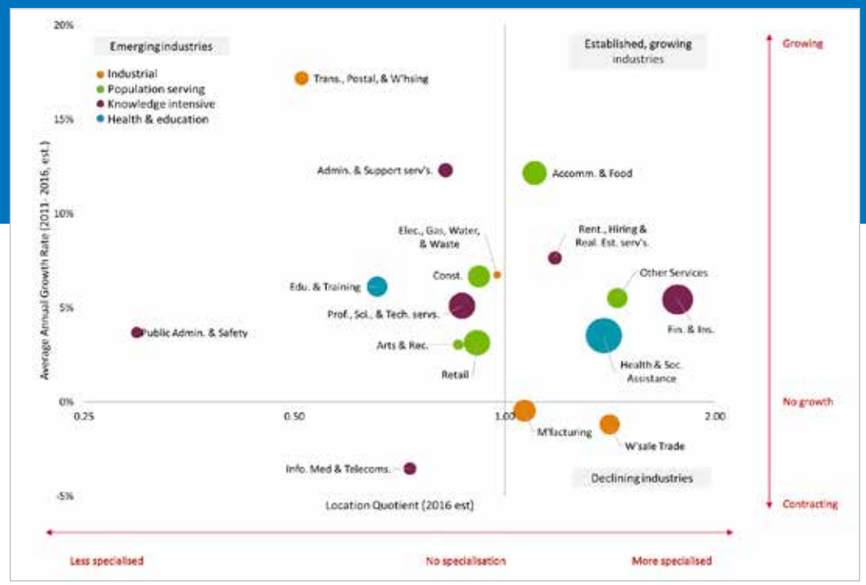
The relative growth of knowledge intensive industries should be viewed against the need for a workforce to support these industries, such as a workforce to support Concord Hospital. Provision of affordable housing as part of the Rhodes planned precinct is critical to ensuring these increasing industries are supported by a full spectrum of necessary skills.



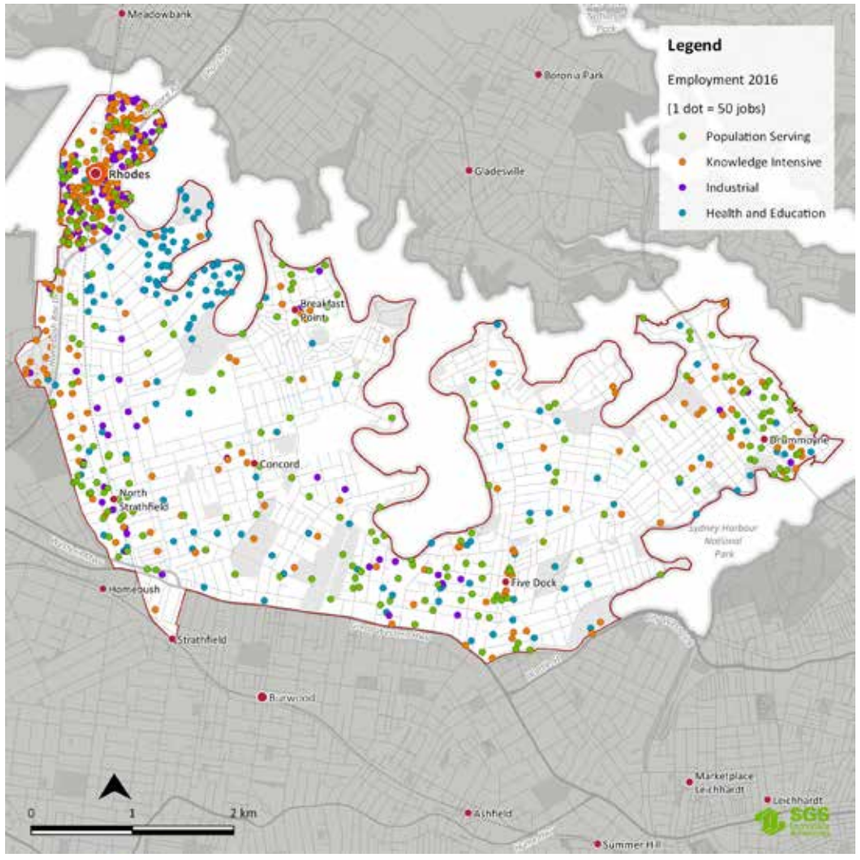
1. Canada Bay's Industry Breakdown (2011-2016)



2. Overall Change In Industry Of Employment Structure (2011-2016)



3. Canada Bay Location Quotient Analysis (2011-2016)



4. Employment By Broad Industry Category (2016)

Priority 8

Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital

Rhodes, including Concord Hospital, is an important Strategic Centre within Canada Bay LGA. It currently provides 15,700 jobs and has a District Plan target of 22,000-24,000 jobs. It includes significant office and retail floor space; located within the Rhodes Corporate Park, the immediate vicinity of the Rhodes train station, the Rhodes Planned Precinct and Concord Hospital.

Concord Hospital is the largest employer within the LGA, accounting for 20 percent of Rhodes Strategic Centre jobs, and with plans for expansion currently underway. Improved public transport, perhaps through better connections to nearby stations is required to improve access and better connect the hospital to the wider precinct.

As Sydney and Parramatta CBDs continue to attract businesses, it is important that the role of Rhodes Strategic Centre is reinforced and that employment floor space is retained and expanded to provide access to jobs, goods and services for local residents and the wider employment market, in line with the concept of a 30 minute City.

Opportunities for growth include retaining and growing employment floor space in Rhodes Corporate Park, planned employment growth in the Rhodes Planned Precinct, capitalising on the Collaboration Area's sustainability credentials, and improving links and access to Concord Hospital.[1]

Actions

8.1 Improve active transport connections within the Rhodes Strategic Centre, including to: *(short to long term)*

- Concord Hospital.
- Rhodes East and West.
- Rhodes Corporate Park.
- Rhodes railway station and the future ferry wharf.

8.2 Monitor Rhodes Business Park (410 Concord Road, Rhodes) for five (5) years [8] to inform an updated Employment Lands Study that demonstrates: *(medium term)*

- demand for new commercial office floor space in Rhodes; and
- that there are alternative feasible commercial land use outcomes that can be achieved on the site.

Consider the site in light of the future role of Rhodes Strategic Centre and the updated Employment Lands Study in the context of:

- the site's significant contribution to the 6,300 to 8,300 additional job target for the Rhodes Strategic Centre;
- commercial uses being safeguarded for additional commercial floor space over time;
- the need for a master plan that is informed by genuine community engagement and progress of the adjoining Planned precinct; and
- a traffic/transport analysis that demonstrates the capacity of the services on the main northern railway line and the regional road network is sufficient to accommodate the cumulative demand arising from existing and future development in the region *(medium term)*

8.3 Consider opportunity for additional retail floor space in Rhodes Waterside shopping centre to serve the growing resident population subject to a comprehensive transport assessment demonstrating acceptable traffic impacts, including cumulative impacts from Rhodes Planned Precinct development. *(medium term)*

8.4 Monitor opportunities and constraints to better connect Concord Hospital with Rhodes (including the Business Park) and Concord West station over the next five (5) years to facilitate greater connectivity, and retain and grow health and education related floor space within the context of Rhodes Strategic Centre. *(short to long term)*

(medium term)

Priority 9

Enhance employment and economic opportunities in Local Centres

Local Centres and shopping streets contribute to the local economy and provide the community with local access to goods and services throughout the day and into the evening and night. These centres and destinations range in size and function and are dispersed throughout Canada Bay.

As most new residential development in the LGA will be focused in Rhodes and along the Parramatta Road Corridor, the benefits of a growing population may not be felt as strongly in the existing Local Centres. Council has aspirations to enliven Local Centres, public spaces and community hubs by increasing the range of existing co-located services and by encouraging evening activities and entertainment, whilst respecting the local heritage and culture.

Council will also plan for freight and servicing movements, particularly in locations with more intense land uses, such as Strategic and Local Centres, commercial/retail destinations and areas with high density residential developments.

Actions

9.1 Finalise the Victoria Road Urban Design Study to help revitalise and improve the urban amenity of this area of Drummoyne. *(short term)*

9.2 Ensure plans for the new Local Centre at Spencer Street in the Kings Bay precinct deliver: *(medium term)*

- fine grain retail frontages along Spencer Street to create an active main street;
- large floor plate uses that are sleeved behind fine grain frontages;
- large bulky goods retail are concentrated along Parramatta Road;
- high floor to ceiling heights on the ground and second floor;
- materials and finishes that reinforce the industrial character of the precinct; and
- consistency with PRCUTS and 'movement and place' framework. *(medium term)*

9.3 Strategic land use change adjoining or adjacent to the Local Centres of Five Dock, Majors Bay Road (Concord) and North Strathfield, and also Concord West station, must not occur until such time as Council has endorsed a study that determines how retail and commercial floor space can be accommodated. *(medium term)*

9.4 Require commercial floor space to be located above ground floor level retail along Great North Road, Five Dock or any development within close proximity to future Metro stations. *(medium term)*

9.5 Prepare an Evening Economy Strategy that includes an understanding of its contribution to the local economy, constraints to implementation and opportunities in Local Centres. *(long term)*

9.6 Prepare an Activation Policy to provide high level direction and intent, and facilitate the community use and activation of public space in Strategic and Local Centres and community hubs (including parks). *(long term)*

9.7 Ensure that B4 Mixed Use Zones and B1 Neighbourhood Centres maintain a substantial retail, office and commercial focus. *(short to long term)*

Planning for our diverse Local Centres

Our Local Centres are important activity hubs and centres for community life. Each of our Centres has unique social, commercial and physical characteristics. Planning for the future, whilst building on these unique qualities, will enhance the community's experience of these places and contribute to making them economically, architecturally and culturally rich.



Concord – The vibrant retail and dining precinct on Majors Bay Road is a highly utilised and attractive Local Centre. It is dominated by food and beverage and small-scale retail, as well as accommodating a supermarket and range of local services and shop-top housing.

Five Dock – Five Dock is a long-established Local Centre of significant scale. Straddling Great North Road, Five Dock provides an almost 700-metre-long main street of predominately small scale local serving retail, food and businesses. The Centre has a distinctive village feel and it is important that future development reinforces the pedestrian friendly character of the shopping strip.

Five Dock is identified as a future location for a Sydney Metro West station, so this Centre is more likely to grow in role and function in the future as its accessibility to the City and Parramatta improves.

Drummoyne – Drummoyne is the largest of the Local Centres in the LGA's east. Concentrated along Victoria Road, it has a mix of ground floor retail and local businesses, with some newer retail on the ground floor of recent residential development. The strip along Victoria Road has a low urban quality due to its position on one of Sydney's busiest roads. This main road interface and the fact that the shopping strip directly adjoins low scale residential housing on the eastern and western sides means that significant built form change is unlikely to occur.



Priority 10

Identify opportunities to support urban support services

Canada Bay's economy is supported by a complex network of urban support services within the LGA and the wider region, which are needed to support the growing population. Traditional heavy industrial lands have been transitioning to new, largely residential uses, but also to light industrial uses and urban support services. Urban support services include car repairs and sales, catering and food supply services, high-end furniture and clothing manufacturing, digital / creative industries and personal storage.

Provision of these services, combined with the incompatibility of some light industrial uses with residential land use, represents a challenge. There are, however, opportunities to provide access to some of these services by exploring innovative solutions to incorporate them into mixed use residential development, if they are compatible and impacts can be mitigated. As the Kings Bay precinct will transition from industrial uses to a mixed use environment under the Parramatta Road Strategy, the greatest opportunity to achieve urban support services is in this precinct.



Actions

10.1 Investigate and encourage new mixed-use forms, larger format uses and urban support services on the ground floor of development with a frontage to Parramatta Road in the Kings Bay Precinct. — medium term

10.2 Ensure that future built form controls and the structure of street blocks in precincts that provide for commercial, retail or urban services uses along Parramatta Road facilitate: — medium term

- rear lane or alternate access from a road, other than Parramatta Road;
- double height ceilings for ground floor uses that front Parramatta Road;
- rear lane low bay access for small truck and customer parking; and
- shared loading docks for non-residential uses.

Priority 11

Identify land use opportunities and implications arising from Sydney Metro West

Sydney Metro West is a significant transport project that will provide an underground metro service between the Sydney CBD and Parramatta CBD, via Canada Bay LGA. The project is an important initiative to deliver the goal of a 30 minute city, where all residents enjoy convenient access to jobs and services.

The final number and station locations have been confirmed, with stations to be located in the Five Dock Local Centre, along Parramatta Road at Burwood North/Concord, and at North Strathfield.

A metro station in Five Dock Local Centre would provide a direct rail service to a catchment not currently serviced by rail. A station at Burwood North/Concord would support the Burwood Strategic Centre and facilitate land use renewal along the Parramatta Road Corridor.

A station in North Strathfield would allow residents and commuters quick and easy interchange between the metro and the T9 Northern Line.

Council will adopt a strategic approach when planning for change on and around metro stations. This will involve working with the community to identify the desired future character of metro station locations and the preparation of a local planning study.

The local planning study will provide a holistic and coordinated vision for each neighbourhood to ensure that land use change is not undertaken in a speculative or ad-hoc manner. This approach aims to deliver a vision for the area that is understood by all stakeholders and will provide certainty regarding precinct wide improvements to local infrastructure, the public domain and the built environment.

Actions

11.1 Prior to rezoning occurring, a local planning study is to be prepared and endorsed by Council for the localities in which a Sydney Metro West station is proposed, including development sites and their immediate surrounds. The local planning study is to: — short term

- include the preparation of a desired future character statement prepared in consultation with the community;
- identify opportunities and preferences for new and / or improved areas of open space within, adjacent to or surrounding the new Metro locations;
- identify opportunities for and facilitating improvements in the public domain to maximise pedestrian amenity, movement and experience;
- establish preferred land uses within and around the new Metro locations;
- consider opportunities for a diverse range of housing that is consistent with the desired future character of the area and determine the contribution of any new housing to the regional housing target;
- ensure that the employment functions and services around station locations are supported and enhanced as a result of the Metro project;
- establish preferred built form outcomes within and around new Metro locations; and
- identify the need for further studies or considerations resulting from transport infrastructure. — short term

11.2 Review the Canada Bay Bike Plan to ensure routes and linkages respond to proposed metro station locations. — long term

11.3 Advocate for improvement to local bus networks to ensure that they act as feeder services to metro station locations. — long term

11.4 Minimise parking close to Metro West stations and require any car parking and basements within close proximity to future Metro stations to be adaptable (minimum 2.4 metres clear height). — short to long term

Priority 12

Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport

Areas that have good transport connectivity and a choice of travel modes are likely to have higher standards of liveability and economic activity, because people are more easily able to access jobs, services, recreational facilities and open space.

Currently, the main mode of travel within the City is by car, with some people walking and cycling for recreational purposes. By increasing the choices available to easily and enjoyably get around, such as by public transport or walking or cycling along tree-lined streets, people would be more likely to choose an alternate mode to the car. Where travel choices are available, people are more able to choose alternate modes that may better suit their needs or preferences. For example, they may choose to walk to their Local Centre, train station or park, rather than having to rely on finding a parking spot and watching the time limit.

This would have the result of reducing car dependency and reduce congestion in the LGA.

Actions

12.1 Implement the City of Canada Bay Local Movement Strategy to increase connectivity across the LGA and encourage a modal shift to active and public transport. — short to long term

12.2 Review the Canada Bay Bike Plan to: — short term

- address the cycling related recommendations contained within the Local Movement Strategy;
- ensure a legible, connected and accessible cycle network that completes missing links and investigates new safe cycling links within 1 kilometre of schools;
- identifies opportunities for separated paths for pedestrians and cyclists, where possible; and
- identify opportunities for end of trip facilities.

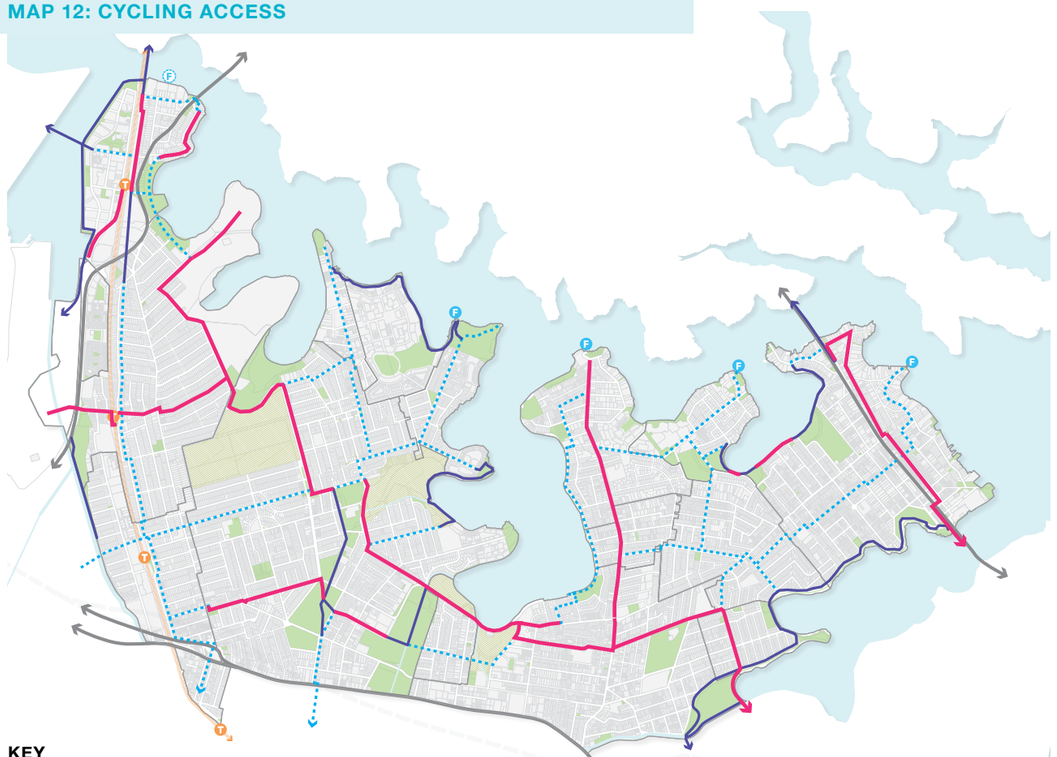
12.3 Advocate for improvements to public transport, including: — short term

- increasing train capacity in peak periods on the Main Northern Railway line;
- progressing the delivery of a new ferry service in Rhodes East;
- extending the on-demand transport service to include Drummoyne;
- improving public transport connections to Concord Hospital;
- prioritising the movement of public transport over private vehicles on State roads; and
- improving active transport connections between Local Centres and train / metro stations. — short term

12.4 Develop a Walking Strategy that aims to build a physical and cultural environment that supports and encourages walking, with vibrant streets, parks, public spaces and neighbourhoods where people will choose to walk more often. — short term

12.5 Support implementation of travel behaviour change programs by Transport for NSW, including Travel Demand Management (TDM) measures to increase the use of sustainable transport choices. — short to long term

MAP 12: CYCLING ACCESS



KEY

- Existing on-road route
- Existing off-road route
- Future cycle route - opportunity for connections



Sustainability

PLANNING PRIORITIES

13 Protect and improve the **health and enjoyment** of the **Parramatta River Catchment** and waterways

14 Protect and enhance **bushland** and **biodiversity**

15 Protect and enhance **scenic** and **cultural landscapes**

16 Increase **urban tree canopy** and deliver **Green Grid connections**

17 Deliver **high quality open space** and **recreation facilities**

18 **Reduce carbon emissions** and manage **energy**, **water** and **waste efficiently**

19 **Adapt** to the impacts of **urban** and **natural hazards** and **climate change**

Council recognises that there is an urgent need to reduce greenhouse gas emissions to minimise human-induced climate change impacts. There are a number of measures that can be implemented at the local level. However, change at the State and Federal levels is required to enable Council to implement enforceable sustainability measures and targets in planning instruments.

With our environment changing due to global warming, and compounded by our significant harbour foreshore, Council has made it a priority to establish plans and mechanisms to enable the area to respond to these future challenges.

Key areas where Council can make a difference include:

- Integrating transport and land use, so that new development is located close to employment, services and public transport, therefore reducing travel times, traffic congestion and emissions, and increasing efficiencies and convenience;
- Promoting and mandating renewable energy and water efficiency measures in new and precinct-scale development;
- Encouraging cycling and walking by developing a connected, user-friendly active transport network; and
- Increasing tree canopy coverage.

The natural environment is a defining characteristic of why we love our local area and it is incumbent on Council, in partnership with the community, to manage our environment for future generations.

MAP 13: BIODIVERSITY



Priority 13

Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways

Healthy waterways connect communities, plants and animals, and are places that our community values. The Parramatta River is one of Australia's most well known waterways, however the river is under significant pressure as a result of increasing urbanisation and will be increasingly impacted by climate change.

With 36 kilometres of Parramatta River foreshore, Council is committed to improving and protecting the river and its tributaries and creating new recreation opportunities for the community.

Council is an active member of the Parramatta River Catchment Group (PRCG). In 2018, the PRCG launched the Parramatta River Masterplan: Ten Steps to a Living River. Council supports the Masterplan's mission to make the Parramatta River swimmable again by 2025 and is aiming to introduce two new swimming sites on the Parramatta River.

Council is investigating the naturalisation of Massey Park Canal and is working with Sydney Water to plan and naturalise other local waterways including Iron Cove Creek (Dobroyd Canal) and St Luke's Canal.

Actions

13.1 Protect the Parramatta River catchment by ensuring policies and planning instruments contribute to the Parramatta River Catchment Group's mission to make the Parramatta River swimmable again by 2025. — short to long term

13.2 Review and update water sensitive urban design controls to ensure: — short to long term

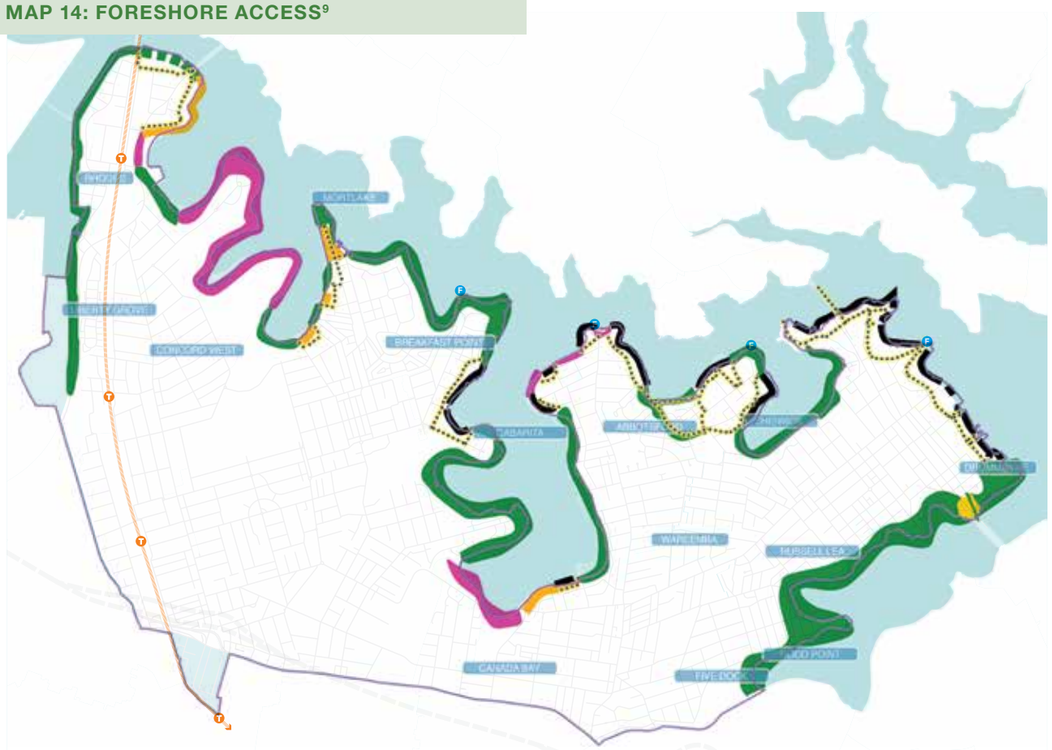
- reduced stormwater runoff volumes and pollution entering waterways;
- pervious areas are maximised;
- all stormwater is treated before it reaches waterways; and
- stormwater management systems are vegetated to slow down and clean runoff and provide passive irrigation, greening and urban cooling on lot, street and precinct scales.

13.3 Map and reference key habitat areas and priority corridors for iconic species in the Parramatta River catchment within Council's LEP. — short term

13.4 Finalise the City of Canada Bay Foreshore Access Strategy and associated plan for implementation with an aim to improve access to and along the Parramatta River foreshore. — short term

13.5 Work with relevant agencies, including Sydney Water, to naturalise Massey Park, Dobroyd / Iron Cove and St Lukes Canal. — long term

MAP 14: FORESHORE ACCESS[9]



KEY

- Existing formal access
- Planned formal foreshore access
- Existing informal access - investigate opportunities for improvement
- Investigate opportunities to provide future foreshore access
- No foreshore access
- Street detour (linking two sections of foreshore access)
- Canada Bay LGA

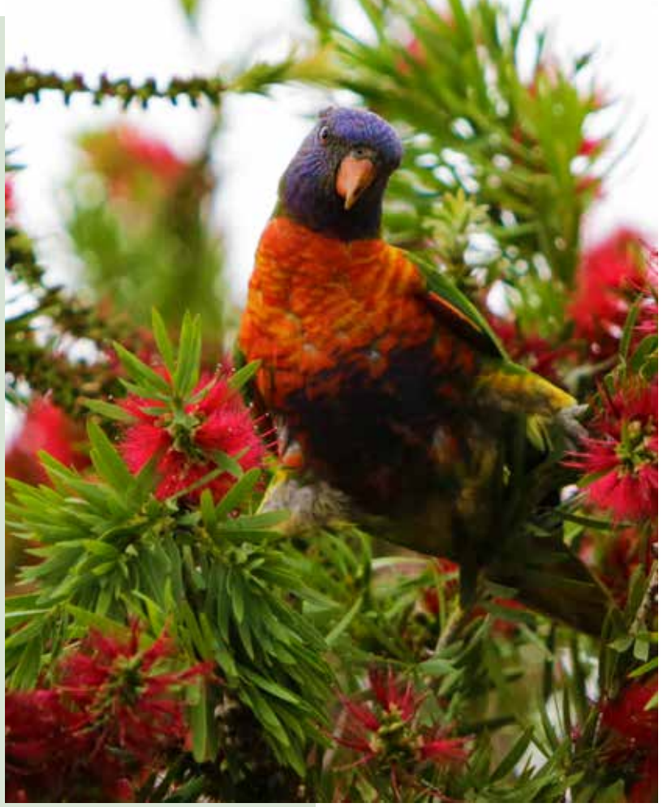
Priority 14

Protect and enhance bushland and biodiversity

Maintaining and enhancing existing bushland vegetation and biodiversity in the Sydney basin is an important contributor to the city's resilience to climate change. Native vegetation also improves amenity and helps mitigate air pollution.

The City of Canada Bay has 80 protected fauna species and 26 protected flora species. A total area of 23.91 hectares of vegetation consists of Threatened Ecological Communities and is predominantly concentrated to the west of the LGA. The LGA also contains 38.87 hectares of area protected under the Fisheries Management Act 1994, consisting of mangroves, saltmarshes and seagrass. Canada Bay also has areas of regional connectivity, particularly along the Parramatta River and through Sydney Olympic Park, linking to habitat outside of the LGA.

The biodiversity values of the LGA are threatened by factors typical of urban areas, including having a rapidly expanding population and ongoing edge effects on the small and fragmented ecological remnants. One of Council's overarching goals for biodiversity is the enhancement and connectivity of remnant and fragmented habitat, which has benefits for multiple species of native flora and fauna.



Actions

14.1 Implement land use planning actions arising from the preparation of the Canada Bay Biodiversity Framework. — short term

14.2 Review the land use zones and environmental controls in the Canada Bay Local Environmental Plan and Development Control Plan to ensure that significant remnant habitats are retained to protect endangered flora and fauna, and improve habitat connectivity. — short term

14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways and improve planting of shrubs and understory. — short to long term

Priority 15

Protect and enhance scenic and cultural landscapes

The cultural and scenic landscapes of the City of Canada Bay make a major contribution to the well-being of the local community. The City of Canada Bay's urban structure is strongly influenced by both the underlying topography, its close relationship with the harbour, and the natural environment. The cultural landscape is enjoyed by residents, workers and visitors and helps us to appreciate our place in history, our evolution and the natural environment.

Council has a number of heritage conservation areas and natural landscape features that contribute to the scenic and cultural landscape qualities of the LGA. These need to be protected and a better understanding obtained of these places.

In particular, the Council area contains large expanses of public open space, including over 150 parks and reserves as well as many kilometres of coastline. These areas include a mix of remnant bushland with stands of Sydney Turpentine and Ironbark Forests, active sporting fields and passive recreation area that are highly valued by the community.

The cultural and natural landscape of Canada Bay LGA also contribute to the broader Sydney region. With development pressure increasing, Canada Bay has a role to play in ensuring that views to and from the Parramatta River and Sydney Harbour from outside the LGA are preserved, by ensuring that proposed development does not impact those views.

Actions

15.1 Ensure that land use change in foreshore and peninsula localities does not have a significant adverse impact upon views to and from Parramatta River and Sydney Harbour, from within and outside the LGA. — short to long term

15.2 Prepare a Landscape Heritage Study (to identify and assess the heritage values of the landscapes throughout Canada Bay) as part of the proposed new heritage study. — long term



Priority 16

Increase urban tree canopy and deliver Green Grid connections

It is well established that urban trees play a critical role in creating healthy cities; they provide shelter, improve air quality, absorb carbon and rainfall, cool local environments, and support wildlife. Trees create attractive urban places, providing seasonal variation and creating memorable landmarks. A healthy and well managed urban tree canopy provides multiple environmental, social and economic benefits.

Canada Bay has more open space and a slightly higher level of tree canopy than the average for Greater Sydney. The urban forest covers nearly 20% of the Council area, including public and private land.

Whilst the urban forest is valued, it is also facing a range of challenges. The population of Canada Bay is growing at a significant rate and the construction of higher density development places pressure on green open spaces and the existing urban forest across both the public and private realm. Some areas of Council are also in a state of development and change, which presents an opportunity to provide new area of tree canopy.

A target of 25% will require an additional 170 rugby-sized fields of canopy from the 2018 coverage. There are opportunities within the public realm for new plantings. However to achieve this target it will be necessary to work with the private and Crown land owners within the LGA to protect and increase coverage.

Actions

16.1 Prepare a street tree master plan in accordance with the principles and outcomes of the Canada Bay Urban Tree Canopy Strategy to increase tree canopy on public land. — medium term

16.2 Identify trees as relevant infrastructure that may be funded under the Canada Bay Planning Agreement Policy and the Canada Bay S 7.12 Development Contributions Plan. — short term

16.3 Increase the urban tree canopy on private land by amending the Canada Bay Development Control Plan to:

- update the list of recommended tree species;
- require tree planting when land is redeveloped; and
- include appropriate controls to protect trees, including the definition of a tree.

— medium term

16.4 Investigate the potential for landowners to provide a monetary contribution towards the planting of trees on public land when replacement planting is unable to be accommodated on private land. — medium term

16.5 Ensure that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover. Where targets are unable to be achieved on individual sites, a precinct-wide target is to be achieved. — short to long term

16.6 Prepare a Green Grid delivery strategy that seeks to align the relevant recommendations contained within the:

- Biodiversity Strategy;
- Urban Tree Canopy Strategy;
- Social Infrastructure (Open Space and Recreation) Strategy;
- Local Movement Strategy; and
- Walking Strategy.

— long term



Green Grid

In 2016, the Government Architect's Office released the Green Grid spatial framework. The Green Grid combines hydrological, ecological and recreational values to create an interconnecting network of open space that will keep the city cool, encourage healthy living, enhance biodiversity and ensure ecological resilience. Linkages between open spaces are fostered within the wider public realm through enhancing creek corridors and waterways, transport routes, suburban streets, footpaths and cycleways.

Council will continue to refine and explore opportunities to deliver connections including consideration of the three Green Grid projects identified within the Eastern City District Plan:

Powells Creek and Mason Park, Strathfield – providing walking and cycling links, urban greening, stormwater treatment and a mix of open space uses that link Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River foreshore.

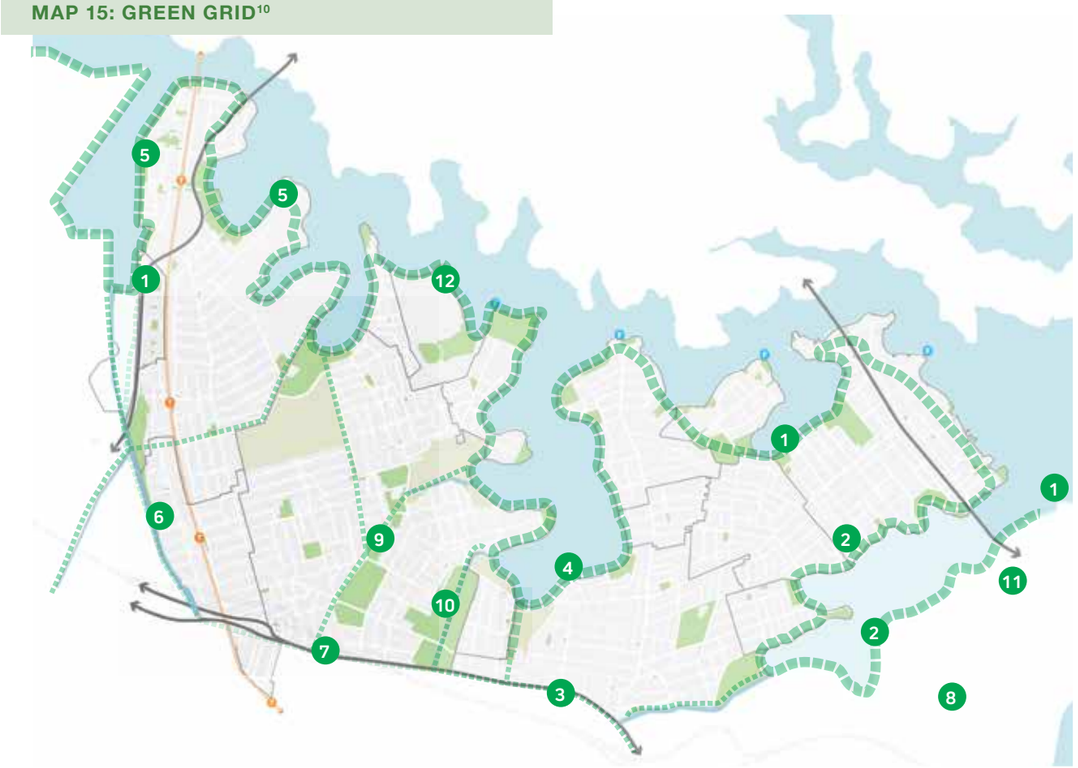
Rhodes and Concord Open Space and Hospital Precincts – Connecting the Parramatta River foreshore open spaces from Rhodes and Concord including Brays Bay Reserve, the Kokoda Track memorial Walkway, Rocky Point, the Thomas Walker Hospital grounds, Concord Hospital grounds and river foreshores, the Dame Eadith Walker Hospital grounds, Concord Golf Course and Concord RSL lands. This will make better use of under-utilised open space around the hospitals and community facilities and create a connected walking and cycling trail along the river foreshores.



Hen and Chicken Bay Foreshore – Connecting the foreshore to the Bay Walk, providing more opportunities for walking and cycling this project also provides opportunities for enhanced connection to Burwood via Burwood Road, St Luke's Park and Queen Elizabeth Park.

The Grid will be delivered incrementally over decades as opportunities arise and detailed local plans for connections are reviewed and refined.

MAP 15: GREEN GRID[10]



KEY

- Primary green spine
- Secondary green spine
- Public open space
- Golf courses
- Waterways - integrated with the green grid
- Rail line
- Train line
- Ferry stop

PROJECT OPPORTUNITIES TAKEN FROM GREEN GRID

1. Sydney Harbour Foreshore and Parramatta River Walk
2. The Bay Run and Iron Cove Creek
3. Parramatta Road Urban Renewal Corridor
4. Hen and Chicken Bay Foreshore
5. Rhodes and Concord Open Space and Hospital Precincts
6. Powells Creek and Mason Park, Strathfield
7. Cooks River to Homebush Bay Green Link
8. Lilyfield Road Active Transport Corridor
9. Burwood Green Link: Burwood Park to Hen and Chicken Bay
10. St Lukes Park and Concord Oval Green Link
11. Sydney Harbour Bays Green Links: Balmain and Rozelle
12. Breakfast Point and Cabarita Foreshores

Priority 17

Deliver high quality open space and recreation facilities

Open space is public land that is used for recreation, leisure and outdoor recreation purposes. Recreation includes a broad range of passive and active leisure activities that we participate in for fun, relaxation, health and wellbeing and to connect with the community.

Council, in partnership with other government agencies and the private, community and sporting sector, is a key provider of open space and recreation facilities. These facilities support healthy connected and resilient communities, urban centres, streets and suburbs.

There are 181 parcels of open space comprising 348ha in Canada Bay LGA – equating to 31.8m2 of open space per person. These include 1 private and 2 public golf courses, 15 parcels of "community title" land and 3 parcels of State government owned land (Refer to Part B of the Canada Bay Social Infrastructure (Open Space and Recreation) Strategy for a full list of facilities and open space within the City). However, this is unevenly distributed across the LGA with lower levels of open space per person in North Strathfield – Strathfield Triangle and higher levels in Concord. There are some areas that are not within 400m of local open space, and areas of high density that are not within 200m of open space.

Growth and change of Canada Bay's population will place increased pressure on existing open space and recreation facilities and demand for increased provision and access to recreation services and programs. Demographic changes will require open space and recreation facilities to meet the needs of older people, children and families and young people.



Actions

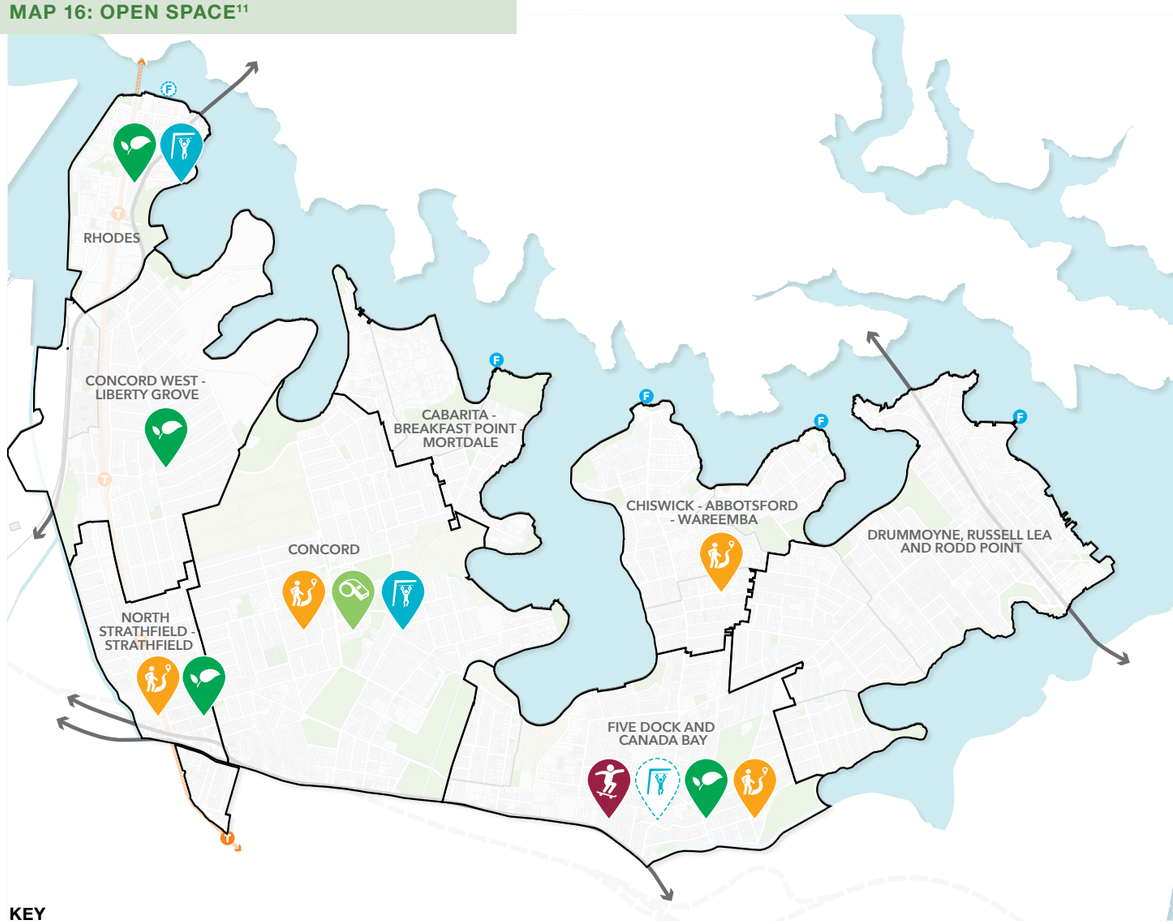
17.1 Consider and implement the Canada Bay Social Infrastructure (Open Space and Recreation) Strategy, including plans to deliver: *short to long term*

- new and improved sports fields and courts;
- passive recreation for activities such as sitting and walking;
- the planning and delivery of new open space in conjunction with land use change in North Strathfield, Concord West and along the Parramatta Road Corridor;
- a new local park in the Strathfield Triangle;
- the expansion of Fred Kelly Place on the eastern and western side of Great North Road in Five Dock; and
- an increase in the provision of indoor recreation, including in the new community centre in East Rhodes, Five Dock Leisure Centre and Concord Oval.

17.2 Update the Canada Bay Development Contributions Plan to include relevant works identified within Canada Bay Social Infrastructure (Open Space and Recreation) Strategy. *short term*

17.3 Review and consider implementation of the District Sport Facility Plans prepared by the NSW Office of Sport when released. *short term*

MAP 16: OPEN SPACE[11]



KEY

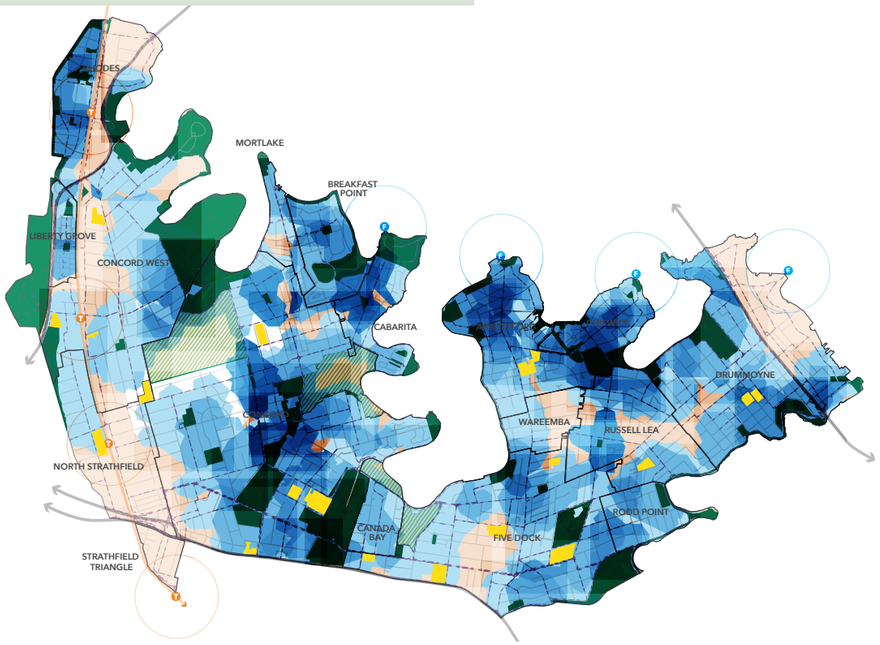
New facilities

- Open space/parks - new
- Indoor recreation - new
- Youth recreation area - new
- Improved sports precinct

Upgraded facilities / additional services

- Open space/parks - improved
- Indoor recreation - improved
- Active transport connections - improved

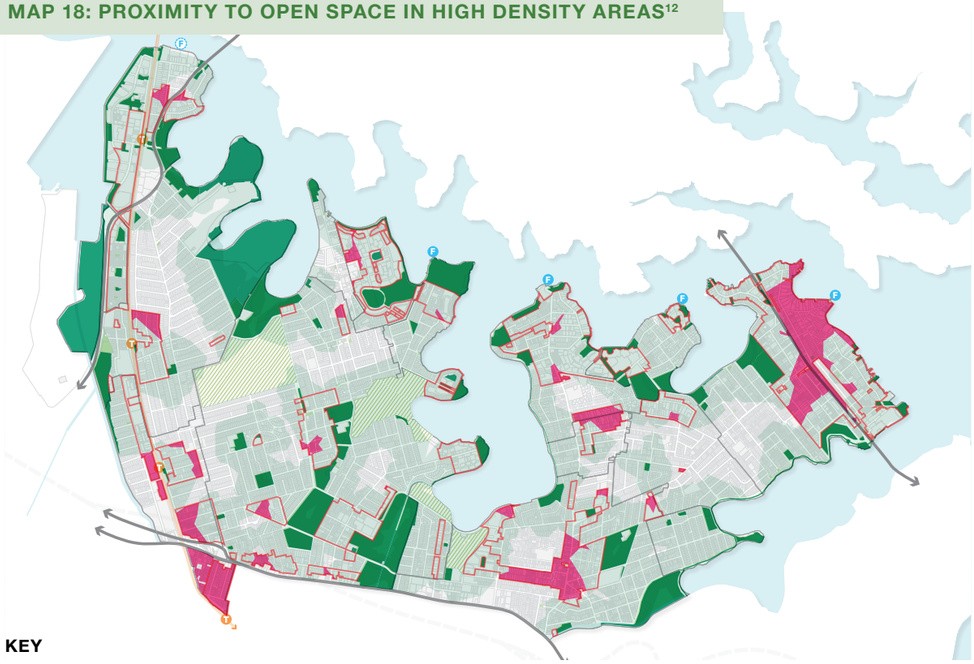
MAP 17: PROXIMITY TO LOCAL OPEN SPACE[11]



KEY

- Local open space (minimum 0.3ha)
- Golf courses
- Areas within 400m of local open space
- Areas not within 400m easy walking distance of local open space
- Schools

MAP 18: PROXIMITY TO OPEN SPACE IN HIGH DENSITY AREAS[12]



KEY

- Local open space (minimum 0.1ha)
- Golf courses
- Areas within 200m of local open space
- Areas zoned for medium to high density (R3, R4, B4)
- Areas zoned for medium to high density (R3, R4, B4) that are not within 200m easy walking distance of open space

Priority 18

Reduce carbon emissions and manage energy, water and waste efficiently

The built environment is one of the key contributors to climate change, with the construction, operation and maintenance of buildings accounting for almost a quarter of greenhouse gas emissions in Australia.

The City of Canada Bay is committed to taking action on climate change and this includes a commitment to planning controls that will help reduce carbon emissions and manage resources, including energy, water and waste, more efficiently.

To achieve this, new development needs to incorporate principles of passive solar design and sustainable waste management and it must also achieve high levels of performance on environmental ratings schemes (BASIX) for water and energy savings.

The Rhodes Planned Precinct Collaboration Area, facilitated by the Greater Sydney Commission, is intended to ensure that sustainable utility infrastructure is delivered as part of the area's future development, including a recycled water network, on-site photovoltaics, a private wire network and green roofs. In line with its status as a collaboration area, higher BASIX (Building Sustainability Index) targets for water and energy savings will also be essential.

Increasingly, electric vehicles will replace older fuel-based models of vehicles and it is important to ensure that facilities are available to enable this transition. Transport Demand Management initiatives, including working from home, active transport, car sharing, carpooling and on-demand transport, also help to achieve net-zero greenhouse gas emissions.

The City of Canada Bay currently has a small waste recycling sorting centre at the Council depot. Whilst Council intends to pursue opportunities to maximise waste management within the LGA, future waste management is likely to be largely dependent on facilities outside of the LGA.

Actions

18.1 Advocate for increased BASIX water and energy targets. — short term

18.2 Plan for precinct level sustainable infrastructure as part of future development at Rhodes Planned Precinct. — short term

18.3 Where appropriate, develop controls to compel developers to connect to planned recycled water schemes for all non-potable water uses, including dedicating space for required metering, storage, connection and plumbing infrastructure. — short term

18.4 Undertake a Waste Management Review to identify potential improvements to the waste related controls in the Canada Bay Development Control Plan, to assist in developing a circular economy. — medium term

18.5 Undertake a review of Canada Bay Development Control Plan to:

- identify provisions for electric vehicles and shared infrastructure;
- consider whether there is a need to provide controls regarding solar panels; and
- require a dedicated space for battery storage.

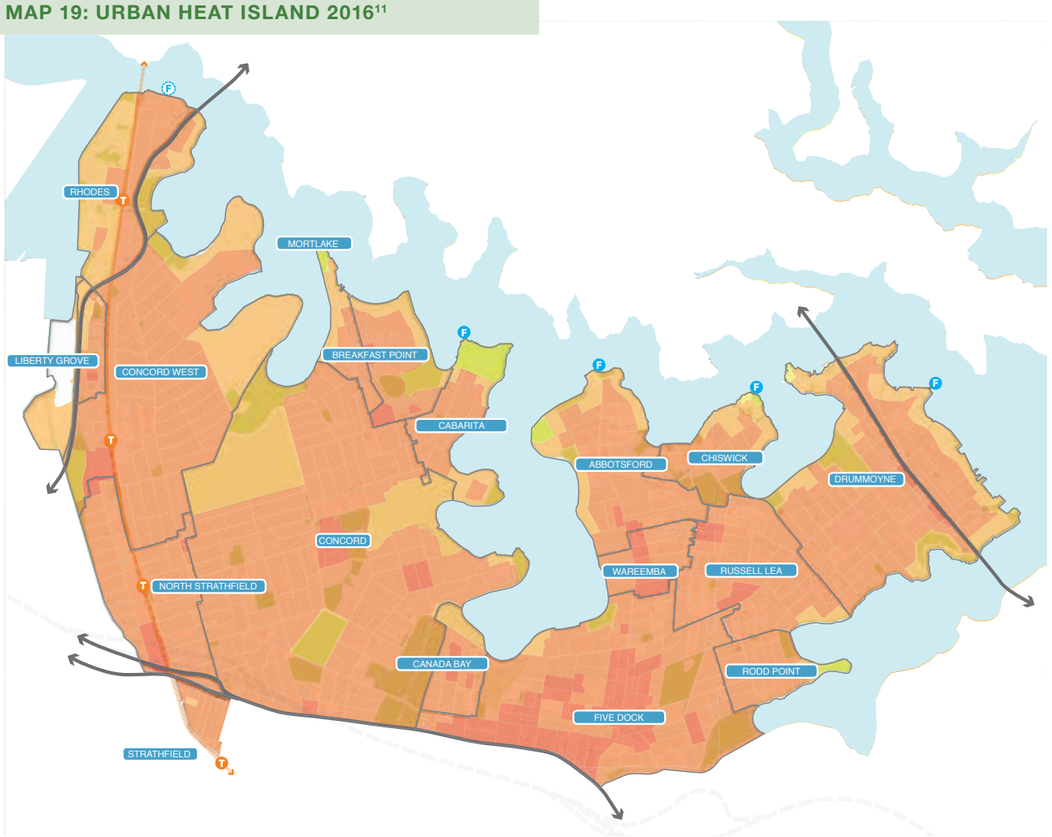
— medium term

18.6 Prepare a Guideline to inform the implementation of green infrastructure as part of development, with consideration given to:

- green roofs and walls; and
- passive design to ensure efficient and resilient buildings.

— medium term

MAP 19: URBAN HEAT ISLAND 2016[11]



KEY

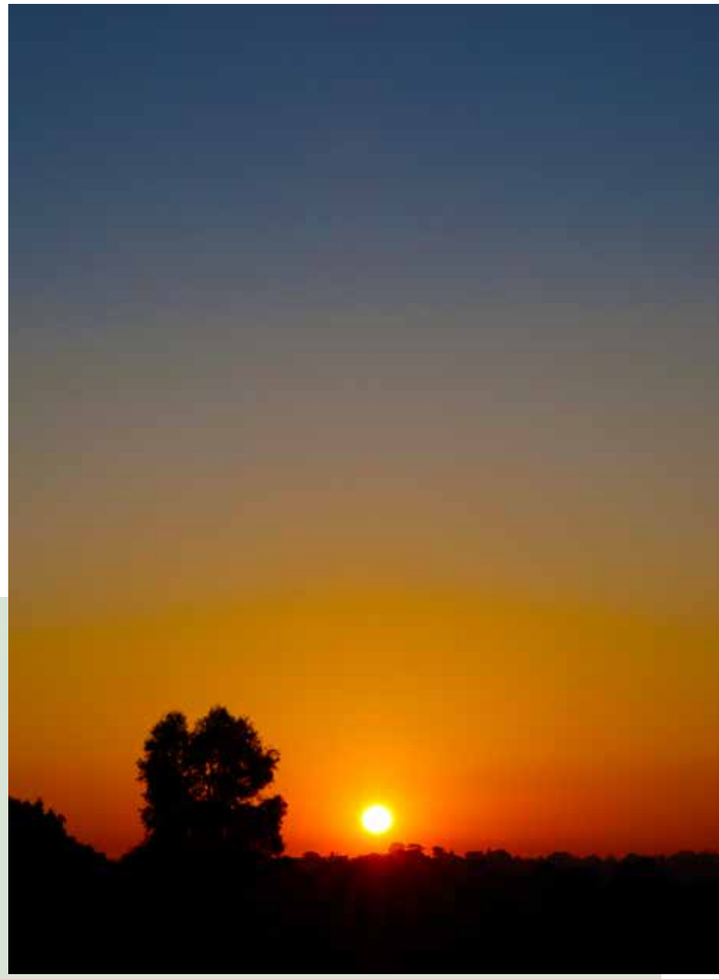
- Train station
- Ferry stop
- Cooler than baseline
- 0 - 3 degrees warmer
- 3 - 6 degrees warmer
- 6 - 9 degrees warmer
- Warmer than 9 degrees

Priority 19

Adapt to the impacts of urban and natural hazards and climate change

The effects of climate change represent significant potential risks to environment, property and human health. Sea level rise and increased flooding are future impacts that Council needs to respond to in its planning. However, this is subject to guidance from State Government.

Increasing temperatures and the Urban Heat Island Effect will also affect Canada Bay, with maximum temperatures projected to increase in the near future by 0.3–1.0°C and in the far future by 1.6–2.5°C. Urban heat island mapping undertaken by Council indicates there are seasonal, but increasing urban heat island effects across the LGA. Measures to increase the tree canopy will assist in reducing the impact of the heat island.



Actions

19.1 Implement flood related planning controls in accordance with the recommendations of the Concord West Precinct Flood Study. — medium term

19.2 Prepare a Flood Study for the Exile Bay catchment. — short term

19.3 Develop a Resilience Strategy to assess community and built environmental risks and vulnerabilities. This will build on our current Climate change adaptation study and other work in this area, identifying opportunities and controls that respond to various shocks and stresses such as the impact of urban heat island effect in both the public and private domain. — medium term

19.4 Minimise new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards. — short to long term

Implementation, Monitoring and Reporting

The LSPS will be implemented via the Monitoring and Action Plan below. Progress towards achieving the Measures will be monitored and reported at appropriate times. This will determine if the Actions to deliver the LSPS Planning Priorities have been successful, or if they need to be reviewed.

The LSPS will also be reviewed within the statutory timeframe of 7 years, or sooner if appropriate.

Where Council is not the responsible delivery authority, the timing and delivery will be at the discretion of other Government agencies.

DEFINITIONS

Short term: within 0 – 5 years

Medium term: within 6 – 10 years

Long term: within 11 – 20 years

TABLE 1: MONITORING AND ACTION PLAN

INFRASTRUCTURE AND COLLABORATION		
PRIORITY	**ACTION**	**MEASURE**
1. Planning for a City that is supported by infrastructure	**1.1** Review Canada Bay S7.11 and S7.12 Contribution Plans to ensure that local infrastructure is provided to support new residents. short term	S7.11 and S7.12 Contribution Plans are amended
	1.2 Collaborate to enable dedicated rapid public transport and place-based outcomes along Parramatta Road Corridor. short term	Council advocates for State government to implement commitment to provide dedicated rapid public transport on Corridor Council advocates for State government to support Council's Precinct urban design studies
	1.3 Collaborate to ensure urban design outcomes, housing typologies, 'movement and place' framework, social infrastructure, public domain and open space for all Planned Precincts. short term	Council advocates for State government to support Council's vision and urban design aspirations for Planned Precincts
	1.4 Collaborate to ensure land use change around Sydney Metro West stations deliver high quality outcomes. medium term	Council advocates for State government to implement Council's desired future character and infrastructure for land around Sydney Metro West stations
	1.5 Collaborate to deliver increased opportunities for community and biodiversity outcomes on Walker Estates. short term	Council advocates for SLHD and Yaralla to increase public use of the Walker Estates
	1.6 Encourage the shared use of land and facilities, where community use is not reduced. short to long term	Community access to shared land and facilities is not reduced Council signs a Deed with DEC to share land and facilities wherever major school upgrades occur
	1.7 Work with LALC to ensure the needs of the LALC are identified and considered. short term	Council advocates for SSROC to liaise with the LALC

INFRASTRUCTURE AND COLLABORATION		
PRIORITY	**ACTION**	**MEASURE**
2. Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development	**2.1** Council advocates for State Government to deliver sustainability infrastructure, affordable housing, open space, off-street loading facilities, TDM measures, a new school and public transport in Rhodes. short term	Council advocates for State Government to deliver sustainability infrastructure, affordable housing, open space, a new school and public transport in Rhodes
LIVEABILITY		
PRIORITY	**ACTION**	**MEASURE**
3. Provide community services and facilities to meet people's changing needs	**3.1** Finalise and implement Canada Bay Social Infrastructure (Community Facilities) Strategy. short to long term	Canada Bay Social Infrastructure (Community Facilities) Strategy is completed IPRF identifies relevant works
	3.2 Update Canada Bay Development Contributions Plan to implement relevant Social Infrastructure Strategy (Community Facilities) works. short term	Development Contributions Plan is updated
4. Foster safe, healthy, creative, culturally rich and socially connected communities	**4.1** Review the DCP to deliver controls in relation to new adaptable and accessible apartment development; adequate communal / shared space in high density development; minimisation of air and noise pollution from road and rail corridors; common loading docks in new commercial and medium / high density residential development; and the *NSW Guidelines for Shade*. short term	DCP is amended
	4.2 Implement the Disability Inclusion Action Plan; Community Safety and Crime Prevention Plan; Public Art Plan and Cultural Plan. short term	Plans are implemented IPRF identifies relevant works
	4.3 Investigate opportunities to deliver an LGA level performance space, and network of creative and cultural spaces. long term	Opportunities to deliver an LGA level performance space, and network of creative and cultural spaces, are investigated IPRF identifies relevant works

LIVEABILITY		
PRIORITY	**ACTION**	**MEASURE**
	4.4 Amend the LEP to implement a competitive design excellence process to apply to all new buildings of over 45 metres height, or where identified on a map. short term	LEP is amended to implement a competitive design excellence process.
5. Provide housing supply, choice and affordability around key transport nodes, corridors and centres	**5.1** Implement PRCUTS generally in accordance with the 2016-2023 Implementation Plan, following finalisation of a precinct wide traffic and transport study, and an urban design study. short to medium term	Finalise precinct wide traffic and transport study Finalise urban design study Canada Bay LEP is amended
	5.2 Planning Proposals that seek to rezone land outside of identified renewal areas are compatible with character and prevailing density of established neighbourhoods. short term	100% of Planning Proposals for land outside of identified renewal areas are assessed for compatibility with character and prevailing neighbourhood density
	5.3 Investigate changes to the planning framework to encourage greater diversity of dwellings within the immediate vicinity of Majors Bay Road (Concord), Concord West station, North Strathfield station and Five Dock Local Centre. medium term	Undertake and complete a study of potential changes to the planning framework to encourage greater diversity of dwellings
	5.4 Amend LEP and DCP to require all new development to provide an increased number of three bedroom apartments. short term	LEP is amended DCP is amended
	5.5 Require a minimum of 5% of the Gross Floor Area of new development to be dedicated as affordable housing, subject to viability, for: • Planned Precincts • Parramatta Road Corridor precincts • where there is an increase in density arising from a Planning Proposal short term	Government agrees to implement commitment to provide a minimum of 5% of GFA of new development at Rhodes Planned Precinct as affordable housing LEP is amended to require provision of at least 5% of GFA of new development as affordable housing in PRCUTS precincts and Planning Proposals, subject to viability
	5.6 Ensure that Planned Precincts, Parramatta Road Corridor and redevelopment of large sites deliver a diversity of housing types ranging from terraces to apartments. short to long term	LEP and DCP are amended

LIVEABILITY		
PRIORITY	**ACTION**	**MEASURE**
6. Provide high quality planning and urban design outcomes for key sites and precincts	**6.1** Ensure that plans and development in Strathfield Triangle exhibit design excellence; deliver an improved public domain; and are accompanied by robust funding mechanisms to deliver local infrastructure. **short to medium term**	LEP and DCP are amended
	6.2 Facilitate development at the Bakehouse Quarter that is consistent with PRCUTS; protects and is sympathetic with the heritage and character; provides a range of office uses and tenancy sizes, local social infrastructure, human scale and fine grain retail frontages; and locates any future large format retail floor space at the northern end. **short to medium term**	All proposed land use changes are assessed for consistency with site / Precinct requirements
	6.3 Ensure any proposed changes to land use or development at the Freshfoods site (Bushell's site) at 160 Burwood, Road Concord recognise the requirements of the Eastern City District Plan in relation to the retention and management of industrial land; achieve height and density that is compatible with the existing context; contribute to the Green Grid; and adequately consider heritage features on the site. **short to medium term**	All proposed land use changes are assessed for consistency with site / Precinct requirements
	6.4 Facilitate development of the Birkenhead Point shopping centre that allows growth without the addition of further supermarket floor space; is contingent upon acceptable access and traffic impacts; is sensitive to the heritage and character; provides publicly accessible foreshore links with the Bay Run and Dunlop Reserve. **medium to long term**	All proposed land use changes are assessed for consistency with site / Precinct requirements
	6.5 Prior to land use change occurring on the site known as 1- 7 King Street, Concord West, the Socio Economic Study is to be updated by Council to respond to Government plans and policies and other matters. **short to medium term**	Socio Economic Study is updated and findings considered
	6.6 Limit change for sites and precincts not identified for land use change. **short to long term**	Number of 'spot rezonings' is reduced to only those that are consistent with this Action

LIVEABILITY		
PRIORITY	**ACTION**	**MEASURE**
7. Create vibrant places that respect local heritage and character	**7.1** Prepare and implement the Place Plans for Mortlake and the proposed Kings Bay Centre in the Parramatta Road Corridor. **short to long term**	Place Plans are prepared
	7.2 Seek DPIE endorsement of Local Character Statements, including desired future character statements, as part of the endorsement of the Local Housing Strategy. **short term**	Endorsement of LHS is requested from DPIE Endorsement of Future Character Statements for areas to be protected is requested from DPIE Endorsement of Future Character Statements for areas to undergo change is requested from DPIE LEP is amended
	7.3 Seek an exclusion for Complying Development under the Housing Code and Low Rise Medium Density Housing Code in Local Character Areas. **short term**	Preclusion from Housing Code is sought from DPIE
	7.4 Finalise and implement an Aboriginal Cultural Heritage Study. **medium term**	Aboriginal Cultural Heritage Study is completed
	7.5 Undertake a new LGA wide heritage study with a focus on the built and natural environment. **long term**	LGA wide heritage study is completed
	7.6 Review and update inventory sheets for heritage items, statements of significance for conservation areas and contributory status for properties within a conservation area. **long term**	Inventory sheets for heritage items are updated Statements of significance for conservation areas and contributory status for properties within a conservation areas are updated
	7.7 Include a minimum lot size of 800sqm for Boarding Houses in the R2 Low Density Residential zone. **short term**	LEP is amended

PRODUCTIVITY		
PRIORITY	**ACTION**	**MEASURE**
8. Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital	**8.1** Improve active transport connections within the Rhodes Strategic Centre, including Concord Hospital; Rhodes East and West; Rhodes Corporate Park; and Rhodes railway station and the future ferry wharf. **short to long term**	Local Movement Strategy is completed Canada Bay Bike Plan is completed IPRF identifies relevant works
	8.2 Monitor Rhodes Business Park (410 Concord Road, Rhodes) for five (5) years to inform an updated Employment Lands Study that demonstrates: • demand for new commercial office floor space in Rhodes; and • that there are alternative feasible commercial land use outcomes that can be achieved on the site. Consider the site in light of the future role of Rhodes Strategic Centre and the updated Employment Lands Study.. **medium term**	Economic analyses for Rhodes Business Park is reviewed within the context of Rhodes Strategic Centre and the findings are considered
	8.3 Consider opportunity for additional retail floor space in Rhodes Waterside shopping centre to serve the growing resident population subject to an assessment demonstrating acceptable traffic impacts. **short to long term**	Assessment undertaken of traffic and transport impacts arising from additional retail floor space.
	8.4 Monitor opportunities and constraints to better connect Concord Hospital with Rhodes (including the Business Park) and Concord West station over the next five (5) years to facilitate greater connectivity, and retain and grow health and education related employment and floor space. **medium term**	Opportunities and constraints to better connect Concord Hospital with Rhodes (including the Business Park) and Concord West station is reviewed and the findings are considered
9. Enhance employment and economic opportunities in Local Centres	**9.1** Finalise the Victoria Road Urban Design Study. **short term**	Victoria Road Urban Design Study is completed
	9.2 Ensure plans for the new Local Centre at Spencer Street in the Kings Bay precinct deliver fine grain retail frontages along Spencer Street, with large floor plate uses sleeved behind; large bulky goods retail concentrated along Parramatta Road; high floor to ceiling heights on the ground and second floor; material and finishes that reinforce the industrial character; and consistency with PRCUTS and 'movement and place'. **medium term**	LEP and DCP are amended

PRODUCTIVITY		
PRIORITY	**ACTION**	**MEASURE**
	9.3 Strategic land use change adjoining or adjacent to the Local Centres of Five Dock, Majors Bay Road (Concord) and North Strathfield, and also Concord West station, must not occur until such time as Council has endorsed a study that determines how retail and commercial floor space can be accommodated. **medium term**	Study of retail and commercial floor space at Five Dock, Majors Bay Road, Concord West or North Strathfield is completed
	9.4 Require commercial floor space to be located above ground floor level retail in any future mixed use centre along Great North Road or any development within close proximity to future Metro stations. **medium term**	LEP and DCP are amended
	9.5 Prepare an Evening Economy Strategy that includes an understanding of its contribution to the local economy, constraints to implementation and opportunities in Local Centres. **long term**	Evening Economy Strategy is completed
	9.6 Prepare an Activation Policy to facilitate the community use and activation of public space in Strategic and Local Centres and community hubs. **long term**	Activation Policy is completed
	9.7 Ensure that B4 Mixed Use Zones and B1 Neighbourhood Centres maintain a substantial retail, office and commercial focus. **short to long term**	LEP and DCP facilitate retail, office and commercial uses
10. Identify opportunities to support urban support services	**10.1** Investigate and encourage new mixed-use forms, larger format uses and urban support services on Parramatta Road ground floor development in Kings Bay Precinct. **medium term**	LEP and DCP are amended
	10.2 Ensure that Kings Bay precinct has access from roads other than Parramatta Road; double height ceilings for Parramatta Road ground floor uses; rear lane low bay access for small trucks and customer parking; and shared loading docks for non-residential uses. **medium term**	LEP and DCP are amended

PRODUCTIVITY		
PRIORITY	**ACTION**	**MEASURE**
11. Identify land use opportunities and implications arising from Sydney Metro West	**11.1** Prior to rezoning occurring, a desired future character statement is to be prepared in consultation with the community and a local planning study is to be prepared and endorsed by Council for the localities in which a Sydney Metro West station is proposed, including development sites and their immediate surrounds. short term	Desired future character statement is prepared and endorsed by Council Local planning study is prepared and endorsed by Council
	11.2 Review the Canada Bay Bike Plan to ensure routes and linkages respond to proposed station locations. long term	Canada Bay Bike Plan is completed
	11.3 Advocate for improvement to local bus networks to ensure that they act as feeder services to station locations. long term	Council advocates for local bus networks to act as feeder services to station locations
	11.4 Minimise parking close to Metro West stations and require any car parking and basements within close proximity to future Metro stations to be adaptable." short to long term	DCP is amended
12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport	**12.1** Consider and implement the Local Movement Strategy to increase connectivity across the LGA and encourage modal shift away from car use. short to long term	Local Movement Strategy is completed DCP is amended IPRF identifies relevant works
	12.2 Review the Canada Bay Bike Plan to address cycling related recommendations within the Local Movement Strategy; ensure a connected and safe cycle network; and identify separated paths and opportunities for end of trip facilities. short term	Bike Plan is completed IPRF identifies relevant works
	12.3 Advocate for improvement to public transport, including by rail, ferry and on-demand transport services; increase connectivity to Concord Hospital; prioritise public transport on State roads; and improve connections between Local Centres and train/metro stations. short to long term	Council advocates for improved public transport services and connections Council advocates for prioritisation of public transport on State roads

PRODUCTIVITY		
PRIORITY	**ACTION**	**MEASURE**
	12.4 Develop a Walking Strategy that aims to build a physical and cultural environment that supports and encourages walking. short term	Walking Strategy is completed
	12.5 Support implementation of travel behaviour change programs by Transport for NSW, including TDM measures. short to long term	Council liaises with TfNSW to implement TDM measures
SUSTAINABILITY		
PRIORITY	**ACTION**	**MEASURE**
13. Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways	**13.1** Protect the Parramatta River catchment by ensuring policies and planning instruments contribute to the making Parramatta River swimmable again by 2025. short to long term	Council policies to make Parramatta River swimmable again are completed LEP and DCP are amended IPRF identifies relevant works
	13.2 Review and update water sensitive urban design controls to reduce stormwater runoff and pollution entering waterways; maximise pervious areas; treatment and management of stormwater before it reaches waterways; and provide passive irrigation, greening and urban cooling. short to long term	DCP is amended
	13.3 Map and reference key habitat areas and priority corridors for iconic species in the Parramatta River catchment within Council's LEP. short term	LEP is amended
	13.4 Finalise the City of Canada Bay Foreshore Access Strategy and associated plan for implementation with an aim to improve access to and along the Parramatta River foreshore. short term	Finalise Foreshore Access Strategy IPRF identifies relevant works
	13.5 Work with relevant agencies to naturalise Massey Park, Dobroyd/Iron Cove and St Lukes Canal. long term	Government agrees to plans to naturalise Massey Park, Dobroyd/Iron Cove and St Lukes Canal

SUSTAINABILITY		
PRIORITY	**ACTION**	**MEASURE**
14. Protect and enhance bushland and biodiversity	**14.1** Implement land use planning actions arising from the preparation of the Canada Bay Biodiversity Framework. **short term**	LEP and DCP are amended IPRF identifies relevant works
	14.2 Review the land use zones and environmental controls in the LEP and DCP to ensure that significant remnant habitats are retained to protect endangered flora and fauna, and improve habitat connectivity. **short term**	LEP and DCP are amended
	14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways, and improve planting of shrubs and understory. **short to long term**	Links to habitat sites are created Planting of shrubs and understory is improved
15. Protect and enhance scenic and cultural landscapes	**15.1** Ensure that land use change in foreshore and peninsula localities does not have a significant adverse impact upon views to and from Parramatta River and Sydney Harbour, from within and outside the LGA. **short to long term**	LEP and DCP are amended
	15.2 Prepare a Landscape Heritage Study (to identify and assess the heritage values of the landscapes throughout Canada Bay) as part of the proposed new heritage study. **long term**	Landscape Heritage Study is completed
16. Increase urban tree canopy and deliver Green Grid connections	**16.1** Prepare a street tree master plan in accordance with the principles and outcomes of the Canada Bay Urban Tree Canopy Strategy to increase tree canopy on public land. **medium term**	Street tree master plan to increase tree canopy on public land is undertaken and completed
	16.2 Identify trees as relevant infrastructure that may be funded under the Canada Bay Planning Agreement Policy and the Canada Bay S 7.12 Development Contributions Plan. **short term**	Planning Agreement Policy to identify trees as relevant infrastructure is amended Development Contributions Plan to identify trees as relevant infrastructure is amended

SUSTAINABILITY		
PRIORITY	**ACTION**	**MEASURE**
	16.3 Increase the urban tree canopy on private land by amending the Canada Bay Development Control Plan to update list of recommended tree species; require tree planting when land is redeveloped; and include appropriate controls to protect trees, including the definition of a tree. **medium term**	DCP is amended to increase the urban tree canopy on private land
	16.4 Investigate the potential for landowners to provide a monetary contribution towards the planting of trees on public land when replacement planting is unable to be accommodated on private land. **medium term**	Investigation of potential for landowners to fund replacement planting is completed
	16.5 Ensure that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover. **short to long term**	Master Plans and Precinct Plans include a minimum of 25% canopy cover
	16.6 Prepare a Green Grid delivery strategy that seeks to align the relevant recommendations contained within the Biodiversity Strategy; Urban Tree Canopy Strategy; Social Infrastructure (Open Space and Recreation) Strategy; Local Movement Strategy; and Walking Strategy. **long term**	Green Grid delivery strategy is completed that responds to the strategies
17. Deliver high quality open space and recreation facilities	**17.1** Consider and implement the Social Infrastructure (Open Space and Recreation) Strategy, including delivery of sports fields and courts; passive recreation; new open space in North Strathfield, Concord West and along the Parramatta Road Corridor; a new park in the Strathfield Triangle; expansion of Fred Kelly Place; and increased indoor recreation. **short to long term**	Social Infrastructure (Open Space and Recreation) Strategy is completed IPRF identifies relevant works
	17.2 Update the Development Contributions Plan to include relevant works identified within Social Infrastructure (Open Space and Recreation) Strategy. **short term**	Development Contributions Plan is amended
	17.3 Review and consider implementation of Office of Sport District Sport Facility Plans **short term**	District Sport Facility Plans are reviewed and considered

SUSTAINABILITY		
PRIORITY	**ACTION**	**MEASURE**
18. Reduce carbon emissions and manage energy, water and waste efficiently	**18.1** Advocate for increased BASIX water and energy targets. short term	Council advocates for State government to increase BASIX targets
	18.2 Plan for precinct level sustainable infrastructure as part of future development at Rhodes Planned Precinct. short term	Council develop a plan for precinct level sustainable infrastructure at Rhodes Planned Precinct
	18.3 Where appropriate, develop controls to compel developers to connect to planned recycled water schemes for all non-potable water uses. short term	DCP and LEP are amended to compel developers to connect to planned recycled water schemes for all non-potable water
	18.4 Undertake a Waste Management Review to identify potential improvements to the waste related controls in the DCP. medium term	Waste Management Review is completed DCP is amended
	18.5 Undertake a review of DCP to identify provisions for electric vehicles and shared infrastructure; consider controls for solar panels; and require dedicated space for battery storage. medium term	DCP is amended
	18.6 Prepare a Guideline to inform the implementation of green infrastructure as part of development, with consideration for green roofs and walls; passive design to ensure efficient and resilient buildings. medium term	Green development Guideline is completed
19. Adapt to the impacts of urban and natural hazards and climate change	**19.1** Implement flood related planning controls in accordance with the recommendations of the Concord West Precinct Flood Study. medium term	LEP and DCP are amended to implement recommendations of the Concord West Precinct Flood Study
	19.2 Prepare a Flood Study for the Exile Bay catchment. short term	Flood Study for the Exile Bay catchment is completed
	19.3 Review and update the climate change adaptation and resilience study, including consideration of opportunities in the public and private domain. medium term	Climate change adaptation and resilience study is completed
	19.4 Minimise new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards. short to long term	New development and 'spot rezonings' are reduced to only those that are consistent with this Action

Strategic alignment

TABLE 2: ALIGNMENT WITH CANADA BAY COMMUNITY STRATEGIC PLAN

		CANADA BAY COMMUNITY STRATEGIC PLAN – YOUR FUTURE 2030 THEMES				
		Inclusive, Involved and Prosperous	Environmentally responsible	Easy to get around	Engaged and future focussed	Visionary, smart and accountable
INFRASTRUCTURE	Planning for a City that is supported by infrastructure		●	●	●	
	Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development		●	●	●	
LIVEABILITY	Provide services and social infrastructure to meet people's changing needs	●			●	
	Foster safe, healthy, creative, culturally rich and socially connected communities	●			●	
	Provide housing supply, choice and affordability in key locations	●			●	
	Provide high quality planning and urban design outcomes for key sites and precincts	●			●	
	Create vibrant places that respect local heritage and character	●				
PRODUCTIVITY	Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital	●				
	Enhance employment and economic opportunities in existing Local Centres	●				
	Identify opportunities to support urban support services				●	
	Identify land use opportunites and implications arising from Sydney Metro West			●	●	
	Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport			●		
SUSTAINABILITY	Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways		●			
	Protect and improve the health and Protect and enhance bushland and biodiversity		●			
	Protect and enhance scenic and cultural landscapes		●			
	Increase urban tree canopy and deliver Green Grid connections		●			
	Deliver high quality open space and recreation facilities		●			
	Reduce carbon emissions and manage energy, water and waste efficiency		●			
	Adapt to the impacts of urban and natural hazards and climate change		●			
GOVERNANCE						●

TABLE 3: ALIGNMENT WITH EASTERN CITY DISTRICT PLAN

		EASTERN CITY DISTRICT PLAN PRIORITIES						
		INFRASTRUCTURE		LIVEABILITY				PRODUCTIVITY
		Planning for a city supported by infrastructure	Working through collaboration	Providing services and social infrastructure to meet people's changing needs	Foster safe, healthy, creative, culturally rich and socially connected communities	Provide housing supply, choice and affordability with access to jobs, services and public transport	Creating and renewing great places and Local Centres, and respecting the District's heritage	Growing a stronger harbour CBD
INFRASTRUCTURE	Planning for a City that is supported by infrastructure	●	●					
	Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development	●	●					
LIVEABILITY	Provide services and social infrastructure to meet people's changing needs			●				
	Foster safe, healthy, creative, culturally rich and socially connected communities			●	●			
	Provide housing supply, choice and affordability in key locations					●		
	Provide high quality planning and urban design outcomes for key sites and precincts				●	●	●	
	Create vibrant places that respect local heritage and character						●	
PRODUCTIVITY	Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital							
	Enhance employment and economic opportunities in existing Local Centres							
	Identify opportunities to support urban support services							
	Identify land use opportunites and implications arising from Sydney Metro West					●		
	Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport		●					
SUSTAINABILITY	Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways							
	Protect and improve the health and Protect and enhance bushland and biodiversity							
	Protect and enhance scenic and cultural landscapes							
	Increase urban tree canopy and deliver Green Grid connections							
	Deliver high quality open space and recreation facilities			●				
	Reduce carbon emissions and manage energy, water and waste efficiency							
	Adapt to the impacts of urban and natural hazards and climate change							
GOVERNANCE								

		EASTERN CITY DISTRICT PLAN PRIORITIES												
		PRODUCTIVITY						SUSTAINABILITY						
		Growing and investing in health and education precincts and the innovation Corridor	Growing international trade gateways	Delivering integrated land use and transport planning and a 30-minute city	Growing investment, business opportunities and jobs in Strategic Centres	Retaining and managing industrial and urban services land	Supporting growth of targeted industry sectors	Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	Protecting and improving bushland and biodiversity	Protecting and improving scenic and cultural landscapes	Increasing urban tree canopy cover and delivering Green Grid connections	Delivering high quality open space	Reducing carbon emissions and managing energy, water and waste efficiently	Adapting to the impacts of urban and natural hazards and climate change
INFRASTRUCTURE	Planning for a City that is supported by infrastructure					●								
	Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development				●									
LIVEABILITY	Provide services and social infrastructure to meet people's changing needs													
	Foster safe, healthy, creative, culturally rich and socially connected communities													
	Provide housing supply, choice and affordability in key locations													
	Provide high quality planning and urban design outcomes for key sites and precincts													
	Create vibrant places that respect local heritage and character													
PRODUCTIVITY	Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital				●									
	Enhance employment and economic opportunities in existing Local Centres			●										
	Identify opportunities to support urban support services					●								
	Identify land use opportunites and implications arising from Sydney Metro West													
	Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport													
SUSTAINABILITY	Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways							●						
	Protect and improve the health and Protect and enhance bushland and biodiversity								●					
	Protect and enhance scenic and cultural landscapes									●				
	Increase urban tree canopy and deliver Green Grid connections										●			
	Deliver high quality open space and recreation facilities											●		
	Reduce carbon emissions and manage energy, water and waste efficiency												●	
	Adapt to the impacts of urban and natural hazards and climate change													●
GOVERNANCE														

TABLE 4: ALIGNMENT WITH UNITED NATIONS GLOBAL *SUSTAINABLE DEVELOPMENT GOALS*

		CANADA BAY COUNCIL SUPPORTS THE SUSTAINABLE DEVELOPMENT GOALS																			
		1 NO POVERTY	2 ZERO HUNGER	3 GOOD HEALTH AND WELL-BEING	4 QUALITY EDUCATION	5 GENDER EQUALITY	6 CLEAN WATER AND SANITATION	7 AFFORDABLE AND CLEAN ENERGY	8 DECENT WORK AND ECONOMIC GROWTH	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	10 REDUCED INEQUALITIES	11 SUSTAINABLE CITIES AND COMMUNITIES	12 RESPONSIBLE CONSUMPTION AND PRODUCTION	13 CLIMATE ACTION	14 LIFE BELOW WATER	15 LIFE ON LAND	16 PEACE, JUSTICE AND STRONG INSTITUTIONS	17 PARTNERSHIPS FOR THE GOALS
INFRASTRUCTURE	Planning for a City that is supported by infrastructure								●	●									●
	Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development	●					●	●		●		●							●
LIVEABILITY	Provide services and social infrastructure to meet people's changing needs	●	●	●							●	●							
	Foster safe, healthy, creative, culturally rich and socially connected communities			●	●	●					●								
	Provide housing supply, choice and affordability in key locations	●		●															
	Provide high quality planning and urban design outcomes for key sites and precincts								●										
	Create vibrant places that respect local heritage and character			●															
PRODUCTIVITY	Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital								●	●									
	Enhance employment and economic opportunities in existing Local Centres								●				●						
	Identify opportunities to support urban support services								●			●	●						
	Identify land use opportunites and implications arising from Sydney Metro West								●	●		●							
	Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport			●							●	●							●
SUSTAINABILITY	Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways			●												●	●		●
	Protect and improve the health and Protect and enhance bushland and biodiversity																●		
	Protect and enhance scenic and cultural landscapes			●															
	Increase urban tree canopy and deliver Green Grid connections			●										●			●		
	Deliver high quality open space and recreation facilities			●															
	Reduce carbon emissions and manage energy, water and waste efficiency									●		●		●					
	Adapt to the impacts of urban and natural hazards and climate change			●								●		●					
GOVERNANCE																			

References

LIST OF INFORMING STUDIES, PLANS AND DOCUMENTS

- Biodiversity Framework and Action Plan 2019
- Canada Bay Community Strategic Plan 2018
- Canada Bay Local Environmental Plan 2013
- Canada Bay Development Control Plan
- DPE Local Housing Strategy Guideline 2018
- Eastern City District Plan
- Future Transport Plan 2056
- Greater Sydney Region Plan – A Metropolis of three cities
- Local Housing Strategy 2019
- Local Employment and Productivity Strategy 2019
- Local Movement Strategy 2019
- Local Aboriginal Land Council's 2019 Strategic Plan
- Local Aboriginal Land Council's Community Land and Business Plan
- Long Term Transport Strategy
- NSW Better Placed Design Guide 2018
- NSW Government Climate Change Policy
- Parramatta Road Corridor Urban Transformation Strategy
- Social Infrastructure Strategy (Community Facilities) 2019
- Social Infrastructure Strategy (Open Space and Recreation) 2019
- State Infrastructure Strategy
- Sydney CBD to Parramatta Strategic Transport Plan
- Sydney Local Health District *Building Better Health*
- Urban Tree Canopy Strategy 2019

ENDNOTES

1 Greater Sydney Commission, Eastern City District Plan, Structure Plan

2 Canada Bay Social Infrastructure (Community) Strategy and Action Plan

3 Canada Bay Biodiversity Framework and Action Plan

4 Local Housing Strategy; Employment and Productivity Strategy; Local Movement Strategy; Social Infrastructure (Open Space and Recreation) Strategy and Action Plan; Social Infrastructure (Community) Strategy and Action Plan; Canada bay Urban Tree canopy Strategy

5 Canada Bay Social Infrastructure (Community) Strategy and Action Plan

6 Canada Bay Local Housing Strategy

7 Canada Bay Local Employment and Productivity Strategy

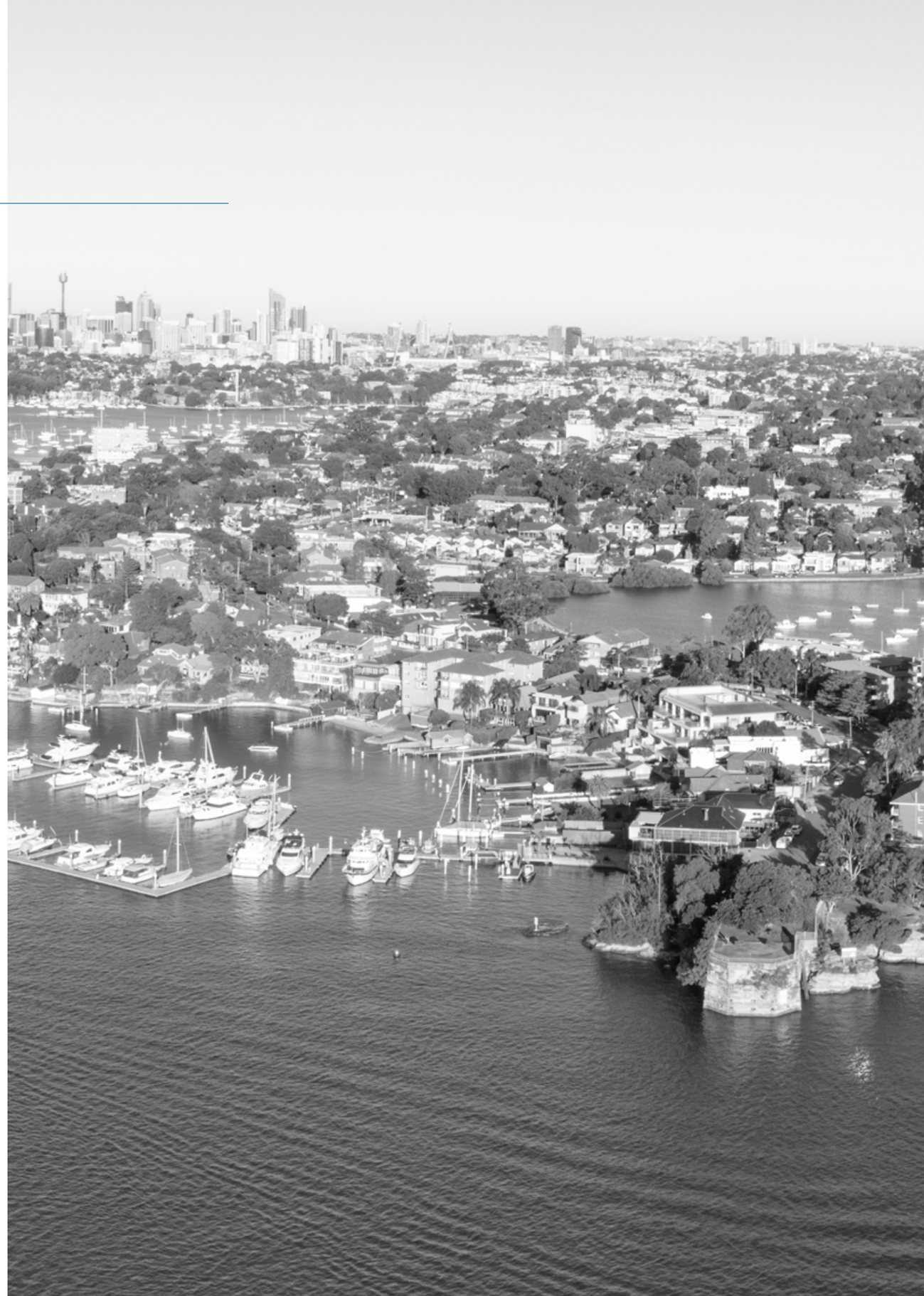
8 Canada Bay Employment and Productivity Strategy May 2019

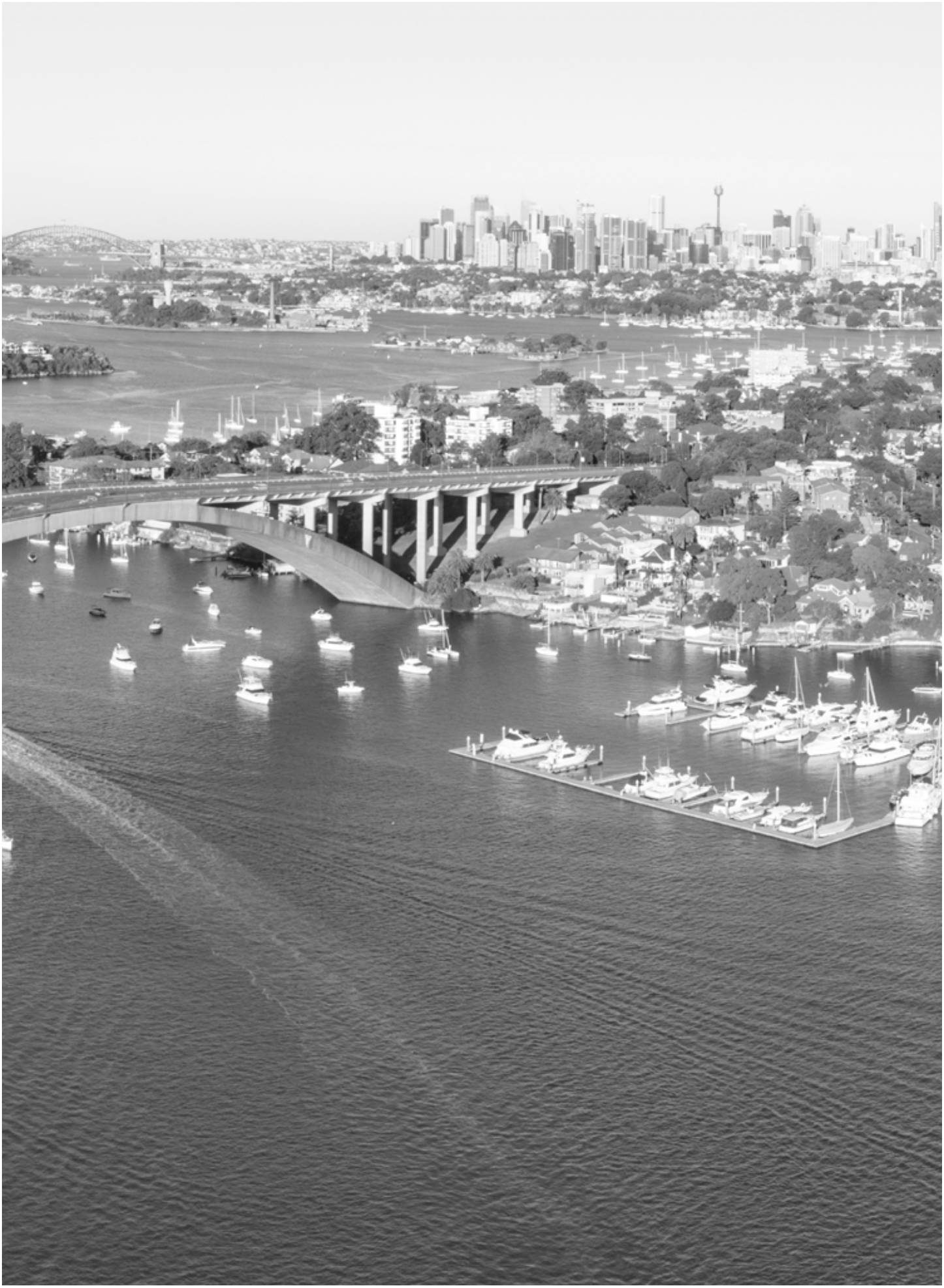
9 Canada Bay Foreshore Access Strategy

10 Eastern City District Plan

11 Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan

12 NSW Government SEED data





City of Canada Bay