



## PART 1 - INTRODUCTION

## 1. Introduction

### 1.1. Background

#### 1.1.1. What is a Local Planning Strategy?

The Local Planning Strategy (LPS) is the principal document for communicating the future land use planning of Canada Bay. The aim of the strategy is to provide long term direction for the planning of Canada Bay, to assist future decision making in response to population growth and change. The Strategy will have the endorsement of Council and provide certainty and a statement of direction for the community.

The LPS includes long term planning projects of the State Government, as well as responding to and planning for, local needs such as employment, housing and transport.

The LPS provides a strong statement for the future planning of Canada Bay, identifying key recommendations and work to be done. The LPS is for use by all stakeholders including Council, residents, landowners, community groups, developers, government departments, and consultants.

#### 1.1.2. Why have a Local Planning Strategy?

The LPS will provide a clear statement of the overall strategic land use management and planning objectives for Canada Bay, upon which to make planning decisions and drive future land use planning.

Reforms to the NSW planning system require each council to prepare a new principal LEP based on a State wide Standard LEP Instrument. Formulation of Council's new LEP is also required to take into account the Metropolitan Strategy, the draft Inner West subregional strategy and local strategic planning. A principal role of the LPS will be to identify projects and influences outside of Council's jurisdiction which directly affect the planning of the area. This includes major infrastructure projects and targets outlined by the State Government.

#### 1.1.3. Purpose of this Strategy

The purpose of the LPS is to:

- Ensure that the Metropolitan Strategy for Sydney and the draft Inner West Subregional Strategy are considered at a local level;
- Provide a framework for future land use planning of the City of Canada Bay to guide the preparation of a new city-wide LEP and DCP;
- Ensure that future planning achieves principles of Ecologically Sustainable Development (ESD);
- Achieve quality urban design outcomes for public and private areas that provide the City of Canada Bay with high amenity;
- Provide housing and employment in locations that is designed and located to meet the requirements of the existing and future population;
- Support changing social needs of the City of Canada Bay community; including the ageing population and affordability;
- Protect the heritage items and conservation areas of the City of Canada Bay;
- Protect the natural environment, including prominent view corridors of the City of Canada Bay including its parks, bushland and foreshore areas; and
- Ensure that planning for land use and transport occurs in an integrated manner to reduce private car use.

#### 1.1.4. Structure of Canada Bay Local Planning Strategy

There are nine sections:

- Section 1 identifies the Strategy, the City Canada Bay context, the purpose of the LPS, tasks undertaken to date and methods of implementation/review.
- Section 2 describes the planning context and identifies the interrelationship of state and local planning initiatives with the LPS.
- Section 3 addresses Housing, Section 4 Employment, Section 5 Transport & Access, Section 6 Recreation and Open Space, Section 7 Natural Environment and Section 8 Heritage.
- Section 9 identifies the Special Planning Areas of Parramatta River, Rhodes Peninsula, Parramatta Road and the Strathfield Triangle.

#### 1.1.5. The City Planning Framework

The city planning is being undertaken in two stages, which include:

- **Stage One** - Develop the LPS to determine the key infrastructure, environmental, economic, social and planning issues that will need to be considered within the city-wide framework of future land use planning of the City of Canada Bay. Report the LPS to Council for adoption; and
- **Stage Two** – Preparation of a new principal Local Environmental Plan (LEP) for Canada Bay and review of the Canada Bay Development Control Plan (DCP) in recognition of the new city-wide LEP.

#### 1.1.6. Implementation/Review

Canada Bay Council will play the lead role in the implementation of the LPS. The LPS direction and actions have implications across all operations of Council: Planning and Environment; Technical Services and Operations; Corporate Services and Community Development. However, implementing change cannot be achieved in isolation. There are many other stakeholders and partners that have a stake in the future urban development and change in Canada Bay.

An effective partnership between local and state government, surrounding councils, business and particularly community, is key to its success. The review and development of the comprehensive Local Environmental Plan will be a key implementation tool of the LPS.

The LPS should be reviewed every five years in 2014, 2019, 2024 and 2029. This will ensure that it remains relevant to current planning practice to better reflect community needs. The review of the LPS will occur not to facilitate individual property developments, but will occur within the wider context to enhance long term strategic planning.

### 1.2. Location

#### 1.2.1. Canada Bay in the Sydney Region

Canada Bay LGA is on the edge of the City - between 6 to 10km from the centre (refer to Regional Map on p14). Being close to the jobs, shopping, recreation, leisure and services in Australia's Global City makes Canada Bay an attractive place to live. Canada Bay is a part of the Sydney Region and faces challenges from population growth, demographic change and providing land for employment and economic activities.

The current population of the Sydney Metropolitan Region (SMR) is approximately 4.2 million people, which is expected to rise to 5.9 million people by 2031 or approximately 85,000 per year for the next 20

years. At the same time, household numbers are decreasing from 2.7 persons/household (2001) to 2.51 persons/household (2031) which is affecting housing and service provision.

The incoming population and decreasing household size are providing a major challenge that is affecting the long-term planning of the region. Essentially an additional 640,000 new dwellings are required by 2031 to cater for the growing Sydney population. There will also be a challenge to ensure that the growing population is provided with enough jobs, transport and recreation opportunities close to where they live.

Further, there is a need to ensure that the natural environment and ecology of the region, which includes the waterways, bushland and air quality, is sustained to ensure that the existing and future residents have access to good quality drinking water, breathable air, protection of plants and animals and areas for recreation and enjoyment.

It will remain the responsibility of all LGAs to contribute to the long-term planning of the SMR to ensure that Sydney remains Australia's premier city with a high quality living environment for its population.



### 1.2.2. City of Canada Bay

The City of Canada Bay is located on the Parramatta River in the Inner West of Sydney. The LGA is located north of Parramatta Road and is located approximately six kilometres (km) west of the Sydney Central Business District (refer to Suburb Map on p15).

The LGA is approximately 19.82 square kilometres in area with an estimated resident population of 72,262 (as at 30 June, 2008) covering 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 and Wareemba. The LGA is adjoined by Burwood, Strathfield, Leichhardt, Auburn and Ashfield LGAs and has approximately 38 kilometres of waterfront land to the Parramatta River.

The structure of the Canada Bay LGA is strongly influenced by both the underlying topography and the relationship with the harbour. Major roads and village centres are typically located along ridge lines whilst open space is often located along drainage lines and adjacent to the harbour. Street patterns are typically regular and irregular grids, generally parallel or perpendicular to the landform, and provide good connectivity and legibility. The eastern half of the LGA features steeper topography, less open space and is of a more 'urban' character. The western half of the LGA is generally flatter, greener and exhibits a somewhat less dense character.

Parramatta Road is at the southern edge of the LGA, and although a significant physical barrier and of generally poor visual quality, hosts the largest share of remaining employment land in the LGA. A number of other roads (Victoria Road, Lyons Road, Concord Road, Queens Road and Gipps Street) carry relatively high traffic volumes which impacts on the character and amenity of these locations.

The structure and mix of land use within Canada Bay's inland areas has remained relatively unchanged over time; with a mix of main street retail centres, residential neighbourhoods and open space. Towards the waterfront areas, particularly on the peninsulas, more profound change has occurred in recent years as the traditional locations of industry have been gradually transformed into multi-unit residential

developments. This development represents a break from previous patterns of urban development, with less well defined street and block layouts, new building types and a variety of modern and/or mock-heritage architectural styles.

Canada Bay contains a mix of residential dwelling types and building styles. Older housing stock in the LGA is primarily detached housing, with some examples of semi-detached and attached housing and shop top housing. Early apartment and townhouse developments typically date back to the 1960s and are generally 2 and 3 storey walk-ups located on larger land parcels. Later apartment developments are located on the north and east of the Drummoyne Peninsula and are generally larger in scale, up to 9 storeys in height. Most recently the redevelopment of industrial sites nearer the foreshore has generated apartment buildings, townhouses, semi-detached dwellings and in some case detached dwellings. In keeping with contemporary market expectations, these newer dwellings are generally larger than the older housing stock in the LGA.

Newer residential estates generally feature few new public streets, and give the impression of self-contained or 'gated' areas rather than being extensions of the existing surrounding residential neighbourhood. Poor legibility of public domain areas, particularly foreshore access and quasi-privatisation of public space, is also a consistent feature.

**Map 1.1: Regional Map**





