



## PART 2 - PLANNING CONTEXT

## 2. Planning Context

This section of the LPS discusses the relevant metropolitan, regional and local planning strategies which directly affect future planning in the City of Canada Bay.

### 2.1. Legislative Context

#### 2.1.1. The State Plan

The NSW State Plan was launched by the Premier on 14 November 2006 with the overall purpose to deliver better results for the NSW community from government services. The State Plan identifies 34 priorities under five broad areas of activity and sets targets, actions and new directions for each priority area.

The actions and directions contained within the Metropolitan Strategy, draft Inner West Subregional Strategy and the LPS contribute to achieving the majority of the State plan priorities, in particular building healthy communities, providing a high quality transport system as well as improving urban environments and stimulating business investment.

#### 2.1.2. City of Cities - Sydney Metropolitan Strategy

The Metropolitan Strategy "Cities of Cities: A Plan for Sydney's Future" was launched by the Department of Planning in December 2005.

On 4 December 2005, the Premier launched 'City of Cities - A Plan for Sydney's Future' - a strategic plan to manage growth and development in Metropolitan Sydney over the next 25 years.

The State Government anticipates that Sydney's population will increase by 1.1 million people between 2004 and 2031 (i.e. from 4.2 million to 5.3 million) and needs to accommodate 640,000 additional dwellings and 500,000 more jobs.

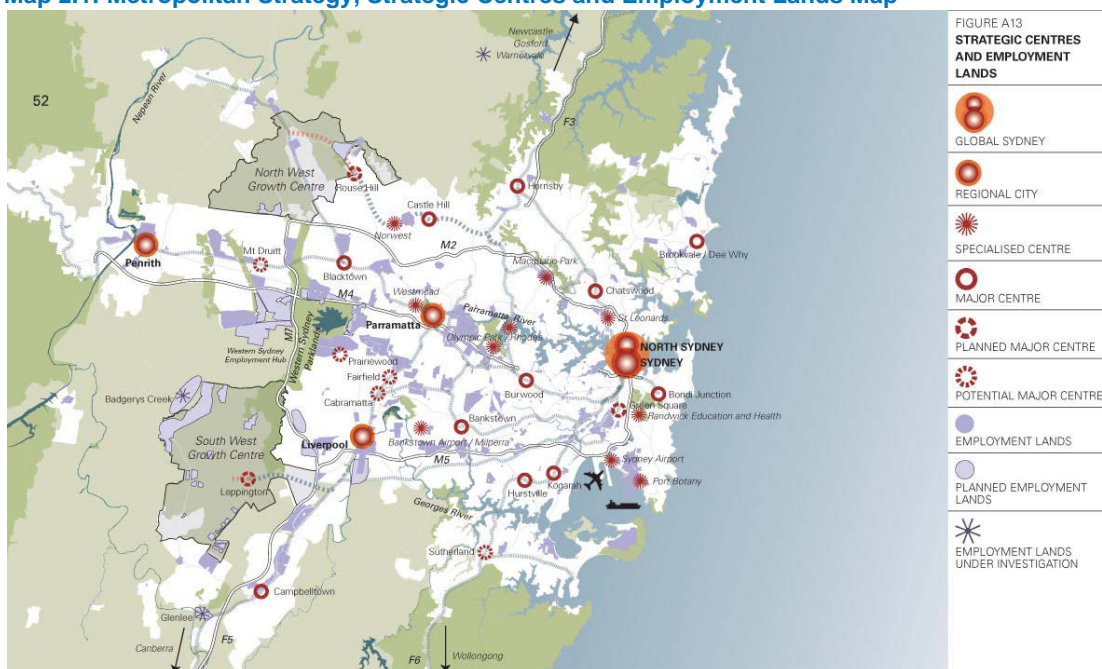
The City of Cities Plan outlines how this growth will be managed including:

- Creating stronger cities within the metropolitan area - Sydney CBD, North Sydney, Parramatta, Penrith and Liverpool;
- Focussing housing and jobs in major centres - Bankstown, Blacktown, Bondi Junction, Brookvale/Dee Why, Burwood, Campbelltown, Castle Hill, Chatswood, Hornsby, Hurstville and Kogarah;
- Maintaining a strong global economic corridor - from Macquarie Park to North Sydney, and the City to Airport and Port Botany; and
- Limiting development in suburban neighbourhoods to protect local character.

The Strategy Centres and Employment Lands Map incorporated into the Metropolitan Strategy developed by the Department of Planning is reproduced below, showing Rhodes as a Specialised Centre.

To implement the Plan's strategies, Metropolitan Sydney is arranged into ten subregions. The City of Canada Bay Council is identified as part of the Inner West Subregion, which also includes Ashfield, Burwood, Leichhardt and Strathfield local government areas. The draft Inner West Subregional Strategy was released by the State Government in July 2008.

**Map 2.1: Metropolitan Strategy, Strategic Centres and Employment Lands Map**



Source: Metropolitan Strategy, p.52, 2005

## Objectives

The five key objectives of City of Cities Plan include:

- Enhance Liveability - Maintain or improve Sydney's index and ranking of quality of living, according to Mercer Human Resource Consulting global quality of living survey;
- Strengthen Economic awareness - Maintain or increase the proportion and value of Sydney's contribution to Gross Domestic Product (GDP);
- Ensure Fairness - Increase the percentage of the population living within 30 minutes by public transport of a city or major centre;
- Protect the Environment - No increase in Sydney's environmental footprint per capita
- Improve Governance - Metropolitan Strategy directions and identified transport and infrastructure needs inform the annual State Infrastructure Strategy.

## Implications for the City of Canada Bay

The following specific matters contained within the Metropolitan Strategy have been identified as being of direct relevance to suburbs in the Inner West region, including the City of Canada Bay.

### Employment

- A target of 10,000 new jobs for the Inner West, a 9.7% increase;
- Job growth to be concentrated: 44% to be in strategic centres (Rhodes), 33% in other locations (e.g. local centres and home based) 23% in employment lands;
- Rezoning of employment lands (industrial) to residential will be discouraged unless it can be demonstrated that the employment lands are not required for projected employment.

### Centres and Corridors

- Employment capacity target of 13,300 new jobs for Rhodes/Olympic Park specialist centre;
- Housing target for Rhodes/Olympic Park to be compatible with employment target;

- Retail and office development is to be restricted to centres and enterprise corridors;
- Parramatta Road corridor - streamlined planning, 63,000 new jobs, 50,000 new homes;
- Enterprise corridor zones identified along sections of Victoria and Parramatta Road - aim for no loss of employment and encouragement of mixed use (commercial/retail/residential) developments on strategic sites.

### Housing

- 30,000 new dwellings in the Inner West region;
- Focus on low scale medium density residential development (e.g. townhouses) around centres, town centres, villages and neighbourhood centres;
- Greater Metropolitan Region - 52% in local centres, 20% global/regional cities, specialised centres (Rhodes), 18% suburban areas (not near centres), 10% major centres;
- Push for provision of affordable housing; and
- Push for best practice design (e.g. extending SEPP 65 to all medium density housing).

### Transport

- Provision of three (3) strategic bus corridors in Canada Bay LGA - Parramatta to City (via Ryde), Burwood - Chatswood, Burwood - Macquarie; and
- Possible eastern extension of M4 Motorway through Canada Bay LGA.



### Parks and Public Places

Sharing Sydney Harbour program to improve foreshore and harbour access, including government funding to local councils

### Governance

Focus on sub-regional planning to implement strategy objectives and actions, including distribution of employment and housing targets throughout LGAs.

## 2.2. State Environmental Planning Policies

Relevant SEPPs that apply to the City of Canada Bay include:

- **SEPP No.19 – Bushland in Urban Areas**
- Protects and preserves bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. The policy is designed to protect bushland in open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.
- **SEPP No.32 - Urban Consolidation (Redevelopment of Urban Land)**
- States the Governments intention to ensure that urban consolidation objectives are met in all urban areas throughout the State. The policy; focuses on the redevelopment of urban land that is no longer required for the purpose it is currently zoned or used; and encourages local councils to be responsible for the majority of rezoning. The policy sets out guidelines for the Minister of Planning to follow when considering whether to initiate a REP to make particular sites available for consolidated urban redevelopment.

- **SEPP No.33 – Hazardous and Offensive Development;**  
Provides definitions for 'hazardous industry', 'hazardous storage establishment', 'offensive industry' and 'offensive storage establishment'. The definitions apply to all planning instruments, existing and future and enable decisions to approve or refuse a development to be based on the merit of proposal. The policy also requires specified matters to be considered for proposals that are 'potentially hazardous' or 'potentially offensive' as defined in the policy. The policy does not change the role of councils as consent authorities, land zoning, or the designated development provisions of the Environmental Planning and Assessment Act 1979.
- **SEPP No.55 - Remediation of land;**  
Introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires councils to be notified of all remediation proposals.
- **SEPP No.64 – Advertising;**  
Aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.
- **SEPP No.65 - Design Quality of Residential Flat Development;**  
Raises the design quality of residential flat development across the state through the application of a series of design principles. Provides for the establishment of Design Review Panels to provide independent expert advice to councils on the merit of residential flat development. The accompanying regulation requires the involvement of a qualified designer throughout the design, approval and construction stages.
- **SEPP (Housing for Seniors or people with a disability) 2004;**  
Aims to encourage the development of high quality accommodation for our ageing population and for people who have disabilities with housing that is in keeping with the local neighbourhood.
- **SEPP (Major Projects) 2005;**  
Defines certain developments that are major projects under Part 3A of the Environmental Planning and Assessment Act 1979 and determined by the Minister for Planning. The SEPP also lists State significant sites.
- **SEPP (Infrastructure) 2007; and**  
Provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency.
- **SEPP (Temporary Structures and Places of Public Entertainment) 2007;**  
Provides for the erection of temporary structures and the use of places of public entertainment while protecting public safety and local amenity.
- **SEPP (Exempt and Complying Development Codes) 2008;**  
Designed to provide consistency of Exempt and Complying development controls state wide, with allowances for some local variations. This SEPP replaces Exempt and Complying controls previously included within Councils Local Environmental Plan.

When preparing a draft Local Environment Plan, Council is to have regard to the general aims of the SEPPs.

### 2.3. Regional Environmental Plans

The City of Canada Bay is affected by a number of regional plans, which influence the future planning of the area. The following REPs are particularly significant and need to be assessed as part of the LPS.

**Table 2.1: Assessment of Regional Environmental Plans**

Regional Environmental Planning Policy	Comment
<p>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</p> <p>The Plan covers the area of Sydney Harbour, including the Parramatta River and its tributaries and the Lane Cove River. The plan aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.</p>	<p>The whole Canada Bay Council LGA is covered by the SREP.</p> <p>Development provisions relating to the SREP are provided through the Sydney Harbour Foreshores and Waterways Area DCP 2005.</p> <p>Other Policies that should be considered in conjunction with this SREP include the:</p> <ul style="list-style-type: none"> <li>Boat Storage Policy</li> <li>Sharing Sydney Harbour Access Program</li> <li>Walking Sydney Harbour</li> </ul>
<p>SREP No.24 – Homebush Bay</p> <p>Applies to land generally bounded by Parramatta River, Homebush Bay Drive, M4 and Silverwater industrial area. The REP provides a planning framework to guide and coordinate the continued renewal of the Homebush Bay area, including the facilities that were developed for the Olympics. The plan acknowledges the principles of ESD and identifies and protects environmental conservation areas, as well as heritage items, heritage conservation areas and potential archaeological sites.</p>	<p>Homebush Bay is located adjacent to the western boundary of the City of Canada Bay.</p> <p>It is intended that the REP be integrated into Council's LEP. An appropriate zoning should be chosen to ensure that the likely future land uses are compatible with those currently contemplated by the SREP.</p>
<p>SREP No.29 – Rhodes Peninsula</p> <p>Promotes orderly and economic redevelopment of 43 hectares of industrial land on the Rhodes Peninsula. The plan rezones the land, establishes controls for redevelopment, defines transport and traffic requirements for the future, and identifies appropriate levels of retail and commercial floor space.</p>	<p>The SREP provides the planning outcome for the Rhodes Peninsula, which will provide a new employment, entertainment and residential area on the north-western fringe of the City of Canada Bay. Future planning adjacent to the peninsula will need to integrate with proposed Rhodes centre and minimise potential impacts on nearby land uses.</p>

It is envisaged that SREP No. 29 will be incorporated into Council's LEP in the short term. Investigation will be required to determine appropriate zones, clauses and timing of implementation.

## 2.4. Regional Planning Strategies

The City of Canada Bay located in the Inner West region of the SMR, is affected by a number of regional planning strategies which include:

- Draft Inner West Subregional Strategy
- Parramatta Road Project;
- Sydney Olympic Park;
- Homebush Bay; and
- Sharing Sydney Harbour.

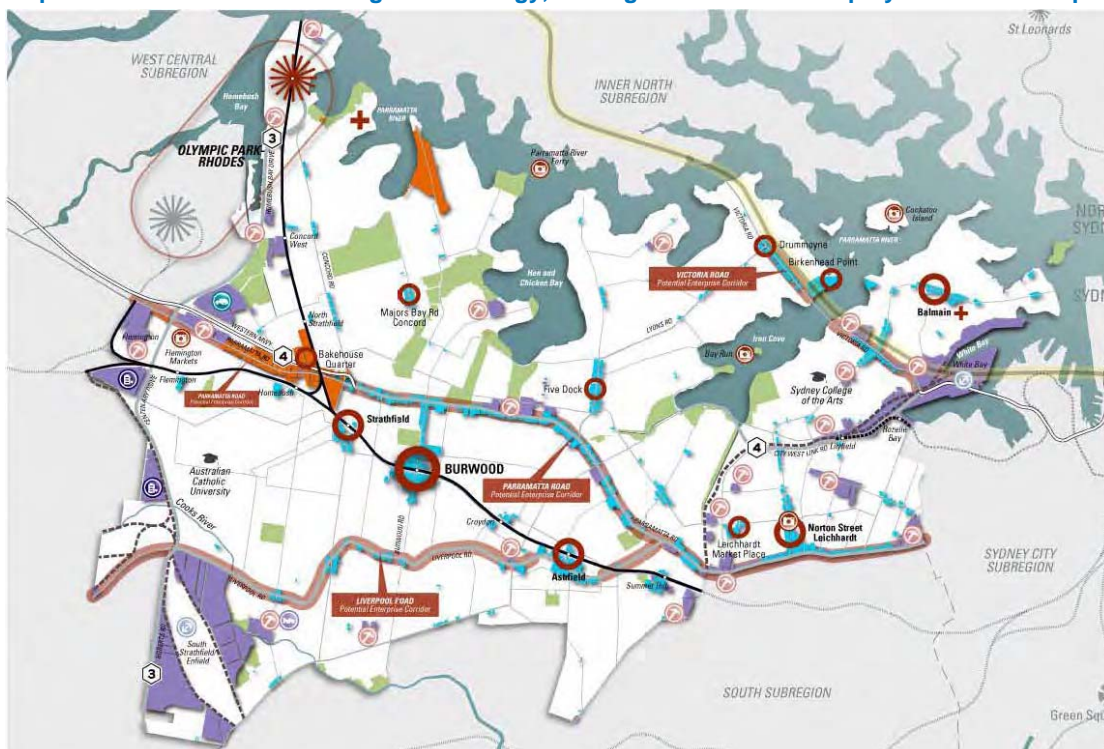
### 2.4.1. Draft Inner West Subregional Strategy

Subregional planning is the next step in the implementation of the Metropolitan Strategy. The metropolitan area of Sydney has been arranged into ten subregions that combine local government areas with similar issues and challenges. The Inner West Subregion is made up of the five local government areas of Ashfield, Burwood, Canada Bay, Leichhardt and Strathfield.

Specific direction is provided in relation to:

- Economy and Employment,
- Centre and corridors,
- Housing,
- Transport,
- Environment, heritage and resources, and
- Parks, public spaces and culture.

**Map 2.2: Draft Inner West Subregional Strategy, Strategic Centres and Employment Lands Map**



Source: Draft inner West Subregional Strategy, 2008

**Key Directions for the Inner West include:**

**Support and differentiate the role of strategic centres**

The Strategy details the hierarchy of centres in the subregion and their relative importance in relation to their future roles. For example, Burwood is the only "Major Centre" in the subregion with Balmain, Norton Street (Leichhardt) and Strathfield being identified as "Town Centres". In Canada Bay, Rhodes is identified as a "Specialised Centre", with Drummoyne, Five Dock, Majors Bay Road and the Bakehouse Quarter being "Villages". The remainder of centres in Canada Bay are "Neighbourhood Centres".

**Protect employment land and the working harbour**

The draft Inner West Subregional Strategy has an employment capacity target of 12,500 additional jobs by 2031, representing an increase of 15 per cent compared to 2001. The City of Canada Bay is required to accommodate 6,000 of these jobs.

Due to the anticipated strong demand for Employment Lands across the metropolitan region, the draft Strategy proposes that the majority of industrial sites in the Inner West be retained for industrial purposes. Whilst all industries may not be significant employers, collectively they are vital to the health of the local and regional economies and should be retained to accommodate the future range of economic services to sustain those economies.

**Promote Parramatta Road as an Enterprise Corridor**

Enterprise Corridors are areas which provide low cost accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic. They also provide a valuable buffer between residential development and the road. Parramatta Road supports high traffic volumes (up to 80,000 vehicles per day) and

accommodates a vital range of economic roles, including local urban services, car yards, strip retail and office uses. For this reason, Parramatta Road has been identified as an "Enterprise Corridor" in the draft Subregional Strategy.

#### **Improve housing choice and create liveable and sustainable communities**

A target of 30,000 additional homes within the Inner West Subregion by 2031 has been established. The City of Canada Bay will be required to accommodate 10,000 of these dwellings. As there are no major land release areas in the Inner West, future dwelling growth will be accommodated within the existing urban area.

The Strategy also requires Council to consider the needs of an ageing population, changing demographics and household formation, housing affordability, adequacy of supply, development economics and feasibility, and market trends.

#### **Manage traffic growth and local travel demands**

The Inner West region is affected by significant amounts of through traffic and increasing amounts of vehicle trips from within the subregion. To address this issue, the Subregional Strategy advocates increased public transport capacity and use. Specific projects discussed within the Strategy include Strategic Bus Corridors and the proposed North West Metro line. The Strategic Bus Corridors will provide the basis for improving bus services throughout the subregion and the North West Metro proposed to increase public transport capacity along the Victoria Road Corridor, though this project is not confirmed to proceed at this time.

The high rate of traffic growth requires an integrated approach to transport planning and management to encourage a shift to non-car modes of transport.

#### **Protect and promote recreational pursuits and environmental assets**

Population growth will place greater demand on existing open space and recreation areas across the subregion. Due to the lack of undeveloped land that could potentially become future open space, a key issue for the subregion is to address increasing recreation needs through the embellishment of existing open space and improved access to these sites.

The environmental challenges for the Inner West Subregion focus on managing infill development, improving community awareness of environmental issues and managing the impact of climate change.



#### **2.4.2. NSW Government's Sharing Sydney Harbour Vision**

The City of Canada Bay has approximately 38 km of frontage to Parramatta River, which forms an important natural link to Sydney Harbour. Sydney Harbour is a world famous waterway that has shaped the pattern of urban development in the entire SMR.

The NSW Government has prepared Sharing Sydney Harbour to provide a strategic plan and vision to guide and protect the Harbour and its tributaries. Sydney Harbour is a working harbour and also an important natural resource. Sharing Sydney Harbour aims to provide better public access to public domain areas along the foreshores more bushland conserved and enhanced, and a secure future for key maritime facilities.

The four main themes within Sharing Sydney Harbour include:

- **Natural harbour** – aims to provide a healthy sustainable environment on land and water;
- **Urban harbour** – aims to provide a high quality urban environment;
- **Working harbour** – aims to provide a prosperous, working waterfront and effective transport corridor; and
- **People's harbour** – aims to provide a culturally rich, accessible, active place for people.

The Parramatta River Foreshore within the City of Canada Bay LGA comprises elements of a “People's Harbour”, “Natural Harbour;” “Urban Harbour” and “Working Harbour”.

In recent years, industrial precincts previously operating as “Working Harbours” have transitioned to “Urban Harbours” as industrial sites have been redeveloped for residential land uses, such as Breakfast Point, Cape Cabarita and Chiswick.

Further discussion in relation to Sydney Harbour and associated policies is included in Part 7 of the LPS.

### 2.4.3. Sydney Olympic Park

The Sydney Olympic Park (SOP) site is located on the western boundary of the City of Canada Bay. Following the 2000 Olympics, the State Government (Sydney Olympic Park Authority) embarked on a program to further develop the SOP site as a major employment, entertainment and recreation destination and area for residential land uses. The SOP Master Plan 2030 covers land within the Bicentennial Parklands and Homebush Bay areas. The Master Plan sets future planning and a land use framework for the site and aims to achieve ESD outcomes.

Discussions held with the Sydney Olympic Park Authority (SOPA) revealed that a major planning outcome of the development of the SOP site is to achieve better connections with surrounding urban areas, especially the City of Canada Bay. SOPA is also proposing to improve the regional road and rail access of the SOP site through a proposed new M4 road link and rail spur line from the Main North Rail Line. There is also a possible pedestrian and cycle link between Homebush Bay East the Rhodes Peninsula.

The City of Canada Bay's close proximity to the SOP site provides an opportunity to improve the lifestyle of its residents through enhanced recreation and entertainment and also as a potential area for employment. Rhodes has also been identified as a Specialist Centre in conjunction with SOPA in the draft Inner West Subregional Strategy. Therefore measures should be explored to better link the LGA to the SOP site through new roads and pedestrian and cycle links.

The proposed employment areas may be complementary, though may also provide a direct competition to existing and future employment areas in the City of Canada Bay. This requires further coordination between SOPA and Council.

### 2.4.4. Other Key Strategic Planning Policies

A number of other metropolitan strategic planning documents of relevance to future development in Canada Bay LGA. These include:

- Employment Lands for Sydney Action Plan, 2007
- Statement on Innovation (NSW Government)
- Infrastructure Strategy 2008/09– 2017/18, 2008
- Urban Transport Statement, 2006

- NSW Ministerial Directions (Section 117 directions) for the preparation of LEPs

## 2.5. City of Canada Bay – Planning Instruments

### 2.5.1. Canada Bay Local Environmental Plan, 2008

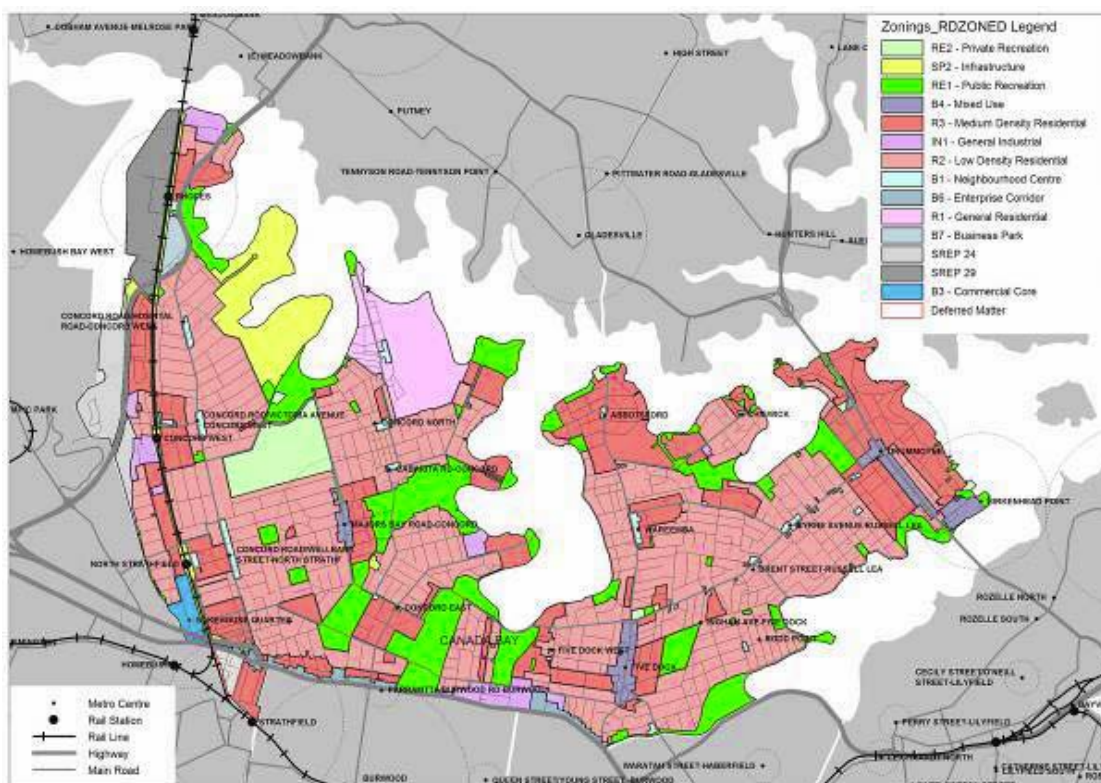
The Canada Bay Local Environmental Plan 2008 (LEP 2008) is the result of consolidation of the Concord Planning Scheme Ordinance, 1969 and Drummoyne Local Environmental Plan, 1986 into one planning instrument.

The LEP 2008 contains land use zoning provisions that determine the type, form and location of development. The LEP also contains specific planning controls that apply to particular environmental and development issues such as heritage conservation, tree protection and foreshore land.

The LEP 2008 was prepared in a format consistent with the NSW Government's Standard Instrument - Principle Local Environmental Plan.

Following the preparation of the LPS, the LEP 2008 will be reviewed and subsequently amended so that long term planning objectives and outcomes derived from this strategy can be included within the provisions of the planning instrument.

**Map 2.3: City of Canada Bay LEP - Zoning Map, 2008**



Source: City of Canada Bay LEP Zoning Map 2008

### 2.5.2. Canada Bay Development Control Plan, 2008

The City of Canada Bay Development Control Plan (DCP) applies across the whole LGA and is the result of a consolidation of the existing Development Control Plans under the former Concord and Drummoyne Councils.

The DCP provides town planning controls which aim to produce a high standard of design. The DCP is intended to advise residents, applicants, developers and their agents at an early stage of the design process and is applied by Council when considering the impact of development proposals.

The DCP consists of ten (10) parts that will be continually reviewed and updated to ensure they are consistent with the outcomes of the LPS and subsequent LEP.

### 2.5.3. Site and Precinct Specific Development Control Plans

The City of Canada Bay currently has fourteen (14) site specific DCPs which relate to sites such as Breakfast Point, the former BHP Wire Mill site and the Strathfield Triangle.

Each of these site or precinct specific DCPs contain controls and provisions which are applicable to their sites/precincts only. The controls in the DCPs vary significantly to the controls which are applied throughout the balance the LGA.

### 2.5.4. Other Council Plans

#### Council's Management Plan

The City of Canada Bay Council has adopted a "Management Plan" for 2007/08 - 2009/10. A key feature of the Management Plan is Council working together with the community to develop a City, which has a strong sense of identity, where people enjoy a quality lifestyle - or as the Vision states, "a great place in which to live, learn, work, play and visit". FuturesPlan20 will be used to drive future Management Plans.

#### Generic Plan of Management

The Generic Plan of Management for the City of Canada Bay was adopted on 20 March 2007. The plan replaces similar plans adopted by Concord and Drummoyne Councils and meets the requirements of the Local Government Act 1993.

It addresses all community land and Crown land managed by Canada Bay Council. Although Council is not required to address Crown land in a Generic Plan of Management, Council took this step due to the abundance of Crown land under its care, control and management. Council wishes to create a "snapshot" of all community and recreational land it manages, and to adopt a consistent approach to managing this land.



Due to its broad coverage, the Generic Plan of Management is primarily a strategic document and does not include detailed action plans. This gives Council flexibility to prepare specific "on the ground" action plans at a later date, consistent with the objectives for the land. It also enables Council to take advantage of any opportunities that arise during the life of the plan that enable implementation of the strategies in ways that may be more cost effective, more time efficient, or in some other way provide benefits that were unavailable or not foreseen during preparation of the plan.

#### Recreation Plan 2007

The Recreation Plan was adopted by Council on 20 March 2007. The Recreation Plan includes key findings (including positives, concerns & issues) for Parks and Public Domain Areas; Natural Areas; Sports Facilities; Swimming Pools; Indoor Sport and Recreation; and Halls and Community Centres. The Recreation Plan provides a strategic framework outlining guiding principles and goals to address service

gaps in the provision of recreation services within the Canada Bay LGA. The Recreation Plan informs the LPS where relevant. Implementation outcomes of the LPS should also be incorporated into the Recreation Plan to ensure ongoing consistency.

### **Let's Play - Playground Strategy**

Let's Play was developed to provide a direction for the future provision and management of playgrounds within the City of Canada Bay. The strategy will assist Council to increase the potential of its playgrounds and broaden play opportunities over the next 10 years.

### **Security and Crime Prevention Strategy**

Council has developed a Crime Prevention Plan in partnership with Burwood Council as both Councils share the same Police Local Area Command. The aim of the Plan is to:

- Lower crime in the area;
- Consolidate efforts within Council;
- Improve coordination between both Councils, police and other stakeholders;
- Exchange ideas and explore opportunities for joint projects;
- Share resources resulting in cost efficiencies; and
- Educate/inform the community and address perceptions and fear of crime.

Where relevant, strategic planning initiatives contained within the City of Canada Bay Security and Crime Prevention Strategy have been included in the LPS.

### **City of Canada Bay Cultural Plan**

A cultural plan is a document which promotes an understanding of local culture and provides a strategic approach to cultural development, cultural infrastructure and creative industries. The Cultural Plan sets out the key strategic directions for the City which includes:

#### **Social**

- Identifying partnerships to build community capacity;
- Stimulating vibrant and distinctive community cultures;
- Increasing community participation.

#### **Environmental**

- Resource best practice place making and public art;
- Identifying cultural heritage and special places;
- Improving lifestyle and local environments.

#### **Economic**

- Developing creative industries;
- Increasing local employment and creative skills development;
- Developing appropriate cultural infrastructure;
- Maximising tourism and marketing.
- Where relevant, strategic planning initiatives contained within the City of Canada Bay Cultural Plan have been included in the LPS.



### Public Art Strategy

The Canada Bay Public Arts Strategy seeks to develop projects and cultural initiatives with potential to:

- Respond to the culture of Canada Bay;
- Reflect the cultural, social and environmental significance of the area;
- Create opportunities for community engagement;
- Realise an interaction between art, architecture and landscape design;
- Achieve sustainable design and fabrication;
- Exemplify excellence in public art and design.

Where relevant, strategic planning initiatives contained within the City of Canada Bay Public Arts Strategy have been included in the LPS.