

PART 9 - SPECIAL PLANNING AREAS

9. Special Planning Areas

The following areas have been identified as “Special Planning Areas” which require detailed planning to contribute to the long-term goal of achieving the key objectives of the LPS. The Special Planning Areas are shown on the Special Planning Areas map (map 8.1).

9.1. The Parramatta River

The City of Canada Bay LGA has over 35 kilometres of foreshore to the Parramatta River, which is the largest of any LGA in the Sydney Harbour catchment area. The Parramatta River makes a major contribution to the landform and urban development pattern of the LGA and also adds to the areas amenity and recreational value.

9.1.1. Planning Context

Sydney Regional Environmental Plan (Sydney harbour Catchment) 2005

The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (the Harbour REP) provides a planning framework with environmental outcomes for Sydney Harbour and its tributaries.

These foreshore areas are considered a major natural, cultural, recreational and commercial asset for both Sydneysiders and visitors, and continue to take the pressure of the increasing population growth and subsequent pressures from additional users. The Harbour REP aims to establish a balance between promoting a prosperous working foreshore, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways for future populations.

The Harbour REP provides maps which outline the boundary of the Sydney Harbour Catchment, identify strategic foreshore development sites, identifies areas designated for special purposes such as marinas, and provides a waterway zoning map, heritage map, wetlands protection map and critical habitat map.

These maps and associated legislation will be utilised to inform foreshore planning on the Parramatta River within the Canada Bay LEP.

The Sydney Harbour Foreshores and Waterways Area Development Control Plan 2005

This development control plan has been provided to support the Harbour REP. The DCP provides detailed design guidelines for development and criteria for natural resource protection for the area identified as Foreshores and Waterways area. The DCP was made at the same time that the REP was gazetted.

Maps 2, 3, 4, 6, 7 of the Ecological Communities and Landscape Characters maps apply to the Canada Bay LGA. These maps and associated DCP, in conjunction with the Harbour REP will be utilised to inform foreshore planning on the Parramatta River within the Canada Bay LEP.

Sharing Sydney Harbour - Access Plan

The Access Plan's vision is to improve public access to, and enhance the recreational enjoyment of, Sydney Harbour and its tributaries for the people of Sydney and visitors to the city. The Access Plan identifies opportunities to improve access to the foreshores and waterways for a range of recreational users including pedestrians, cyclists and recreational boaters. Typical projects include walking tracks; on-road and off-road cycleways; public domain improvements; wharves, jetties & pontoons; and soft access for landing small boats including seawall steps and beaches.

Map 9.1: Special Planning Areas



Council has attained a number of grants to assist in achieving the objectives as described in the Sharing Sydney Harbour Access Plan (August 2003):

- 2003 \$200,000 - to Canada Bay Council for the construction of approximately 400m of the second stage of the off road cycleway on Henley Marine Drive between Brent Street and Miller Street.
\$40,000 to Canada Bay & Strathfield Council for the Powell's Creek - Harbour to Hinterland long term strategy to provide a shared use pathway between Homebush Bay and Strathfield Town Centre.
- 2005 \$20,000 - to Canada Bay Council for the Abbotsford Bay Foreshore Access Project, contributing towards stairways and platform structures to improve foreshore access in Montrose and Figtree Reserves, Abbotsford.
\$80,000 - to Canada Bay Council for the Cabarita Park shared pedestrian and cycle path along the foreshore to link Breakfast Point to the rivercat wharf off Cabarita Park.
- 2006 \$200,000 - to Canada Bay Council for the Bay Run (Drummoyne) to widen the Iron Cove Bay Run on the eastern side of Henley Marine Drive between Henley and Thompson Streets.
- 2007 \$200,000 - to Canada Bay Council for the Bay Run (Drummoyne) to continue widening of the Iron Cove Bay Run on the eastern side of Henley Marine Drive between Henley and Thompson Streets and ensure consistency of paving along the section of the circuit within the Canada Bay LGA.
\$20,000 to Canada Bay & Strathfield Council for continuation of the Hamilton Street Bridge across Powell's Creek - 'Harbour to Hinterland' long term strategy to provide a link between Homebush Bay and Strathfield Town Centre.

Discussion

The main land uses located along the City of Canada Bay foreshore have undergone significant change through the loss of industrial sites such as the Gasworks at Breakfast Point, Union Carbide site at Rhodes and former Dulux site at Cabarita, to contemporary forms of housing. There are remaining industrial areas at Mortlake and Concord (Exile Bay) and maritime and marinas precincts at Birkenhead Point and Abbotsford which provide marine services for the local and regional boating community. The remaining industrial areas include an industrial precinct at Leeds Street in Rhodes and the Freshfoods (Bushells) factory on Burwood Road in Concord.

There has also been the emergence of recreational areas at Iron Cove (Bay Run) and Brays Bay Reserve.

The *City of Canada Bay State of the Environment Report 2000/2001* identified that the Parramatta River is under stress from human and natural factors, which has resulted in water pollution from stormwater runoff from hard surfaces (roads and backyards), illegal discharge and natural tidal range and flushing.

Through Sharing Sydney Harbour "Our Harbour Agreement" (Refer Chapter 3.2) and relevant environmental planning legislation, both State and local government initiatives are working to improve foreshore access; maintain and secure maritime sites; improve environmental quality and design of land use on the foreshore and also enhance the recreational and cultural experience of the Harbour and its tributaries.

The City of Canada Bay will need to respond to the main planning objectives and strategic outcomes as promoted by State and Local Government to ensure that the Parramatta River continues to function as a natural waterway that provides an area of access, recreation, home and workplace.

The main planning opportunities and challenges facing the Parramatta River in the City of Canada Bay are provided below:

- Sydney Harbour and the Parramatta River provide recreation opportunities both on and adjacent to the waterway;
- The demand for high quality housing along the foreshore;
- The ongoing use of the Parramatta River as a transport corridor (STA Ferries) and public transport service demands from new housing areas;
- Resident concern about the operation of marinas and maritime precincts;
- The ongoing use and potential redevelopment of remaining large industrial sites along the City of Canada Bay foreshore such as Bushells and Mortlake;
- Remaining Industrial areas and maritime precincts need protection from further pressures of residential redevelopment;
- The emergence of Cockatoo Island and Spectacle Island as areas of historic and tourism potential;
- Manage land uses along the foreshore of the City of Canada Bay and also Cockatoo and Spectacle Island on the Parramatta River; and
- The need to improve the natural water quality of the Parramatta River and its tributaries.

9.1.2. Objectives and Actions

The broad Parramatta River objectives are to:

Improve public access to the foreshore. Existing public access to the Parramatta River should be retained and enhanced. Council should also identify opportunities for additional foreshore access where new development is proposed.

Reduce visual and environmental impacts of development on the Parramatta River. Visual and environmental impacts of future development should be minimised and reduced through the review of land use zones and urban design controls relating to developments that are within or directly impact foreshore areas.

Objective S1 Improve Public Access to the foreshore

Action S1 Identify and map future foreshore linkage opportunities

Create a foreshore access plan that identifies all existing public access to the foreshore and opportunities to increase access to all other areas.

Action S2 Development on the foreshore to include public access

Council's LEP and DCP should clearly articulate Council's position on maintaining and enhancing public foreshore access. These plans should be revised to align with any foreshore access plan.

Action S3 Ongoing implementation of "Sydney Harbour Access Plan"

Council should continue to attain grants while they are offered, to assist in achieving the objectives in the Sharing Sydney Harbour Access Plan. This Plan is a capital works grants program launched in 2003 as part of the Sharing Sydney Harbour Vision program.

Objective S2 **Reduce visual and environmental impacts of development on the Parramatta River**

Action S4 **Limit further large scale residential development on the foreshore where located outside of centres**

New large scale (high rise) residential development should be limited in Peninsula locations on the foreshore. Redevelopment of remaining sites in foreshore locations should have densities which reflect their peninsula locations.

Action S5 **Provide detailed design controls for all land uses along the foreshore.**

Controls should consider setbacks, visual impact, landscaping and environmental impacts of development.

Action S6 **Implement the City of Canada Bay plans in relation to the Parramatta River.**

- Estuarine Vegetation Management Plan;
- Dame Eadith Walker Estate Concord: Vegetation Management Strategy (2008);
- Flora Inventory for Canada Bay Council (April 2003); and
- Canada Bay Fauna Survey (2002-2003).

9.2. Parramatta Road

Parramatta Road is approximately 23 kilometres long and links the Sydney CBD with the Parramatta CBD. Parramatta Road forms a significant part of the southern boundary of the City of Canada Bay (3.5 km of road frontage). It is characterised by a mix of industrial, residential and commercial zones, with car retail outlets a feature, although over time there has been gradual change from car based retailing to recreation based establishments and bulky good retailing premises.



Sections of Parramatta Road are suffering due to poor environmental quality and amenity and declining economic activity. Heavy volumes of traffic and poor road infrastructure make Parramatta Road a major congestion area for commuters and lack of urban design and restricted access provide a poor pedestrian environment.

The area also has a fragmented land ownership pattern and along with inconsistent planning codes and controls and disjointed management by private and government agencies, the road faces important challenges.

9.2.1. Planning Context

Draft Inner West Subregional Strategy

The draft Inner West Subregional Strategy identifies Parramatta Road as an 'Enterprise Corridor Zone'. This zone is intended to provide valuable spaces for local industrial services, such as automotive services, a limited range of retail formats and often affordable spaces for business.

The draft Inner West Subregional Strategy states that strategic planning work is being undertaken for the corridor, accompanying the three draft Subregional Strategies (South, Inner West & West Central). This work further outlines opportunities along Parramatta Road for urban development and identifies infrastructure improvements to support the revitalisation of Parramatta Road including local and regional transport capacity, public domain, community services and open space.

The draft Inner West Subregional Strategy recommends that land adjoining Parramatta Road be zoned 'Enterprise Corridor'. The exception to this is existing industrial zoned land which has been identified to remain as industrial land. Canada Bay has 10.9 hectares of Category 1 lands along the Parramatta Road Corridor.

Parramatta to City Corridor Project

The "Parramatta Road Project" was an initiative by the Department of Planning to outline opportunities along Parramatta Road for urban development and identifies infrastructure improvements to support the revitalisation of Parramatta Road including local and regional transport capacity, public domain, community services and open space. Future work on the Parramatta Road project was to be contingent on the extension of the M4 Motorway or any other public transport initiatives.

In May 2004 the NSW Government established a Taskforce to identify opportunities for renewal within the Parramatta to City corridor.

The City of Canada Bay Council fell under three (3) out of the four (4) sectors identified along the Parramatta Road corridor, namely:

- Sector 2 - Ashfield and Canada Bay;
- Sector 3 - Burwood and Canada Bay; and
- Sector 4 - Auburn, Strathfield, Parramatta and Canada Bay (and indirectly SOPA).

Through the development of Structure Plans for each Sector, the Taskforce considered the capacity to accommodate homes and jobs along the Parramatta Road corridor. It was intended that this work would identify the infrastructure investments (public transport, open space, utilities and community facilities) to support growth.

As at the completion date of the LPS, the Parramatta Road project has not been finalised nor have any of the Sector Plans that affect the Canada Bay LGA been released for public comment. It would appear that they are unlikely to be forthcoming.

Discussion

Council has received submissions from land owners on Parramatta Road seeking redevelopment. In particular landowners of large existing industrial sites have indicated the desire to rezone these sites to accommodate some form of mixed use activity, including residential development.

Juxtaposed to these requests the State Government is advocating a policy of supporting the retention of industrial zoned sites to provide local light manufacturing, warehousing, auto repairs and the like.

This LPS identifies that Parramatta Road will continue to be a major western arterial road in the short to medium term. It is unlikely that the function of the road will change in the immediate future. In light of the non finalisation of the draft Inner West Subregional Strategy and the desire of Council to see redevelopment and renewal of Parramatta Road it is recommended:

- That the B6 Enterprise Corridor be applied to the existing industrial zone on Parramatta Road. This will provide a consistent zoning along the Parramatta Road Corridor.

The LPS in recommending a B6 Enterprise Corridor does not, however support residential as part of this zone in the short term. Council recognises that whilst Parramatta Road is suitable for urban renewal the lack of public transport infrastructure is a constraint to increasing densities within the corridor. The NSW Metropolitan Transport Plan (February 2010) has put on hold two transport infrastructure projects which were critical to the redevelopment of Parramatta Road - the M4 East extension and the commencement of Sydney's Metro network.

Council engaged GTA consultants to undertake an independent review of the impact of Metropolitan Transport Plan on the City of Canada Bay. As part of this review GTA undertook a Transport Accessibility Assessment of the Parramatta Road industrial area which concluded that there are insufficient public transport services within the local area to accommodate the future demand generated by proposed mixed use development.

9.2.2. Objectives and Actions

The broad Parramatta Road objectives are to:

Continue to plan for a long term vision for Parramatta Road. Liaise with State Government in relation to supporting the long term vision of Parramatta Road, following any future infrastructure initiatives. Council will investigate implementing a B6 Enterprise Corridor on Parramatta Road.

Improve the amenity along the Parramatta Road corridor. Parramatta Road is seen to have poor amenity due to the aggressive traffic environment. Future plans and policies should incorporate controls which mitigate impacts in relation to noise, pollution, visual quality and provide improved urban design.

To achieve these objectives, a series of actions are recommended as follow:

Objective S3 Acknowledge the role of Parramatta Road as a major arterial road and transport corridor

Action S7 Acknowledge that Parramatta Road will remain as a major State Arterial Road in the Sydney Metropolitan Region.

Future development and planning controls should acknowledge Parramatta Road as a major traffic generating precinct.

Action S8 Advocate for an appropriate M4 East Road proposal and public transport options to support redevelopment along Parramatta Road

In principle support should be provided by Canada Bay Council for the concept of an M4 East extension and other public transport options to service the ongoing redevelopment of Parramatta Road. The M4 East extension and additional public transport options would provide significant benefits in terms of removing traffic from Parramatta Road, Queens Road and local streets.

Objective S4 Rezone industrial land on Parramatta Road

Action S9 Rezone IN1 General Industrial precinct on Parramatta Road to B6 Enterprise Corridor. Residential uses are not to be permitted in the short term

Rezone existing Industrial lands to Enterprise Corridor. Residential uses are not to be permitted in the short term. Council will continue to lobby the NSW State Government for the provision of suitable public transport infrastructure to support the ongoing redevelopment of the Parramatta Road Corridor.

Action S10 Retain employment land generating uses on the Parramatta Road Corridor

A mix of employment-related development should continue to be encouraged along the Parramatta Road 'Enterprise Corridor' as it is well suited to support a range of local industries and specialised business/commercial uses.

The volume of traffic along Parramatta Road can offer benefits to businesses in terms of profile. There may be scope for additional high quality show rooms; for example modern integrated auto sales and repair centres. High quality developments with

visible frontages have the potential to improve the look and feel of the area, and may influence the perceptions of those travelling through the LGA.

Objective S5 **Improve the amenity along the Parramatta Road corridor**

Action S11 **Improve Urban design and Pedestrian Amenity through design and planning.**

Review Council's Development Control Plan to ensure effective design outcomes for improved amenity are achieved for the Parramatta Road corridor.

Action S12 **Minimise exposure to unacceptable noise levels**

Any new urban development should experience noise levels consistent with relevant noise criteria.

9.3. Strathfield Triangle

The Strathfield Triangle precinct is centrally located within the Sydney metropolitan area and is bordered and somewhat constrained and isolated by existing transport arteries. These include the railway alignment to the west, Leicester Avenue to the east and Parramatta Road to the North.

It has a largely residential character with former commercial and industrial sites on Parramatta Road converting to residential uses. A current feature of the area is that it is in a transition phase from older low density building to higher density residential flat buildings.

Strathfield Triangle Review

Council has commissioned planning and urban design consultants to conduct a review of the Concord Planning Scheme Ordinance, 1969, the Concord Local Environmental Plan No. 103, the Strathfield Triangle Development Control Plan 2002 and Section 94 Plans for the Strathfield Triangle. The major outcome of this project is to prepare a new draft DCP and provide revised development standards for inclusion in a future Local Environmental Plan for Canada Bay.

9.3.1. Objectives and Actions

The broad Strathfield Triangle objectives are to:

Prepare a long term plan for the Strathfield Triangle. The Strathfield Triangle has been nominated for redevelopment under the Sydney Metropolitan Strategy. A revision of existing planning controls is being undertaken to ensure planning responds to needs identified for the future growth of the area.

Facilitate higher density residential development close to transport, infrastructure and services. Strathfield Triangle is located in close proximity to Strathfield railway station, Strathfield town centre and Powells Creek corridor. Higher densities are encouraged in Strathfield triangle as a result of its close proximity to transport and the town centre. New development should ensure amenity and accessibility to these services is improved through enhanced urban design.

Implement new and enhance existing pedestrian scale access to transport, services and public domain areas. Strathfield Triangle has limited pedestrian accessibility to surrounding public transport, services and facilities. Future plans should address urban design concerns and improve connectivity and accessibility to transport and general services located within close proximity of the precinct.

Ensure the strategy facilitates the implementation of a public park which meets the needs of the area. It will be necessary to ensure that the urban design outcomes within the development control plan address the need for open space to support future increased population growth within the precinct.

Develop a S94 Contributions Plan for the Strathfield Triangle precinct. The S94 Plan for the Strathfield Triangle should be reviewed concurrently with the DCP, to ensure it responds adequately to the outcomes and implementation requirements of the DCP.

Objective S6 Prepare long term planning controls for the Strathfield Triangle

Action S13 Prepare a new Development Control Plan for the precinct.

A Development Control Plan should be developed to plan for the future growth for the area identified by the Sydney Metropolitan Strategy.

Action S14 Facilitate higher density residential development close to transport, infrastructure and services.

Planning for the Strathfield Triangle should respond with higher residential development to reflect its appropriate location in close proximity to a major rail line, town centre and accessibility to Sydney city.

Action S15 Improve urban design and pedestrian amenity.

Ensure effective design outcomes for improved amenity are achieved for residential areas within the precinct and for pedestrian links providing connectivity and accessibility to transport and services surrounding the precinct.

Action S16 Improve connectivity and accessibility to the town centre and local services.

Connectivity and accessibility from the Strathfield Triangle to the surrounding town centre services and facilities, including transport should be maximised through urban design.

Action S17 Facilitate the creation of public open space for residents.

Facilitate the creation of public open space within the Strathfield Triangle to meet the demands of population growth in the precinct.

Objective S7 Develop a Section 94 Contributions Plan

Action S18 Review existing S94 Contributions Plan

Review existing s94 Plan and prepare a new Plan to enable the provision of an appropriate level of community infrastructure.

9.4. Rhodes Peninsula

The Rhodes Peninsula is located on the Parramatta River, approximately 19 km west of the Sydney CBD.

The Rhodes Peninsula is surrounded by major transport networks and has access to the Sydney Suburban Network (Rhodes Rail Station on the Main Northern Rail Line) and the entire Peninsula is located within 800m of the rail station.

The area has access to regional roads including Concord Road (north-south), Homebush Bay Drive (north-south) and further south is the M4 Motorway, which links to the Sydney CBD and Greater West.

There is a regional cycle link which connects the area to Homebush Bay, the Cooks River and Ryde. Sharing Sydney Harbour Access Plan also recommends new regional cycle paths to better link the Rhodes Peninsula to Homebush Bay and Concord West. Walking paths are also proposed as part of the Access Plan to achieve better linkage to the foreshore areas east of Rhodes.

The Rhodes Peninsula contains a mixture of residential, industrial, commercial office and public domain uses. The area has good access to Sydney Olympic Park, Bicentennial Parklands and Homebush Bay and also local parks such as Brays Bay Reserve.

The Rhodes Peninsula will ultimately provide around 4,500 new dwellings. As at March 2009, 900 of 1,500 approved dwellings have been constructed such that development is approximately 22% complete, with another 200 apartments proposed to be opened shortly.

A new shopping centre (Rhodes Waterside) of approximately 52,000m² of retail space and 8,000m² office space has been constructed, and includes the second largest IKEA store in the southern hemisphere (27,000m² floor space), Bing Lee, Coles, Harris Farm Fruit Market, an 8-screen cinema complex owned by Readings Cinemas and a number of speciality shops and eateries. It is estimated that Rhodes will ultimately provide 1,500 office jobs and 850 retail jobs to the area, as well as construction jobs over the life of the project.

9.4.1. Planning Context

Draft Inner West Subregional Strategy

The Rhodes-Homebush Bay precinct has been identified as a Specialised Centre in the draft Inner West Subregional Strategy, providing a commercial core located close to the railway station with high density residential development surrounding the core and fronting the Parramatta River.

Rhodes is considered a Specialised Centre in conjunction with the Olympic Park site, due to their geographical proximity and the potentially complementary role which the two precincts may play. Together these precincts offer major potential to establish higher skilled jobs towards Western Sydney, and will make a significant contribution to economic growth in Sydney to 2031.

Rhodes specifically, performs a vital economic role, providing significant higher skilled employment opportunities close to transport. It also provides an important economic role in its own right within the subregion through the provision of town centre functions and subregional retail needs.

Sydney Regional Environmental Plan No. 29 - Rhodes Peninsula

Planning for this area, known as the "Renewing Rhodes" Urban Renewal Project, was undertaken by the NSW Department of Planning. The land comprises 43 hectares of former waterfront industrial land which was heavily contaminated. Remediation of Precincts B and C of the area is currently being undertaken

by Thiess Services under the strict control of the State Departments of Environment and Climate Change, and Health.

Planning for the Rhodes Peninsula has been controlled by Sydney Regional Environmental Plan No. 29 (SREP 29). For the first few years since the gazettal of the plan in 1999, the State Government was responsible for development consent. However, in July 2007, the City of Canada Bay Council was delegated the Consent Authority role by the Planning Minister. Now, virtually all applications for development are lodged with the Council.

On 8 December 2009 Council adopted a new Rhodes West Master Plan, proposing an uplift in floor space, increased public open space, a public square and a larger multi-functional community facility to meet the needs of the new and existing population. The Master Plan will be implemented by incorporating the relevant provisions of SREP 29 and changes proposed by the Rhodes West Master Plan into the Canada Bay LEP 2008 and a new Development Control Plan.

Discussion

Future development in the precinct will focus on providing a lively mixed-use retail, residential and commercial district, playing a complementary role to Sydney Olympic Park and the creation of a well serviced community.

It is currently anticipated that the future planning for this precinct will remain under Council's direct control. Council through the Rhodes West Master Plan will address a number of shortcomings which have emerged in the development of the area, via a review of the existing planning controls, and taking into account current market trends and housing scenarios.

Major consideration of the review includes:

- Recognising the need for connectivity to Sydney Olympic Park, especially new facilities proposed to be located in the new town centre (i.e. hospital and tertiary education facility under the Sydney Olympic Park Master Plan 2030) and the proposed Homebush Bay West residential and commercial area proposed by the Department of Planning.
- Recognising the Parramatta River as an important waterway, recreation area and transport corridor.
- Recognising the importance of providing sufficient accessibility to and from the Peninsula especially via pedestrian pathways and cycleways to other public transport options such as buses and ferry, as well as rail and providing people with options to discourage car usage.
- Recognising the need for more open space within the Peninsula and considering increasing building heights to obtain more open space at ground level.
- Recognising that the precinct needs a high quality community facility which will function as the centre of the community life on the Peninsula, meeting a range of purposes and functions.

9.4.2. Objectives and Actions

The broad Rhodes objective is to:

Facilitate planning in Rhodes in recognition of its role as a specialised centre.

Rhodes is identified as a Specialised Centre in the Metropolitan Strategy. The Specialised Centre performs a vital economic and employment role which generates metropolitan wide benefits. Also, the Rhodes Peninsula will accommodate nearly half of all housing and employment growth in Canada Bay to 2031. It is important to ensure planning for this area is coordinated in line with this growth.

To achieve these objectives, a series of strategies and associated actions are recommended. These are:

Objective S8 Facilitate planning in Rhodes in recognition of its role as a specialised centre.

Action S19 Integrate SREP 29 into Canada Bay LEP

Prepare a LEP amendment which will provide zoning, building height and floor space controls that reflect the adopted Rhodes West Master Plan.

Action S20 Improve accessibility to the Peninsula

Improve the accessibility of the Peninsula to other adjoining localities in the City of Canada Bay, especially pedestrian and cycle ways connecting to foreshore reserves and other local and regional open space.

Action S21 Protect employment and industrial lands at Leeds Street

The Leeds Street industrial precinct is important for the local and subregional economy and there are minimal constraints for the current use at this time. This industrial land should be retained, subject to further investigations within a 10 year time frame.

Action S22 Provide a multi-functional community facility and increased public open space in Rhodes

Provide for a landmark design, multi-purpose community facility in the centre of the Rhodes Peninsula urban renewal precinct as well as an increase in public open space.

10. References

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- The State Plan - A New Direction for NSW (November 2006), NSW Government.
- Threatened Species Conservation Act 1995, New South Wales.
- Rhodes West Master Plan, City of Canada Bay, December 2009
- Metropolitan Transport Plan, NSW Government February 2010

Appendix 1 - Development Feasibility Testing

Feasibility Testing

Five sites have been chosen across three different centres. The sites include mixed use main street locations, centre edge locations that may be appropriate for commercial ground floor and/or live/work ground floor dwellings and purely residential locations.

The locations selected are considered suitable for residential intensification by virtue of their proximity to existing public transport routes, retail services and open space assets. The sites are typical of the lots size and pattern in the immediate locale making the results relevant to a broader area, not just the specific allotments chosen.

For each site, the test has envisaged two different development scenarios. In general, the first scenario is a more conventional form of residential intensification: redevelopment of larger sites (in most cases greater than 1,000 sqm) with generally more than 15 dwellings, basement parking and some communal open space. The number of car spaces is generally 1 per dwelling or less.

The second scenarios are generally an alternative approach that permits the development of smaller sites, around 600 sqm. These redevelopments would generally provide limited or no off-street parking, generally have less or no communal open space and require the amalgamation of only two adjoining allotments.

Generally planning controls have discouraged or prohibited this latter type of development via minimum lot size controls for higher density developments. Due to the small size of existing allotments, amalgamation of 3 or 4 adjoining sites is required to achieve the minimum lot size. This, coupled with high cost of housing, has prevented the redevelopment of many areas that are well located to support higher residential densities. This alternative approach seeks to permit development of smaller land parcels thereby freeing up sterilized land. Such types of development are also likely to be considerably cheaper to build (no basement, less communal open space) which should contribute to the supply more affordable housing. Due to the lack of on-site car parking it is critical that such development are only located in areas that are within a easy walk of good public transport services and ideally have access to multiple transport route as well as car share facilities.

Variety of existing lot and block sizes

Although there is a general consistency of the existing built form on these sites (detached and attached one and two storey housing) there is subtle but significant variation in the lot dimensions in all five locations. This variation underlines the need for specific site testing and the development of place specific development controls, particularly FSR, setbacks, heights, site cover, etc. In some instance specific building envelopes would be appropriate means of describing the desired form for new development.

Development Scenarios

Site	Location	Typical depth	Typical width	Area of typical allotment	Orientation
1	Five Dock	38	15	570	NW-SE and NE-SW
2	Five Dock	26	13	340	NW-SE and NE-SW
3	Concord	32	10	320	NW-SE
4	North Strathfield	48	15	720	NE-SW
5	North Strathfield	42	13	550	NE-SW

Source: SGS, 2008

Off street car parking

Provision of on-site car parking is usually a key constraint to redevelopment of lower density site to higher density residential and mixed uses development. All the sites tested here should be allowed to provide lower rate of car parking that the current controls would permit by virtue of their proximity to existing centres and public transport routes and infrastructure. It is likely that reduced rates, coupled with appropriate public transport service levels and residential parking schemes, are necessary to encourage redevelopment of these sites. This should have the dual benefit of supporting existing centres with increased residential population and increasing modal share of residents that frequently use public transport

Scenarios in detail

Site 1: Five Dock centre		
Regular allotment sizes Both mixed use and residential Both rear access and without Typical lot depth 37 – 40 metres Typical lot widths (residential streets): 7.5, 9 and 15 metres Typical lot widths (main streets): varies between 8 and 18 metres	Scenario 1: Mixed use development on Great Northern Road One floor retail 400 sqm One floor commercial 400 sqm 2 x 2 bed apartments 4 x 1 bed apartments 3 at grade parking	Scenario 2: Residential development on 3 x 3 bed townhouses 3 x 1 bed apartments (above garages at lane) 3 at grade parking (access from lane)
Site 2: Five Dock edge of centre		
Irregular allotments Good opportunity for intensification if major consolidation can be achieved Potential for mixed uses on particular street frontages and/or live/work dwellings at ground No rear access	Scenario 1: Residential development on Lyons Road 10 x 3 bed apartments 20 x 2 bed apartments 10 x 1 bed apartment 2 lifts Basement parking for 30 cars (less than 1	Scenario 2: Residential development on Innes Street 4 x 3 bed apartments 4 x 2 bed

Typical lot depth 22 – 30 metres Typical lot widths: 11, 13 and 15 metres	per dwelling)	apartments 4 x 1 bed apartment 1 lift Basement parking for 8 cars (less than 1 per dwelling)
Site 3: Concord		
Scenario 1: Residential development on Bent Street 3 x 3 bed apartments 3 x 2 bed apartments 2 x 1 bed apartments Basement parking for 6 cars (less than 1 per dwelling)	Scenario 2: Residential development on Bent Street 2 x 3 bed apartments 2 x 2 bed apartments 2 x 1 bed apartments No off street parking	
Site 4: North Strathfield		
Scenario 1: Residential development on Waratah Street 3 x 3 bed apartments 8 x 2 bed apartments 4 x 1 bed apartments Basement parking for 15 cars (1 per dwelling)	Scenario 2: Residential development on Waratah Street 4 x 2 bed apartments 4 x 1 bed apartments No off street parking	
Site 5: North Strathfield		
Scenario 1: Residential development on Hamilton Street 2 x 3 bed apartments 5 x 2 bed apartments 5 x 1 bed apartments Basement parking for 12 cars (1 per dwelling)	Scenario 2: Residential development on Hamilton Street 5 x 2 bed apartments 2 x 1 bed apartments No off street parking	

Summary of Feasibility Testing Results

The summary of the results for the feasibility testing are shown in 0. The model inputs are summarised as follows:

Revenue Side	Sales values	Achievable sales values will be equal to current median sales values in that suburb plus 20% for new development
	Selling expenses	Commission on sales=3% of sales value, legal fees = 0.5% of sales value, marketing = 0.5% of sales value, allowance for profit and risk = 15%

Cost Side	Professional Fees	Total professional fees (architect, QS, etc) = 5.5% of construction cost.
	Building cost	Demolition = \$49/ sqm, residential building (basic standard) = \$1,525/ sqm, commercial/ retail construction = \$665/ sqm, lift = \$110,000 per 5 storey lift, outdoor parking = \$2,320/ space, indoor parking = \$39,200/ space (Source: Rawlinsons Construction Manual). Contingency on building costs = 10% of construction cost
	Other costs	Council fees = 1% of building cost, Stamp duty (standard calculation). Loan value = total cost. Interest rate = 9.7%. Period from construction to sale = 2yrs.
Land Value		Per sqm rates sourced from RPData

For each site the total revenue (less sales expenses) minus the total costs has been calculated to produce the residual land value (RLV). The three RLV values illustrate the effect of varying the sales prices by the inflated median value +/- 10%. Where the RLV is greater than the estimated current value of the site, the development is considered to be viable.

In broad terms this exercise has demonstrated that increasing densities and decreasing parking requirements will make development at the subject sites and therefore in centres more feasible.

Table A1: Summary of Feasibility Testing Results

	Site 1						Site 2					
	1a			1b			2a			2b		
Dev't Description	mixed use: retail, commercial, residential			2.5 storey townhouses and loft apartments			5 storey apartment with basement parking			4 storey apartment with basement parking		
Site Area	450 sqm			600 sqm			1800 sqm			680 sqm		
Built Footprint	0 sqm			sqm			1050 sqm			330 sqm		
Residential Floorspace	420 sqm			678 sqm			2700 sqm			1068 sqm		
Retail/ Commercial Floorspace	600 sqm			0 sqm			700 sqm			0 sqm		
Net FSR	2.27			1.13			1.89			1.56		
No. Dwellings	6			6			36			12		
Outdoor Parking	3			6			0			0		
Underground Parking	0			0			30			8		
Total Revenue (median, +/- 10%)	\$ 5,017,119	\$ 5,043,001	\$ 5,068,883	\$ 3,170,713	\$ 2,882,466	\$ 2,594,219	\$ 21,342,628	\$ 19,964,703	\$ 18,586,778	\$ 6,201,895	\$ 5,638,086	\$ 5,074,277
Total Cost	\$ 1,583,465			\$ 1,572,536			\$ 8,673,572			\$ 3,025,024		
RLV	\$ 3,261,971	\$ 3,286,559	\$ 3,311,147	\$ 1,518,267	\$ 1,244,433	\$ 970,599	\$ 12,035,604	\$ 10,726,575	\$ 9,417,546	\$ 3,018,027	\$ 2,482,409	\$ 1,946,791
Estimated Market Value	\$ 2,310,000			\$ 921,300			\$ 2,559,600			\$ 1,459,500		
Viable	\$ 951,971	\$ 976,559	\$ 1,001,147	\$ 596,967	\$ 323,133	\$ 49,299	\$ 9,476,004	\$ 8,166,975	\$ 6,857,946	\$ 1,558,527	\$ 1,022,909	\$ 487,291

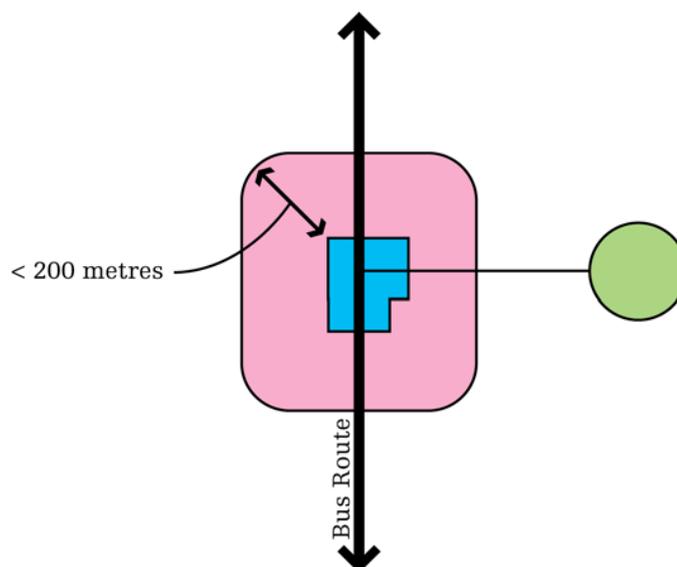
	Site 3						Site 4					
	3a			3b			4a			4b		
Dev't Description	3 storey apartment with basement parking			2 storey apartment with no parking			2 and 3 storey apartment with basement parking			2 storey apartment with no parking		
Site Area	960 sqm			640 sqm			1450 sqm			720 sqm		
Built Footprint	400 sqm			320 sqm			660 sqm			660 sqm		
Residential Floorspace	1248 sqm			512 sqm			1275 sqm			560 sqm		
Retail/ Commercial Floorspace	0 sqm			0 sqm			0 sqm			0 sqm		
Net FSR	0.97			0.8			0.88			0.78		
No. Dwellings	16			8			15			8		
Outdoor Parking	0			0			0			0		
Underground Parking	10			0			15			0		
Total Revenue (median, +/- 10%)	\$ 8,022,742	\$ 7,293,402	\$ 6,564,062	\$ 3,641,695	\$ 3,310,632	\$ 2,979,569	\$ 6,423,754	\$ 5,839,776	\$ 5,255,798	\$ 2,814,134	\$ 2,558,304	\$ 2,302,474
Total Cost	\$ 3,377,074			\$ 1,230,224			\$ 3,735,265			\$ 1,332,662		
RLV	\$ 4,413,384	\$ 3,720,511	\$ 3,027,638	\$ 2,290,898	\$ 1,976,388	\$ 1,661,877	\$ 2,554,065	\$ 1,999,286	\$ 1,444,507	\$ 1,407,399	\$ 1,164,360	\$ 921,321
Estimated Market Value	\$ 1,549,650			\$ 1,549,650			\$ 1,980,000			\$ 990,000		
Viable	\$ 2,863,734	\$ 2,170,861	\$ 1,477,988	\$ 741,248	\$ 426,738	\$ 112,227	\$ 574,065	\$ 19,286	-\$ 535,493	\$ 417,399	\$ 174,360	-\$ 68,679

	Site 5					
	5a			5b		
Dev't Description	2 and 3 storey apartment with basement parking			2 storey apartment with no parking		
Site Area	1100 sqm			550 sqm		
Built Footprint	660 sqm			280 sqm		
Residential Floorspace	1020 sqm			512 sqm		
Retail/ Commercial Floorspace	0 sqm			0 sqm		
Net FSR	0.93			0.93		
No. Dwellings	12			8		
Outdoor Parking	0			0		
Underground Parking	12			0		
Total Revenue (median, +/- 10%)	\$ 5,043,951	\$ 4,585,410	\$ 4,126,869	\$ 2,613,125	\$ 2,375,568	\$ 2,138,011
Total Cost	\$ 3,020,760			\$ 1,202,474		
RLV	\$ 1,922,031	\$ 1,486,418	\$ 1,050,804	\$ 1,340,118	\$ 1,114,439	\$ 888,760
Estimated Market Value	\$ 1,584,000			\$ 792,000		
Viable	\$ 338,031	-\$ 97,582	-\$ 533,196	\$ 548,118	\$ 322,439	\$ 96,760

Appendix 2 – Implementing Density Increases

Neighbourhood Centres

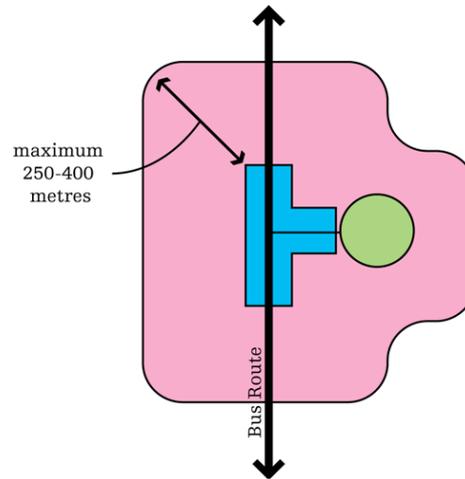
Principles



- Provide fine grain retail and commercial development in a tightly defined core, typically not greater than 50 metres in length;
- Permit 'shop top' housing within the core, up to 3 or 4 storeys;
- Permit higher density residential development immediately adjacent to the retail core, ideally less than 200m walking distance. Encourage the provision of smaller dwellings and significantly reduce off street parking requirements;
- Where possible provide local small scale open space (plaza or urban park) within or immediately adjacent to the retail core, and if possible collocated with active uses and/or transport nodes;
- To encourage walking and cycling, ensure good quality public domain connects the centre with higher order centres, larger open spaces and alternative public transport routes;
- Provide dedicated on street parking spaces for car share vehicles; and
- Encourage secondary dwellings on existing housing lots as a means of increase density and housing choice, but do not permit subdivision of these lots.

Small Village and Village Centres

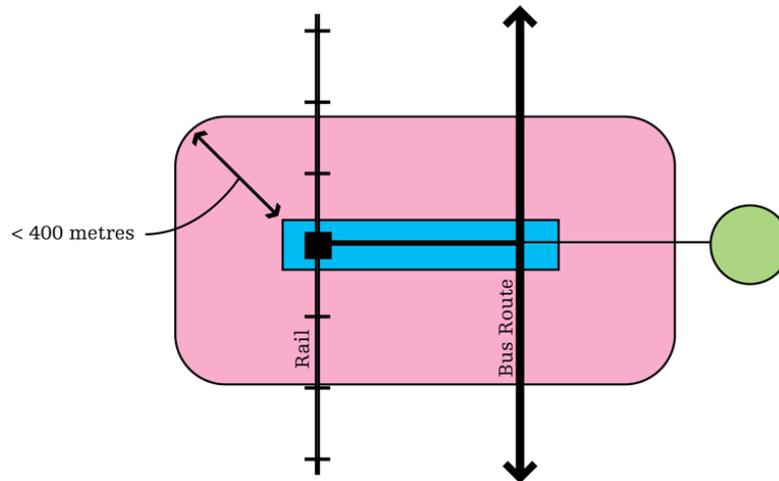
Principles



- Provide fine grain retail and commercial development in a defined retail core and encourage commercial floor space above ground;
- Permit 'shop top' housing within the core, generally up to 3 or 4 storeys although more intensive development may be appropriate where it will not compromise amenity and support the viability of centres and existing public transport routes;
- Permit higher density residential development immediately adjacent to the retail core, between 250m and 400m depending on the size of the retail core. Encourage the provision of a range of dwelling types including smaller dwellings, seniors housing, adaptable and accessible dwellings. Ideally dwelling types will be a mix of smaller apartment developments, terrace/row housing, small lot housing and secondary dwellings;
- Employ differential off street parking rates with very low rates (or no parking requirements) for dwellings within the retail core, progressively increasing as distance from the centre increases.
- Encourage live/work dwellings beyond the retail core;
- Provide local open space such as a plaza or urban park, collocated with active uses and/or transport nodes;
- To encourage walking and cycling, ensure good quality public domain connects with larger open spaces and alternative public transport routes;
- Consider opportunities for centralised off street parking facilities and reducing or removing requirements for off street parking for retail and commercial developments;
- Provide dedicated on street parking spaces for car share vehicles; and
- Encourage secondary dwellings on existing housing lots as a means of increasing density and choice, but do not permit subdivision of these lots.

Rail-oriented Village Centres

Principles



- Provide fine grain retail and commercial development around both bus and rail nodes;
- Permit 'shop top' housing within the core, up to 4 storeys. More intensive development may be appropriate where it will not compromise amenity and there is good access to public transport routes and public open space;
- Permit higher density residential development immediately adjacent to the retail core, within 400m walking distance, while avoiding significant new housing immediately adjacent to rail line or busy roads. Encourage the provision of a range of dwelling types including smaller dwellings, seniors housing, adaptable and accessible dwellings. Ideally dwelling types will be a mix of smaller apartment developments, terrace/row housing, small lot housing and secondary dwellings;
- Employ differential off street parking rates with very low rates (or no parking requirements) for dwellings within the retail core and close to public transport nodes, progressively increasing as distance from the centre increases;
- Encourage live/work dwellings beyond the retail core;
- Provide local open space, such as a plaza or urban park, collocated with active uses and/or transport nodes;
- To encourage walking and cycling, ensure good quality public domain connects the centre with public open space;
- Provide dedicated on street parking spaces for car share vehicles; and
- Encourage secondary dwellings on existing housing lots as a means of increase density and housing choice, but do not permit subdivision of these lots.

Appendix 3 – Affordable Housing Mechanisms

Mechanism	Summary Description
Housing Production Efficiency Mechanisms which seek to improve the operation of the development and housing production chain to reduce costs and ultimately prices. These mechanisms are aimed at achieving general market efficiency.	
Residential Land Capacity Assessment	This relates to Council's assessment of residential capacity to ensure that at least 15 years of supply is available, including redevelopment potential, infill on vacant sites in residential zone. This assessment would include also assess environmental and infrastructure issues. The assessment would be used to consider upzoning opportunities, and urban expansion.
Planning and Building Regulations	Council could encourage innovative approaches to residential development which provides an affordable but acceptable standard.
Development Approvals Process	Opportunities to streamline the development assessment process should be explored, i.e. increasing the range of 'deemed to comply' or 'as of right' classes, in order to reduce delays in the planning process.
Infrastructure charges and prices	Opportunities to reduce development contributions could be considered for certain residential developments. Recurrent charging options could be explored as a way of reducing the up-front cost impact of essential infrastructure charges.
Market structure	Encouraging competition from developers and builders is one way of raising the level of development and offering a broader choice to consumers. Consideration could be given to involving a public sector developer as a way of providing diverse product and prices into the market.
Non Subsidy Based Mechanisms which are tenure, financing or construction process modifications that seek essentially to lower the 'up-front' cost of entry to the market	
'Sweat Equity'	The fit outs and finishes of completed housing units adds to the end price of housing and a scheme that allows households to purchase a house 'shell' and fit it out according to their needs may lower the cost of entry into the market. This approach would have to be regulated over time and targeted carefully.
Loan innovations	This action is outside Council's remit. Capital indexed and low start loans are included in this form of intervention.

Direct Subsidy Based Mechanisms which provide demand or supply side incentives to generate more affordable housing opportunities. This essentially bridges the gap between the market value of housing and a value which is more affordable to lower income households.	
Use of rates	Council could use its rate base to develop and construct affordable housing, although retaining the benefits of this approach has to be considered through a partnership with a registered social landlord. This could be through a special rate levy i.e. 1% of Council's rate base could be dedicated to affordable housing projects. Or, through a rate rebate to rental properties with low income tenants. Alternatively, Council could offer rate rebates or discounts on properties where there is a genuine affordable housing development undertaken.
Use of surplus land	Council could dedicate surplus land in Council ownership to affordable housing outcomes through donation (therefore reducing the end price of residential units) or could defer payment, thereby reducing the upfront development costs. Other organisations with surplus land such as Churches may be persuaded to use their land in this way. The Centre for Affordable Housing has a modest programme aimed at leveraging different sources of capital to leverage government funding.
Planning Mechanisms which seek affordable housing outcomes through planning and development controls	
Impact Mitigation Conditions	These are conditions attached to development approval to compensate for an identified adverse environmental impact of development, i.e. a loss of affordable housing. This can be achieved through the developer providing an equivalent supply of affordable housing either within the site or in another location, or a cash contribution/relocation costs to displaced residents. In some cases a proportion of units within the new development must be offered at a fixed rent for a specified period of time. This approach is limited to preserving the existing level of provision at best.
Inclusionary Zoning	Inclusionary zoning is a planning provision requiring incorporation of a certain use or facility in approved developments within a specified zone. In some cases a monetary contribution in lieu is provided. Where environmental conditions warrant, inclusionary zoning approaches can be applied to the provision of affordable housing in developments, i.e. a proportion of the development devoted to a particular dwelling type which is more affordable, holding dwellings that can be retained as affordable for a period of time or in perpetuity, or providing a monetary contribution.
Bonus Development 'rights'	Bonus systems offer the prospect of more intense or higher value development if the developer is prepared to include affordable housing in the project or contribute to an affordable housing fund.

Negotiated agreements	Developers may enter into a negotiated agreement with a Council with regard to the provision of affordable housing in conjunction with a development, whether on site or off site, in cash or in kind. In NSW the EPAA makes specific provision for such agreements, under s93(F).
Infrastructure charges	In this approach, affordable housing is treated as 'support infrastructure' for development in the same way as water supply, sewerage, drainage and roads. While in NSW, SEPP 70 has essentially ruled out the use of Section 94 contributions for housing related mitigation payments, the provision for planning agreements under s93(F) EPAA 1979, now provides a process for seeking contributions for housing as a form of community infrastructure.
Betterment capture	This form of development contribution relates to the uplift in land value which is created when the scope or intensity of development permissible on the site is increased by an approval authority. It is contended that part of this value should flow back to the community for reinvestment to the public good. Affordable housing could be one form of investment. However, this approach is currently not used in NSW and would need State reform.

Appendix 4 - Bus Services in Canada Bay

Route No.	Route description
407	Strathfield to Burwood via Strathfield West
409	Hurlstone Park to Burwood Station via Ashfield and Five Dock shops
436	Chiswick to Circular Quay via Rodd Point, Haberfield shops, Leichhardt Town Hall, Annandale, Railway Square and Town Hall
437	Five Dock Shops to Circular Quay via Rodd Point, Haberfield shops, Leichhardt Town Hall, Annandale and Railway Square
438	Abbotsford to Circular Quay via Five Dock and Leichhardt
L38	(Prepay Only Limited Stop Service) Abbotsford to Circular Quay via Five Dock shops, Haberfield, Leichhardt, Annandale and Railway Square
458	Ryde to Burwood via Rhodes, Concord Repatriation General Hospital, Concord West, North Strathfield and Strathfield Station.
460	Five Dock shops to Concord Repatriation General Hospital via Concord.
461	Burwood Station to City (QVB) via Parramatta Road and Sydney University
462	(Night Service) Ashfield Station to Mortlake via Croydon Park, Enfield, Burwood Station, Concord and Cabarita.
463	Bayview Park to Burwood Station via Burwood Road.
464	Mortlake to Ashfield Station via Concord, Burwood Station and Croydon Park.
466	Cabarita Park to Ashfield Station via Concord, Burwood Station and Croydon Park.
471	Five Dock Shops to Rockdale via Ashfield, Bardwell Park and Arncliffe Station
472	Five Dock Shops to Rockdale via Dobroyd Point, Ashfield and Bexley North Station
492	Drummoyne to Rockdale via Five Dock, Burwood, Campsie and Kingsgrove
499	Drummoyne to Hurstville via Rodd Point, Five Dock, Burwood, Campsie, Bardwell Park and Bexley North
501	West Ryde to Circular Quay via Drummoyne
502	Bayview Park to Circular Quay via Drummoyne
L03	(Limited Stop Service) Mortlake to Circular Quay
504	Chiswick to Circular Quay via Abbotsford, Russell Lea, Drummoyne, Rozelle, White Bay and Town Hall.
X04	(PM Peak Express Service) City to Chiswick
506	Macquarie University to Circular Quay via Drummoyne
507	Ryde to Macquarie University via Drummoyne
515	Eastwood to Circular Quay via Drummoyne
518	Macquarie University to Circular Quay via Drummoyne
520	Parramatta to Circular Quay via Drummoyne
L20	Parramatta to Circular Quay via Drummoyne
525	Burwood to Parramatta via Strathfield, Olympic Park, Newington and Victoria Road.

