

22 July 2019

Peter Gainsford
General Manager
City of Canada Bay Council
1A Marlborough Street,
Drummoyne NSW 2047

Dear Mr Gainsford,

RE:SUBMISSION IN RELATION TO THE CITY OF CANADA BAY'S DRAFT LOCAL STRATEGIC PLANNING STATEMENT AND LOCAL HOUSING STRATEGY

We thank you for the opportunity to write to you in response to the draft City of Canada Bay Local Strategic Planning Statement (draft LSPS) and draft Local Housing Strategy (draft housing strategy) . This submission has been prepared by the North Strathfield Residents' Group, who represent the owners of land bound by Conway Avenue, George Street, Allen Street and Powells Creek, North Strathfield (the site).

We would like to acknowledge the considerable time and effort that has been invested in the preparation of the draft LSPS and its associated strategies which have been efficiently delivered prior to their scheduled public exhibition period commencing on 1 July 2019.

This submission describes the site, its environs and its strategic context, namely the surrounding zoning of the site, which has previously been earmarked for higher density residential development. It furthermore explores the relationship with the draft LSPS, the Greater Sydney Region Plan A Metropolis of Three Cities, the Eastern City District Plan, the Burwood, Strathfield and Homebush (BSH) Planned Precinct and the Greater Parramatta to Olympic Peninsula (GPOP) which all pertain to the site.

The submission relates specifically to the site's suitability for rezoning to R4 High Density Residential for the following reasons:

- It has previously been identified as a location for higher density residential development;
- It is within close proximity to public transport options including four railway stations, including North Strathfield, Concord West, Strathfield and Homebush;
- Although not confirmed, North Strathfield has been earmarked as a potential Sydney Metro West Station location, for which the NSW State Government have allocated \$6.4 billion over the next four years;
- Proximity and connectivity to employment precincts including Parramatta CBD, Sydney CBD, Rhodes and Macquarie Park;
- Proximity to the metropolitan road network, including the M4 Tunnel, Parramatta Road and Homebush Bay Drive/A3;
- Proximity to cultural and recreation amenities and open space including Sydney Olympic Park (Millennial Park) and Bicentennial Park; and
- Proximity to local amenities including schools, childcare centres and the 'Bakehouse Quarter' which features office space, restaurants, cafes, supermarkets and specialty shops.

All these aforementioned factors characterise the site as a prime location for an uplift in residential density, which will be herein discussed in detail.

1.0 The Site

The site, bound by Conway Avenue to the north, George Street to the east, Allen Street to the south and Powells Creek to the west, is in the inner-west suburb of North Strathfield within the Canada Bay Local Government Area (refer to **Figure 1**). The area is characterised by a mix of residential, commercial, light industrial and infrastructure uses.

The site currently contains 274 properties consisting of 1-2 storey detached residential dwellings. Under the *Canada Bay Local Environmental Plan 2013* (CBLEP 2013) the site is primarily zoned R2 Low Density Residential with a maximum building height of 8.5 metres and maximum FSR of 0.5:1.



Figure 1 Site aerial image

Source: Nearmap & Ethos Urban

Surrounding the site, there is a mix of *R3 Medium Density Residential*, *B4 Mixed Use*, *B3 Commercial*, *IN1 Industrial*, *RE1 Public Recreation* and *SP1 Infrastructure* zoned land. The Parramatta Road Corridor Urban Transformation Strategy proposes *R4 High Density Residential* zones, however these are to be situated at other locations near the site, which are distanced further from railway stations. The Bakehouse Quarter, MacDonald College, Our Lady of the Assumption Primary School and existing high density development including Strathaven, contribute to a mix of typologies and densities and character surrounding the site.

From a broader perspective, the site is located within an area that is contained by large urban structuring elements including the T1 Strathfield to Epping Northern Railway Line to the east, the M4 Motorway, M4 Tunnel and Parramatta Road to the south, and Bicentennial Parklands, Powells Creek and the A3 arterial road to the north and west. These elements define the north-south orientation of the site, ensuring it maintains a cooperative relationship with the railway line and cannot extend east-west. This area is identified as the Homebush Precinct under the *Parramatta Road Corridor Urban Transformation Strategy 2016*. Notably, the site is also contained within the catchment area of the Burwood, Strathfield, Homebush Planned Precinct, GOP and the Eastern City District of the Greater Sydney Region.

2.0 Strategic context

2.1 Sydney Olympic Park Masterplan 2030

The revised Sydney Olympic Park Master Plan 2030 and the concurrent State Environmental Planning Policy (State Significant Precincts) 2005 are projected to deliver an additional 9,500 residents, 4,700 homes, and 2,500 jobs. The Plan recognises and promotes the future role of Sydney Olympic Park (SOP) within the Greater Parramatta Priority Growth Area (refer to **Figure 2**) and the Sydney Metropolitan area.

The site is located on the eastern edge of SOP. As such, it is strategically located to benefit from the provision of open space, recreation and leisure activities as well as employment within the Park. The Powells Creek corridor also extends along the western interface of the site offering green links and cycle connections to the broader region.

Additionally, development of the Homebush Precinct, including the site, presents the opportunity to create a consistent development language across the area, with Homebush Precinct acting as the eastern gateway to the Greater Parramatta Area.

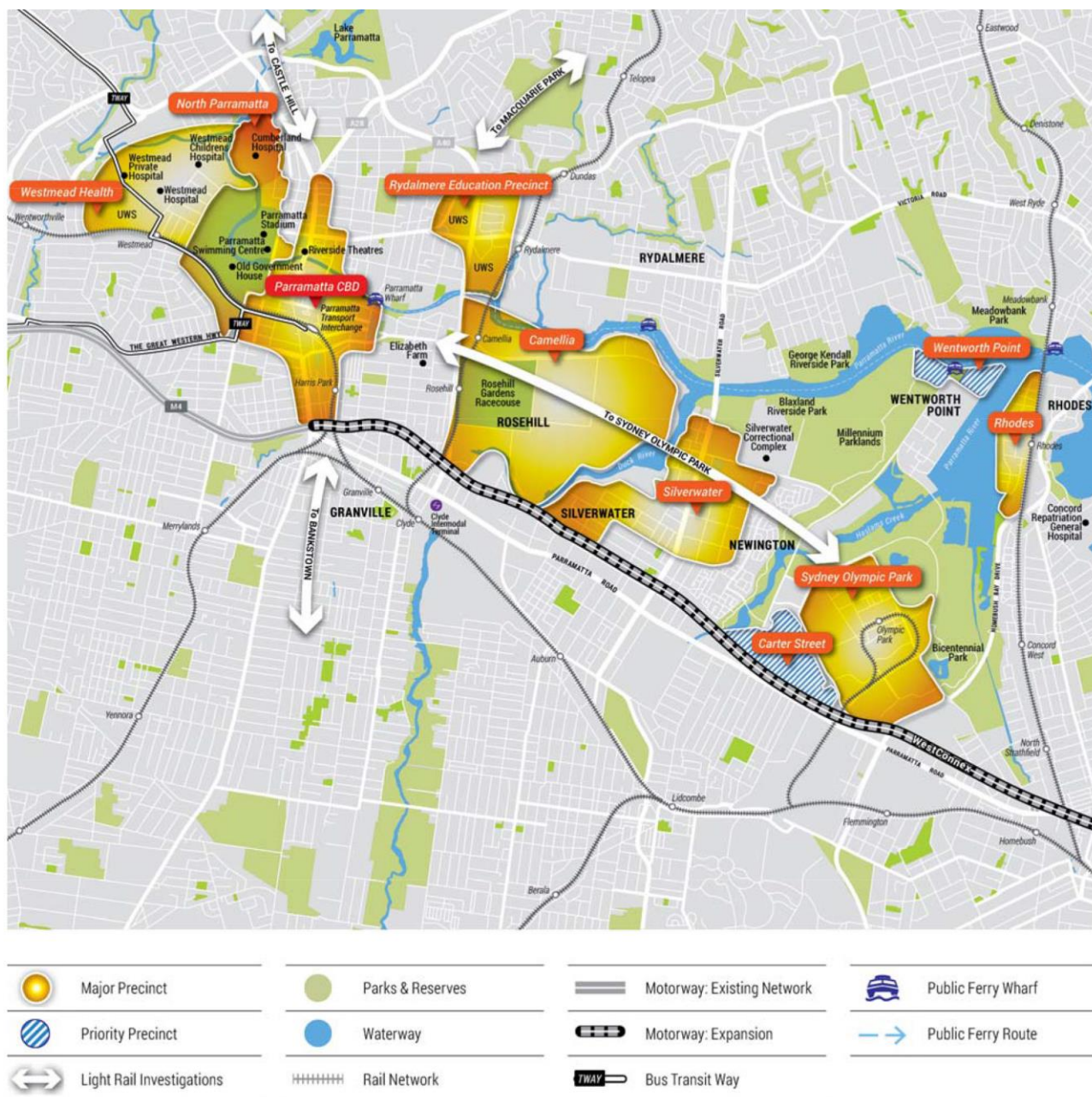


Figure 2 Greater Parramatta Priority Growth Area

Source: Department of Planning and Environment

2.2 Parramatta Road Corridor Urban Transformation Strategy

On 9 November 2016, the Minister for Planning, in conjunction with UrbanGrowth NSW and the State Government, finalised the *Parramatta Road Corridor Urban Transformation Strategy* (the Strategy). The Strategy outlines a long term vision for the transformation and urban renewal of the 20-kilometre Parramatta Road Corridor from Camperdown to Holroyd.

2.2.1 Homebush Precinct

The Strategy is divided into two distinct sections; Corridor West and Corridor East and identifies eight precincts to accommodate a diversity of land uses and densities supported by a range of active and public uses. The site is located in Corridor East, within the Homebush Precinct. Under the Strategy, the Precinct, which includes part of

North Strathfield, will be transformed into an active and varied hub, blending higher density housing and a mix of different uses, all supported by a network of green links and open spaces in close proximity to public transport. Under the Strategy it is envisaged that by 2050 the Homebush Precinct will be home to 19,500 people, 9,500 homes and 12,900 jobs.

2.2.2 The Draft Strategy – September 2015

The draft Strategy, published in September 2015, presented the opportunity for increased density throughout the Homebush Precinct, from Parramatta Road to Concord West Station including the subject site. The Plan proposed higher density residential development of an average of 8-storeys with a maximum 12-storeys (42 metres) for the site (refer to **Figure 3** below).

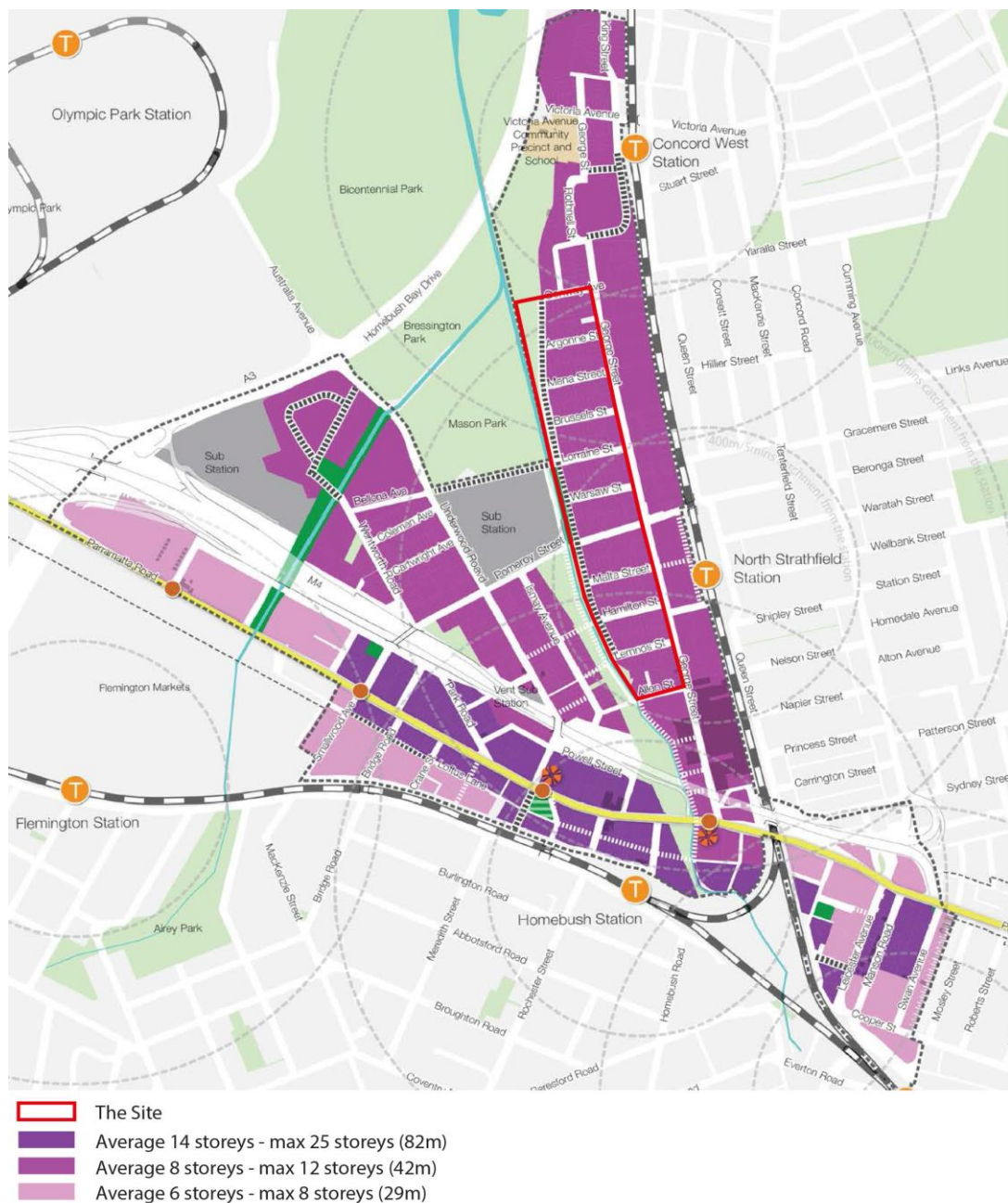


Figure 3 Draft strategy built form plan

Source: Urban Growth NSW & Ethos Urban

2.2.3 Consultation outcomes – May 2016

During the public exhibition of the draft Strategy submissions were made by residents, land and business owners and the City of Canada Bay Council and Strathfield Councils. The Consultation Outcomes Report for the Precinct summarised the following issues:

- The City of Canada Bay Council requested no rezoning north of Pomeroy Street until the City of Canada Bay Draft Concord West Precinct Master Plan 2014;
- Strathfield Municipal Council recommended that density and height be based on proximity to rail corridors and/or other key transport nodes and expressed concern that many areas farthest from train stations were assigned the highest development densities;
- Concern from the vocal minority about the increased population compounding existing congestion, particularly on George Street, Pomeroy Street, Underwood Road, Homebush Bay Drive and Australia Avenue; and
- While there was community feedback from a loud minority opposing the proposed heights of development in the Precinct, particularly in areas adjacent to single storey residential dwellings, there was general community support for higher density development around train stations.

2.2.4 The Final Strategy – November 2016

The final *Parramatta Road Corridor Urban Transformation Strategy* was released 9 November 2016. Whilst the objectives of the Strategy remain consistent with the draft and increased density is achieved across most parts of the Homebush Precinct, the original recommended changes to the site were not carried through to the Final Strategy. The site would remain zoned R2 Low Density Residential with a maximum building height of 8.5 metres (refer to **Figure 4** below).

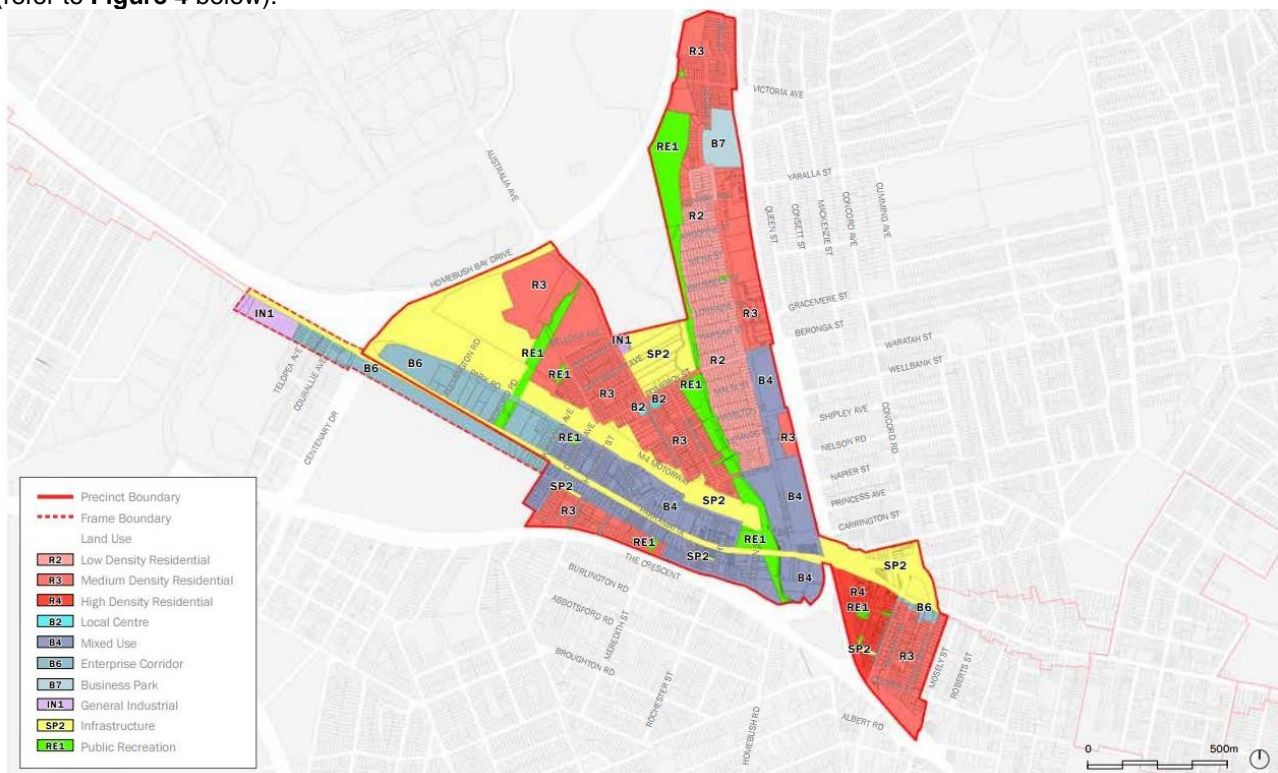


Figure 4 Homebush precinct recommended land uses

Source: UrbanGrowth NSW

Whilst UrbanGrowth acknowledges that the plans presented in the draft Strategy were of good planning logic, they were responsive to some of the stakeholder feedback and modified their recommendation to align with the requests of a vocal and over-represented minority.

2.2.5 Subsequent consultation and planning for North Strathfield

Since the release of the Parramatta Road Corridor Urban Transformation Strategy, the North Strathfield Residents' group has had several consultations with many layers of government and supporting agencies. The group has met with the Greater Sydney Commission (GSC), the Eastern District Commissioner, Office of the Premier, Planning Minister's Office, Sydney Metro West team, DPE, DPIE, Minister for Transport, City of Canada Bay Mayor, BSH Planned Precinct team, Member for Reid, Member for Strathfield and Member for Drummoyne.

A summary of the consultation with some of these parties is outlined below:

- 15 March 2017 – GSC District Dialogues Workshop
- 24 August 2017 – Attended a GSC information session relating to the GSRP and Eastern City district plan;
- 30 August 2017 – Email from the DPE regarding a drop-in session attended by the North Strathfield Residents' Group on 24 June 2017 in relation to North Strathfield's exclusion from the BSH Planned Precinct. It furthermore notes that 'North Strathfield is already identified as a Precinct within the imminent release of the Greater Parramatta Land Use and Infrastructure Implementation Plan';
- 17 October 2017 – Letter from Minister for Planning, Housing and Special Minister of State, Anthony Roberts regarding the zoning of North Strathfield
- 19 October 2017 – Email from the GSC regarding joint workshops for Future Transport and the Eastern City District on 14 and 18 November 2017;
- 25 October 2017 – Meeting with DPE and City of Canada Bay Council regarding the Greater Parramatta LUIIP which includes North Strathfield, the BSH Planned Precinct and SIC for Greater Parramatta;
- 25 October 2017 – Letter from MP for Drummoyne, John Sidoti confirming that response from North Strathfield Residents' Group has been received by the Minister for Planning, Minister for Housing and Special Minister of State, the Hon. Anthony Roberts MP;
- 21 December 2017 – Letter from Canada Bay General Manager Gary Sawyer stating that North Strathfield is contained within the investigation area for the BSH Planned Precinct;
- 12 February 2018 – Email from GSC providing an update on the region and district plans which responds to an email inquiry from North Strathfield Residents' Group;
- 19 March 2018 – Email from the GSC inviting the North Strathfield Residents' Group to a briefing on the finalised GSRP, district plans, Future Transport 2056 and NSW's State Infrastructure Strategy 2018-38;
- 11 April 2018 – Email from the DPE regarding the BSH Planned Precinct;
- 20 September 2018 – Letter from Scott Pedder, Director of Community and Environmental Planning at the City of Canada Bay Council regarding the North Strathfield Precinct.
- 24 November 2018 – Email from GSC inviting North Strathfield Residents' Group to their Citizens' Panel information session;
- 23 January 2019 – Letter from the City of Canada Bay Mayor Angelo Tsirekas providing an update on the North Strathfield Planned Precinct;

The common theme throughout all these meetings was that up-zoning for the area could only be re-instated once the locations of the Sydney Metro West Stations are announced, subsequently enabling the BSH Planned Precinct to be announced. The majority of the conversations were empathetic to the situation that the residents have found themselves in, as they have been in a state of uncertainty for several years in relation to their future. The views expressed in the interviews were generally consistent with the North Strathfield Residents' Group opinion that the location is ideal for up-zoning and that the proposal for high density in less favourable locations nearby did not align with planning principles.

It is noted that the area is in a perfect location to maximise value capture, encourage walkability, reduce car trips, increase liveability and support the 30 minute cities priority. The residents feel that the release of the draft LSPS without taking onboard all the feedback over the last 5 years has led to more confusion.

3.0 Review of Draft Local Strategic Planning Statement & Draft Housing Strategy

3.1 Draft City of Canada Bay Local Strategic Planning Statement

Our review of the draft LSPS finds some significant issues and opportunities surrounding its priorities, actions and visions for residential growth in the LGA. These issues surround the following:

- The identification of 'terrace and dual occupancy potential' within North Strathfield;
- The proposal to implement the Parramatta Road Corridor Strategy generally in accordance with the 2016-2023 Implementation Plan, following finalisation of a precinct wide traffic and transport study, and an urban design study; and
- The incorporation of Priority 11 which affirms the need to 'identify land use opportunities and implications arising from Sydney Metro West' and its associated station locations.

3.1.1 Identification of terrace and dual occupancy potential

The draft LSPS identifies the site as having 'terrace and dual occupancy potential', as is illustrated in the Structure Plan, with an excerpt provided at **Figure 5**. The identification of 'terrace and dual occupancy potential' for the site is uncharacteristic of the surrounding development and will not unlock the land use potential for the site. It will work to the detriment of the site and its surroundings, given that the site is proximately located to four different railway stations, is in the immediate vicinity of major metropolitan road networks and is less than 2km from a plethora of recreational open spaces at Bicentennial Park and Sydney Olympic Park. For these reasons, the proposal to incorporate medium density dwellings at the site location is contrary to the principles of Transit Oriented Development.



Figure 5 Canada Bay structure plan

Source: City of Canada Bay

3.1.2 Implementation of the Parramatta Road Corridor Urban Transformation Strategy

In relation to housing supply, Action 5.1 of the draft LSPS provides that the Parramatta Road Corridor Strategy is to be implemented 'generally in accordance with the 2016-2023 Implementation Plan, following finalisation of a precinct wide traffic and transport study, and an urban design study, including the preparation of a precinct wide planning proposal, draft DCP, Affordable housing contributions scheme and local contributions scheme'.

As noted earlier in **Section 2.2** of this report, the Parramatta Road Corridor Urban Transformation Strategy, which was finalised in 2016, results in a planning outcome that disadvantages the site and its surroundings. This is because the site is proximate to station locations, major roads in the Sydney metropolitan road network, employment centres and local, recreational and cultural amenities. It is therefore necessary that Action 5.1 be

amended, incorporating an exemption to the Parramatta Road Implementation Plan for the site, which lies within the Homebush Precinct. This should be explicitly stated in the final LSPS, identifying the great potential herein for a rezoning to R4 High Density Residential.

A number of the issues and implications emanating from the implementation of Parramatta Road Corridor Urban Transformation Strategy at the site are detailed below.

Community Concerns

Despite the reported opposition to the draft Strategy, the site's exclusion from a change in zoning under the Strategy has caused significant concern amongst North Strathfield landowners and residents. Key concerns include:

- That the site will become an island surrounded by high density development;
- The logic for excluding the site from the Strategy given its proximity to North Strathfield and Concord West Railway Stations and commercial and retail services and schools along George Street, comparative to other sites which are further away from public transport and infrastructure yet were up-zoned;
- Prolonged unease and uncertainty about the future of residents' properties;
- Landowners reluctant to invest in maintenance and redevelopment of their properties and therefore an overall decline in the character and aesthetic of the area;
- Significant upfront time and cost to pursue a proponent led rezoning on land which is currently not supported by the Strategy;

The Strategy was initially proposed over three years ago, however the area has been subject to previous investigations including the 'Strathfield to Rhodes Corridor' Strategy prepared by Concord Council over 20 years ago. Since initial exhibition of the draft Strategy in 2014 residents of North Strathfield have been adjusting to the imminent changes to their community; changes to both neighbouring properties as well as wider suburb area. Constant uncertainty is stressful for residents and makes it difficult for residents to make appropriate decisions about the future of their properties and lives.

Whilst the site has been recognised as having perceived "character", many of the existing dwellings and the patterns of subdivision are comparable to those areas proposed for R4 rezoning. As it is not clear why the area to the west of Powells Creek and Underwood Road in Homebush, which arguably presents similar architectural and built form characteristics as the site yet is further away from North Strathfield and Concord West Railway Stations, has been proposed to be rezoned to R4, recognising the different jurisdictions and views of Canada Bay and Strathfield Councils, it is possible that inconsistency in the application of the Strategy's recommendations may result in future impacts to the perceived character. Recognising that considerable investment would be required to maintain the dwellings and their character over time, with such uncertainty about the future of their properties, landowners are reluctant to invest. A lack of investment will no doubt have a cumulative impact to the perceived character of the site over time.

Future Conditions for North Strathfield Residents

In the instance that the site retains its zoning and the areas surrounding it are redeveloped in accordance with the *Parramatta Road Corridor Urban Transformation Strategy*, the site will become an island of low density development surrounded by high density development. The Precinct will function with an inverse logic where low to medium density housing is located closest to public transport and services, and the greatest densities will be located on the edges of the Precinct. Those living on the western side of Powells Creek and beyond 1 kilometre from the railway stations, will likely utilise additional modes of transport including vehicle or bus, to access the railway stations and services, further increasing pressure on Pomeroy and George Streets.

Overwhelming Community Support for a Rezoning

Despite reported opposition to the draft *Parramatta Road Urban Transformation Strategy* and contrary to the position adopted by UrbanGrowth, the community from Allen Street to Conway Avenue are strongly in favour of an amendment to existing planning controls to facilitate R4 High Density Residential development. Since the initial exhibition of the draft Strategy over three years ago, residents have adjusted to the prospect of change and revitalisation of the suburb. As outlined above, residents face becoming an 'island' amongst higher density

development. Residents wish to avoid continued uncertainty on the future of their properties by being included in Council-led precinct planning for the area.

The residents have spent a considerable amount of time advocating for the inclusion of the site in the Strategy and the short-term Implementation Plan 2016-2023, and through this submission, petition the City of Canada Bay Council to encourage and support the identification of the site in the final LSPS and new LEP as R4 High Density Residential land. It is therefore necessary for this to be amended, with a mention that the non-compliance with the Parramatta Road Strategy will be in relation to North Strathfield, which will only achieve its land use potential through rezoning to R4 High Density Residential.

3.1.3 Identification of land use opportunities arising from future Metro West Stations

A major priority incorporated into the draft LSPS as Priority 11 is to 'identify land use opportunities and implications arising from Sydney Metro West' and specifically Action 11.1 which states:

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

- *establishes preferred land uses within and around the new Metro locations;*
- *establishes preferred built form outcomes within and around new Metro locations;*
- *identifies the need for further studies or considerations resulting from transport infrastructure*

We hope that on top of the four railway stations in the vicinity of the site and the previous strategic recognition of the site as a location appropriate for high density residential development (see **Figure 3**), pursuant to Action 11, the earmarked North Strathfield Metro Station, will automatically trigger the identification of the site as a location for rezoning to high density residential. We are supportive of this priority and its associated action being employed to provide a higher density in this location. However, we believe that the site, as it stands, with its close proximity to four railway stations, key roads, employment precincts and cultural, recreational and local amenities, is prime for high density residential development, potentially with a mixed use composition, comprising ground floor retail. The GSC has in fact identified the site as an ideal location for up-zoning, as illustrated in **Figure 6** below.

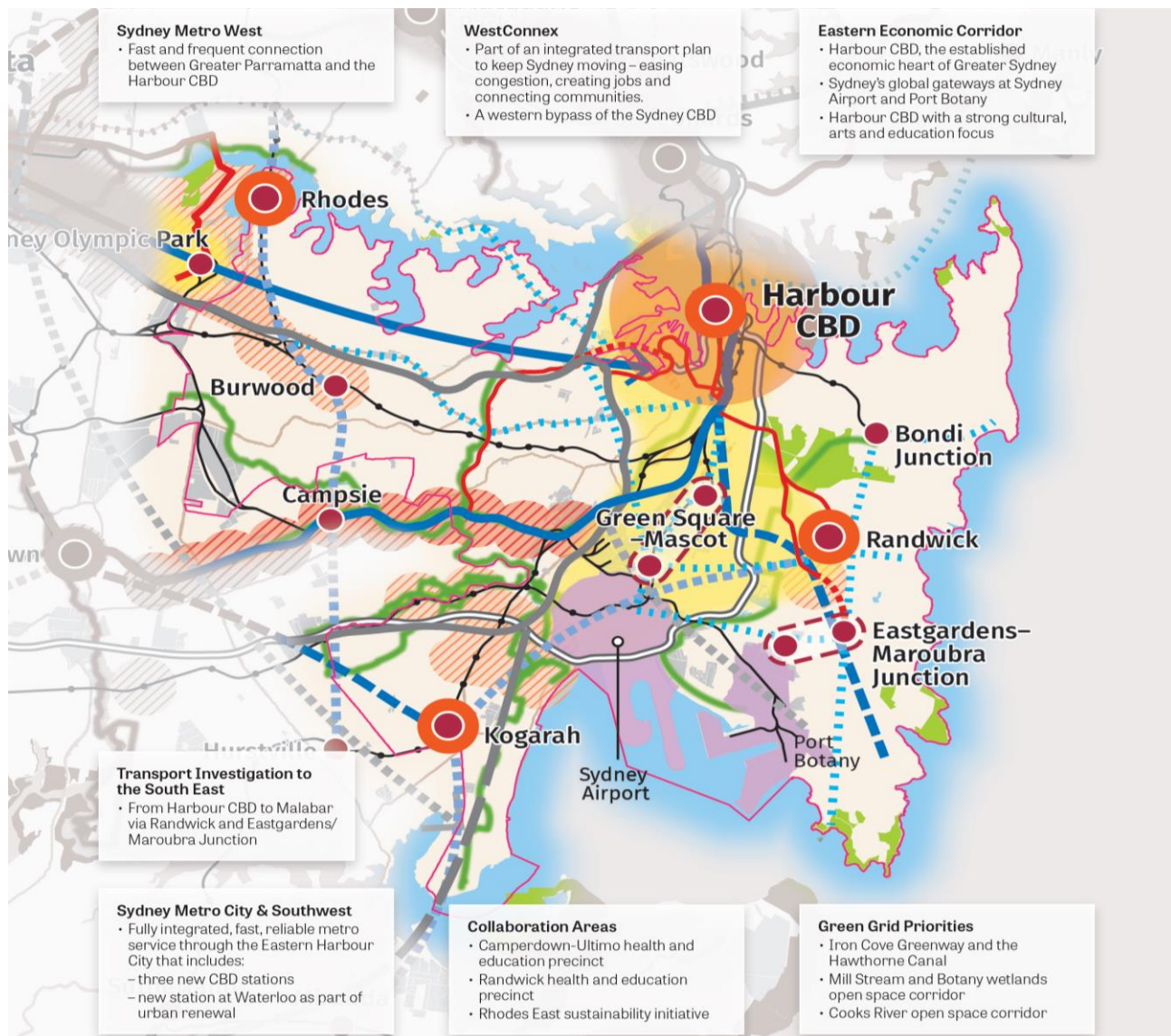


Figure 6 Eastern District Plan map

Source: Greater Sydney Commission

Section 3.9(3A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) requires that:

'The council for an area that is in the Greater Sydney Region must not make a local strategic planning statement unless the Greater Sydney Commission has advised the council in writing that the Commission supports the statement as being consistent with the applicable regional and district strategic plans'.

Therefore, if the draft LSPS does not provide a mechanism which facilitates the rezoning of the site to an R4 High Density Residential zone, it will contravene Section 3.9 of the EP&A Act. The Greater Sydney Region Plan (GSRP) and the Eastern City District Plan which apply to the site, both contain the objective of providing **'a range of housing types in the right locations'**. The draft LSPS and Housing Strategy may propose a range of housing types, however these are clearly not in the right location.

The GSRP further identifies eight locational criteria for urban renewal, which in this instance would most suitably be characterised as mixed use development, containing ground floor retail and above ground high density residential. An assessment of the compliance of the site with these locational criteria is provided in **Table 1**, demonstrating a general consistency with the criteria and therefore highlighting the necessity of providing high density residential development at the site.

Table 1 Compliance of site with locational criteria in GSRP

Locational Criteria	Comments
alignment with investment in regional and district infrastructure which acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital	The site is in close proximity to WestConnex (M4 Tunnel), which in turn strategically positions it to accommodate an uplift in residential density.
other possible future investments such as Western Harbour Tunnel and Beaches Link and Sydney Metro West and opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport	On top of the extensive rail infrastructure surrounding the site, including North Strathfield, Concord West and Homebush Railway Stations, all of which are within an 800m catchment area of the site, North Strathfield has been earmarked as a future Sydney Metro West Station location (as is also identified in the structure plan shown in Figure 5). Therefore, not providing high density residential uses at this location will result in a failure in achieving the core objective of providing 'a range of housing types in the right locations'.
accessibility to jobs	The site is within close proximity to employment precincts including Parramatta CBD, Sydney CBD, Rhodes and Macquarie Park.
accessibility to regional transport, noting that high frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport	<p>The site is situated within the immediate vicinity of three railway stations, including Homebush, North Strathfield and Concord West Railway Stations, which are each within 10 minutes walking distance from the site. They provide high frequency transport services, including the T9 Northern Line, T1 Western Line and T2 Inner West Line. These are high frequency services which connect the site to various regions through Greater Sydney.</p> <p>Further to this, the site is situated in the vicinity of major roads within the Sydney metropolitan road network, connecting it to regional bus services such as the 410 bus service which connects Hurstville to Macquarie Park, via Concord Road. This provides a high frequency transport service efficiently connecting those in the vicinity of the site to various regions throughout Greater Sydney.</p>
catchment areas within walking distance (up to 10 minutes) of centres with rail, light rail or regional bus transport	The site is situated within 10 minutes walking distance to Concord West, North Strathfield and Homebush Railway Stations. Therefore, strategically positioned for an uplift in residential density.
efficient interchanges with a comprehensive walking and cycling network	The site is in the immediate vicinity of the Cooks River cycleway, which is a 30 kilometre long shared use path for cyclists and pedestrians, connecting Ryde in the northwest to Botany Bay in the south east. This cycleway passes through Powells Creek, which borders the site to the west.
areas of high social housing concentration where there is good access to services, transport and jobs	N/A.
distance from special land uses such as ports and airports.	The site is situated approximately 10.65km from Sydney Airport and 16.8km from Port Botany.

In light of section 3.9(3A) of the EP&A Act and given that such a substantial number of the GSRP criteria apply to the site and to such a degree, this necessitates the provision of high density residential development within this location, either through Priority 11 or an alternative mechanism that is incorporated into the final LSPS. Otherwise the draft LSPS will not be consistent with the applicable regional and district strategic plans.

Therefore, we recommend that Priority 11 be a trigger to facilitate the rezoning of this site to R4 High Density Residential zone. Additionally, it is a necessity that a further action be incorporated within the housing component of the LSPS. This should identify North Strathfield, a site situated in close proximity to numerous railway stations, key parts of the metropolitan road network, local, cultural and recreational amenities, and employment precincts is undoubtedly the right location for high density residential development. Otherwise, the fundamental objective of the GSRP to **'provide a range of housing types in the right locations'**, will not be achieved.

3.2 Draft Local Housing Strategy

The draft Housing Strategy prepared by SGS on behalf of the City of Canada Bay Council espouses 'large scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans'. However, as noted earlier, a key objective of the GSRP, the primary State Government strategic plan, is to '**provide a range of housing types in the right locations**'. The draft Housing Strategy then identifies a two storey height limit for the site, with the potential to explore a third storey (see **Figure 7**). This is contrary to the draft Housing Strategy which claims it will deliver high density housing in the form of apartments as outlined in State Government plans but does not provide this type of housing at the site, which is ideally located for high density residential development.



Figure 7 Mixed housing precinct

Source: SGS Economics and Planning

A letter written to the North Strathfield Residents Group, dated 2 July 2019, responding to a query regarding the draft LSPS, stated that upon confirmation of the Metro West station locations, there will be further analysis to confirm that the future stations are surrounded by appropriate housing choices (see **Figure 8**).

Secondly, the Draft LSPS and Draft Housing Strategy only identify potential metro station locations as the exact location is still unknown. The State Government earlier announced that stations are being considered for the suburbs of North Strathfield, Burwood North and Five Dock, but no plan has as yet been released. If and when a Sydney Metro West plan is released, Council will review the Draft LSPS and the draft mixed housing precincts to ensure that all potential Metro stations are supported by good planning, including community infrastructure and housing choices.

I hope this clarifies your queries and we look forward to receiving any feedback you may wish to make about the Draft LSPS or Draft Housing Strategy.

Should you require any further information or clarification please contact me by email to council@canadabay.nsw.gov.au or phone on 9911 6555.

Yours sincerely



Helen Wilkins
Senior Planner

Figure 8 Letter from Council to North Strathfield Residents Group

Source: City of Canada Bay Council

Undoubtedly, in a location that is currently within an 800m walking catchment of three railway stations, good planning will inevitably result in the rezoning of the site to R4 High Density Residential. Further, the additional Metro Station location should automatically trigger the rezoning of the site to an R4 High Density zone, and this should be outlined within the final version of the Canada Bay LSPS.

4.0 Conclusions

In summary, this submission finds that the site is highly computable to support R4 High Density Residential development for the following reasons:

- The opportunity to realise transit oriented development and the objectives of the Greater Sydney Region Plan A Metropolis of Three Cities;
- Proximity to public transport options including four heavy rail train stations, being North Strathfield, Concord West, Strathfield and Homebush, and multiple bus routes;
- Proximity and connectivity to employment precincts including Parramatta CBD, Sydney CBD, Rhodes and Macquarie Park;
- Proximity to the metropolitan road network including the M4 Tunnel , Parramatta Road, and Homebush Bay Drive/A3;
- Proximity to cultural and recreation amenities and open space including Sydney Olympic Park (Millennial Park) and Bicentennial Park;
- Proximity to local amenities including the schools, childcare centres and the 'Bakehouse Quarter' which features office space, restaurants, cafes, supermarkets and speciality shops;
- A Metro Station location being earmarked for North Strathfield, increasing demand for high density residential development to be provided in this area; and

- It is located within the Burwood, Strathfield, Homebush Planned Precinct and the Greater Parramatta to the Olympic Peninsula.

5.0 Recommendation

Considering the above, it is recommended that the City of Canada Bay Council review the priorities and actions provided within the draft LSPS and Housing Strategy and in turn in the final LSPS provide priorities and actions which explicitly identify the North Strathfield Precinct as a location that is appropriate for rezoning to R4 High Density Residential. This can either be actioned through an explicit mention exempting the North Strathfield Precinct from the implementation of the Parramatta Road Corridor Urban Transformation Strategy, due to its favourable location for high density residential development. Alternatively, an additional action can be incorporated which explicitly states the strategic merit of rezoning the site to R4 High Density Residential, given its close proximity to four railway stations, key metropolitan roads, major employment precincts in the Parramatta and Sydney CBD and local, cultural and recreational amenities. Further to this, Priority 11 which notes that land use opportunities arising from Sydney Metro West need to be considered, should be made more specific upon the confirmation of the Metro West Station locations, emphasising the need to rezone the site to R4 High Density.