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# Sydney Metro West Planning Study

## Stage 1: Background & Strategic Context Review

City of Canada Bay, NSW

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**Prepared for**  
City of Canada Bay

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18 June 2021

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# We create amazing places



At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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# Introduction

# 1

## 1.1 Purpose of the report

SJB has been appointed by the City of Canada Bay to undertake a planning study. The purpose of the study is to investigate the opportunities and implications of Sydney Metro West for Canada Bay Council area which will have three new metro station locations.

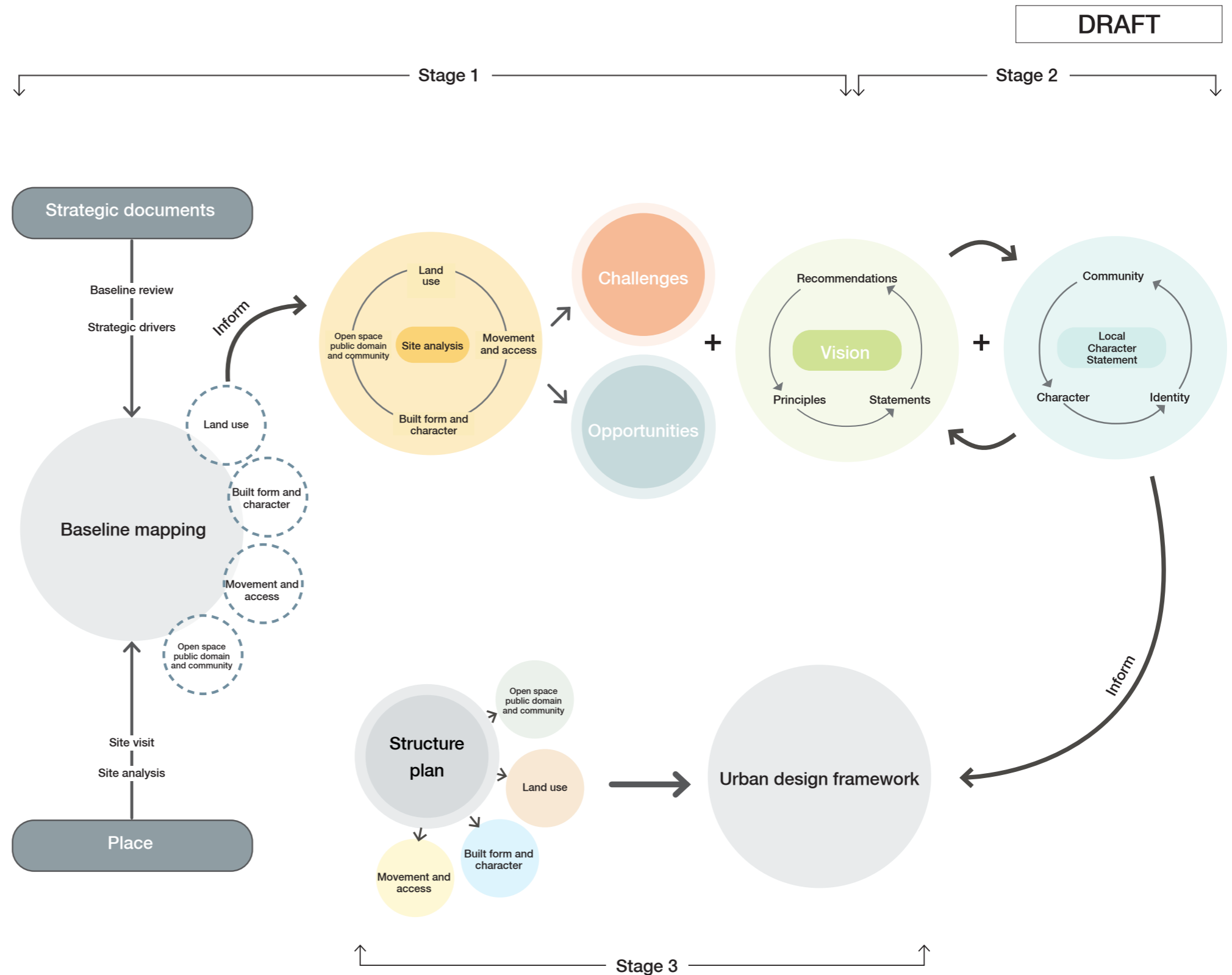
This report will investigate study areas in Five Dock, Concord/Burwood North and North Strathfield, which are the locations earmarked as proposed station, and examine opportunities that come from new transport infrastructure.

Stage 1 of this planning study will interrogate the existing context of the precincts. This includes a review of the information from relevant land use planning studies, and other planning frameworks and strategies to identify the constraints and opportunities for each station precinct. The underlying 'baseline mapping' drawn from the strategic review will inform the site analysis and existing character of each station precinct.

The vision and objectives for each station precinct will be developed from a synthesis of the challenges and opportunities.

In the next stage, the community will be engaged to develop a 'Local Character Statement' for each of the study areas. Subsequently, an urban design framework will be developed for each station precinct which includes a structure plan and framework focused on four (4) key themes:

- Open Space, Public Domain and Community facilities
- Movement and Access
- Land Use and Activity
- Built Form.



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## Introduction

### 1.2 Regional context

Canada Bay Local Government Area (LGA) is situated south of the Parramatta River with the northern boundary defined by the river foreshore. It is strategically located approximately 10kms from both the Sydney and Parramatta Central Business Districts and is bounded by the Burwood Council LGA to the south.

The LGA has significant regional connectors within its boundary with the T9 train line to the west, intersecting through North Strathfield. Victoria Road to the east and Parramatta Road and the new WestConnex, a 33km underground motorway, to the south.

The three precincts are within close proximity to the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS is a planning framework that seeks to revitalise the Parramatta Road corridor spanning from Granville in the west to Camperdown in the east through the introduction of new homes, jobs, transport, open spaces and public amenity once WestConnex and Sydney Metro West alleviate congestion within this area.

#### Key

- Canada Bay Council
- PRCUTS
- Economic Corridor
- Place-based Infrastructure Compact (PIC) Area
- Western City District Area
- Strategic Centre
- Health and Education Precinct
- Metropolitan Centre
- Metropolitan Cluster
- Light Rail
- Sydney Trains
- Sydney Metro
- Planned Sydney Metro
- Future Sydney Metro

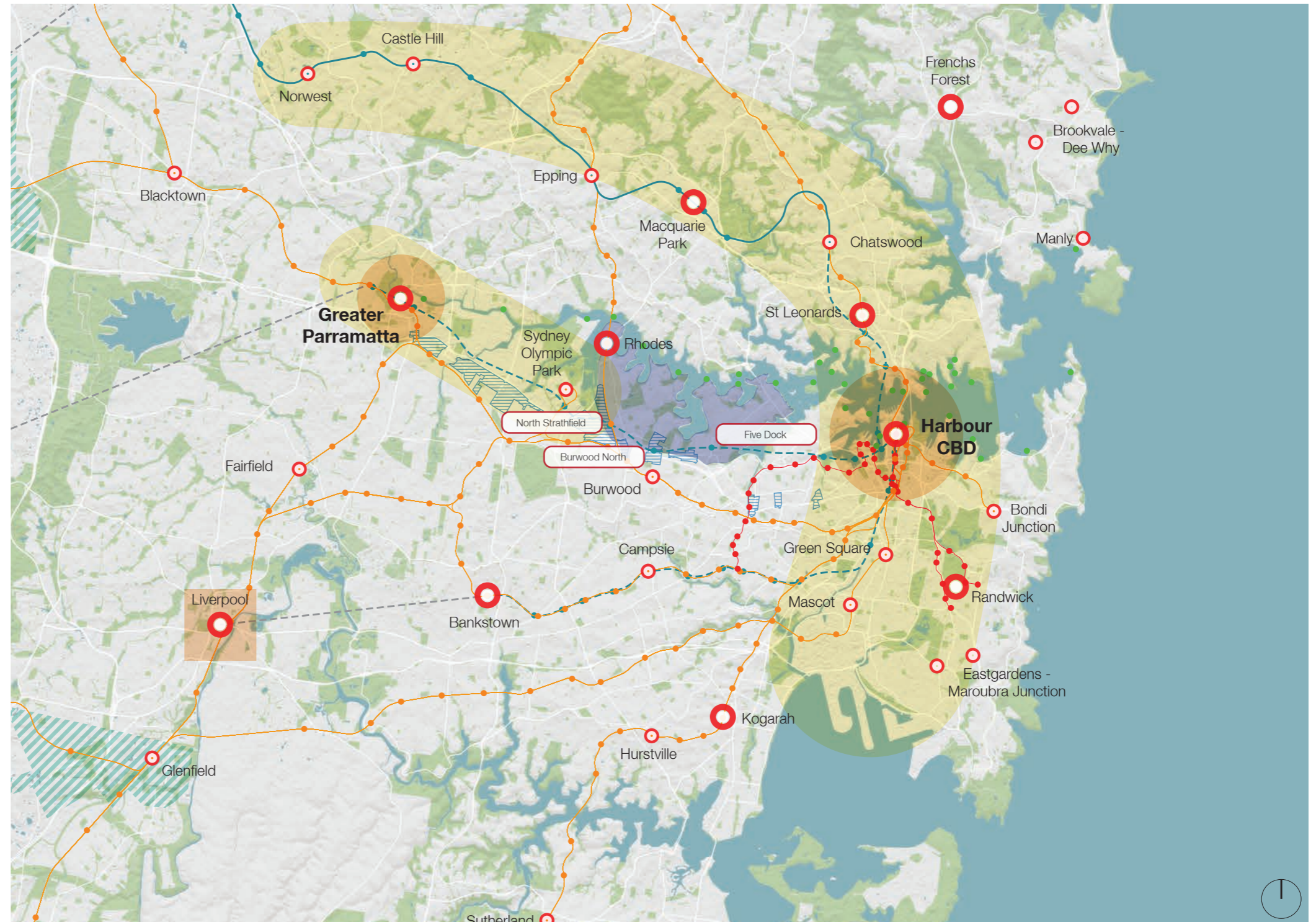


Figure 01: Regional context and strategic plan

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## Introduction

### 1.3 Eastern City District Plan (2018)

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The **Eastern City District Plan** is part of the Greater Sydney Commission's region plan, **A Metropolis of Three Cities** and is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Region Plan identifies five Districts within Greater Sydney. Canada Bay Council LGA is located within the Eastern City District. North Strathfield and Five Dock are defined as Strategic Centres, places which are accessible to people by public transport for jobs, shops and services. Burwood North is mid-way between the strategic centre of Concord and the metropolitan centre of Burwood which is earmarked as an urban renewal area.

The Eastern City District Plan sets out a range of actions aimed at delivering the Plan's 20 Priorities and drawn from the strategies set out in the Regional Plan.

Of these actions, the most significant for the Precinct are:

- Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of city shaping projects.
- Use place-based planning to support the role of centres as a focus for connected neighbourhoods.
- Integrate land use and transport plans to deliver the 30-minute city.
- Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.
- Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.
- Deliver social and civil infrastructure that meets the needs of the community now and in the future.
- Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure
- Optimise the use of available land for social infrastructure.
- Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.

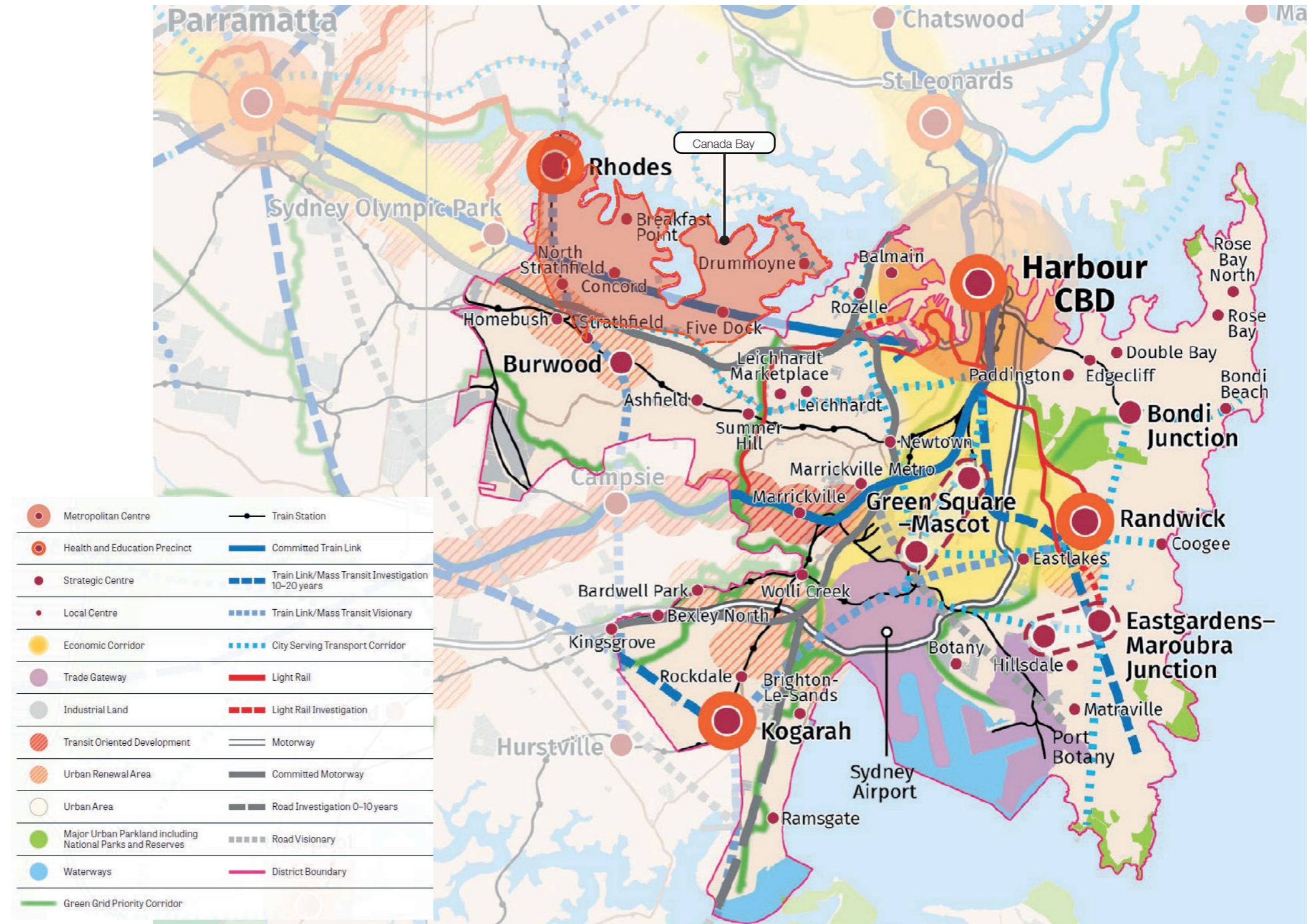


Figure 02: Eastern City District Plan Source: Greater Sydney Commission, 2018 strategies and plans.



## Introduction

### 1.4 Strategic Driver - Sydney Metro West

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A key strategic driver in GSC's *A Metropolis of Three Cities* is the Sydney Metro West, a metro system to provide fast and frequent connections between Greater Parramatta and Sydney CBD.

Three potential new metro station locations have been identified within LGA for different roles:

- North Strathfield: to provide relief to the T9 Northern Line (formerly T1 line).
- Burwood North: an intermediary metro station in the vicinity of the intersection of Parramatta Road and Burwood Road.
- Five Dock: a place with high amenity as both a place of origin and destination, with an opportunity to increase densities and work opportunities.

The design of the Sydney Metro West will also include safeguards to allow for future extensions to the southeast of the Sydney CBD via Zetland, serving the Green Square town centre, and west beyond Westmead and potentially the Western Sydney Airport.



Figure 03: Investigation corridor for Sydney Metro West Source: NSW Government Sydney Metro 2018

## Introduction

### 1.5 Sydney Metro West - a catalyst for change

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From our analysis, research and observations of other metro stations and what makes a successful precinct, the following are key principles which create catalysis for change to the surrounding areas supported by a Metro:

#### Opportunities that Sydney Metro West will provide for each precinct include...



##### Metro Station

- The Metro Station will connect passengers to the wider Metropolitan Sydney, creating a unique opportunity to introduce transit oriented designs.
- Metro stations to be places of departure and arrival with a mix of residential and commercial within 800m of the station.
- Offer greater densities close to the station (within 400m).



##### Community

- Potential to introduce vibrant community facilities that fill existing gaps to service the growing population.
- Provide active transport infrastructure to support and encourage a cycling and walking culture.
- Opportunity for through-site links, connections to other key nodes for pedestrian friendly and safe streets.



##### Integrating Land Uses

- Provide a true mixed-use centre that includes residential, retail, office and community services.
- Include services such as childcare, medical and allied health. Co-location of similar activities to strengthen the character and visibility of these services.
- Commercial activity can thrive on activity provided by a resident population, at all times of day.



##### Regional Growth

- Metro station can strengthen its precinct's role as a strategic centre with increased commercial floor area balanced with higher densities for population growth and contribute to local economic growth.
- Capitalise on available land in the area with a vibrant mix of residents and commercial job opportunities
- Leverage changes to the local character from the metro station.



##### Landscape and Recreation

- Integrate and engage with the existing public domain
- Improve the of quality and quantum of open space required for accessibility for all people.
- Provide high quality public spaces and interfaces that create a welcoming and well maintained sense of place
- Provide access and connections to programmed open space, such as sports fields and courts.
- Integrate the network of open spaces to stitch the local area together.
- Provide amenity for high density living, including outdoor play spaces.



##### Infill and Density

- Deliver the highest densities within 400m of the station
- Consolidate the commercial/residential densities to better utilize area in close proximity to the Metro.
- Reduce the quantity of car parking and hard surfaces at ground level for better active and vibrant public domain.
- Provide an activated, permeable ground floor
- Provide opportunities for passive surveillance of public spaces



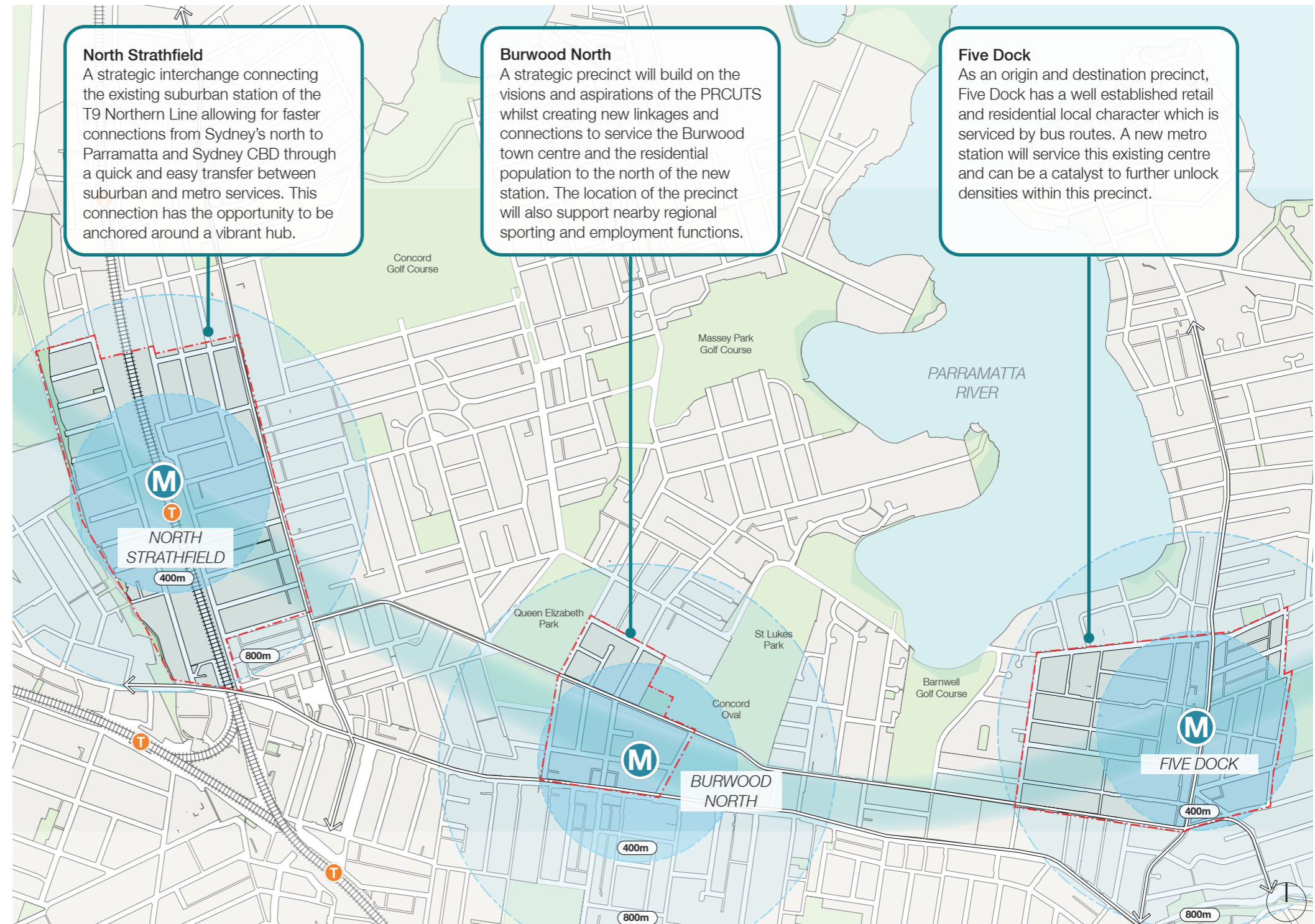
## Introduction

### 1.6 Role of the Precincts within the Corridor

Each Metro station precinct has a unique offering both within the corridor and the overall Sydney metropolitan area.

The opportunity for each centre to provide a specific position within the Metro corridor allows for a strong character and identity to be formed for each precinct and create the vision for the services and facilities provided. The following are the current roles of the precincts.

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# Background and Strategic Context Review

# 2

## 2.1 Baseline Review

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A review of background studies and documentation has been undertaken as part of the Stage 1 review process.

This section outlines those key documents reviewed by the wider team, categorised into the themes of Planning and Strategies, Economy, Public Domain and Environment, Heritage, and Access and Movement.

Each document has been reviewed under the following key strategies headings:

- Land use
- Built form and character
- Movement
- Environment

		Precinct			
	Documents	Overall strategy	Five Dock	Burwood North	North Strathfield
Planning & Strategies	Greater Sydney Commission 2056 Eastern City District Plan (2018)	○			
	Parramatta Road Corridor Urban Transformation Strategy (2016)	●	●	●	●
	Your Future 2030 Community Strategic Plan (2018)	○	○	○	○
	Social Infrastructure (Open Space & Recreation) Strategy and Action Plan (2019)	●	●	●	●
	Social Infrastructure (Community) Strategy and Action Plan (2019)	●	●	●	●
	Local Strategic Planning Statement (2019)	●	●	●	●
	Sydney Metro West (2018)	○			
	Local Housing Strategy (2019)	●	●	●	●
	City of Canada Bay Development Control Plan (2017)	○			
	Five Dock Urban Design Study (2013)	○	○		
Access & Movement	Local Movement Strategy (2019)	●	●	●	●
Economy	Employment and Productivity Study (2019)	○	○	○	○
Heritage	Draft Burwood, Strathfield & Homebush Aboriginal Heritage Constraints Analysis (2018)	○		○	○
	Draft Burwood, Strathfield & Homebush Non-Indigenous Heritage Assessment (2018)	○		○	○
Public Domain & Environment	Urban Tree Canopy Strategy (2019)	●	●	●	●
	Draft Burwood, Strathfield & Homebush Open Space and Social Infrastructure (2018)	●		●	●
	Biodiversity Framework and Action Plan (2019)	●	●	●	●

### Key

- Baseline review mapped in this report
- Baseline review summarised in this report



2.2 Baseline Review - Strategy

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Parramatta Road Corridor Urban Transformation Strategy - PRCUTS (2016)

Urban Growth



Key takeaway points

Homebush Precinct (incl. North Strathfield)

1. Target:
  - 19,500 new people by 2050
  - 9,500 new homes by 2050
  - 3,800 new jobs by 2050
2. Urban renewal opportunities:
  - Land immediately fronting Parramatta Road
3. Challenges:
  - Fragmented land ownership and small lots
  - Managing planning in areas which include transitions from larger-scale development to low-scale and heritage-listed buildings

Burwood-Concord Precinct (incl. Burwood North)

1. Targets:
  - 11,400 new people by 2050
  - 5,500 new homes by 2050
  - 12,900 new jobs by 2050
2. Urban renewal opportunities:
  - Land immediately fronting Parramatta Road
  - Land north of the M4 Motorway around Underwood Road, Wentworth Road and Homebush Bay Drive
3. Challenges:
  - High levels of on-street car parking
  - Pedestrian access across Parramatta Road from Powells Creek Reserve to Homebush Station
  - Movement and circulation around the WestConnex portal
  - Delivery of new open space under the M4 Motorway
  - Long term demand for new school infrastructure
  - Transitioning built form around sensitive locations and low-density areas
  - Flooding impacts in Concord

Kings Bay Precinct (south of Five Dock)

1. Target:
  - 5,200 new people by 2050
  - 2,500 new homes by 2050
  - 2,900 new jobs by 2050
2. Urban renewal opportunities:
  - Land immediately fronting Parramatta Road
  - Kings Road
3. Challenges:
  - Fostering urban support services, such as mechanics, upholsterers and other local services
  - Transitioning development height and density north of Parramatta Rd towards low density and heritage areas

Homebush Precinct (North Strathfield)

Land use and activity

1. Employment and mixed-use focus on both sides of Parramatta Road and through the Bakehouse Quarter
2. Retention of the existing low-density character in North Strathfield
3. Medium and high-density residential development in select locations around key transport nodes
4. Explore opportunities for new school infrastructure with co-located community facilities within the Precinct

Built form

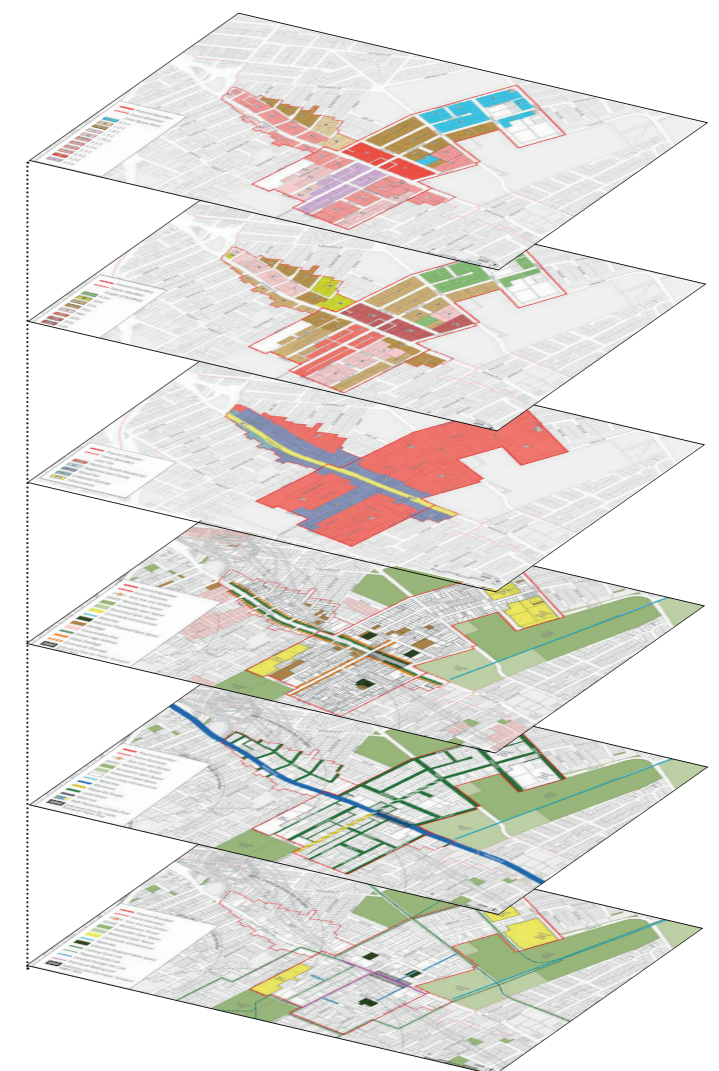
5. Undertake public domain improvements around Stations as a key link to public transport
6. Establish strong activity on Parramatta Road
7. Break up large blocks with laneways and throughsite links where possible
8. Facilitate site amalgamation to provide opportunities for master-planned redevelopment which delivers good public open space outcomes and other benefits
9. Explore adaptive re-use options for heritage items and the conservation areas

Movement and access

10. Capitalise on the improved, high-capacity public transport connections offered by the metro
11. Capitalise on development potential around transport nodes
12. Acknowledge Parramatta Road will continue to be key movement streets in the Precinct
13. Reduce car dependency by improving access to public and active transport infrastructure

Open space and community

14. Reinforce the Powells Creek corridor as a linear north-south greenway with active transport links to Mason Park Wetlands, Sydney Olympic Park and Bicentennial Park to the north
15. Reinforce the Bridge Road cycle link as part of the Bay to Bay regional cycle network
16. Enhance east-west connections, particularly across the Northern Rail Line, Powells Creek, the M4 Motorway, George Street and Pomeroy Street
17. Create two new active transport linkages across Powells Creek at Hamilton Street and Lorraine Street
18. Reinforce George Street, Lorraine Street, and Hamilton Street as key streets prioritised for pedestrians
19. Leverage new development to provide new open space, high quality and active public domains and new through-site links





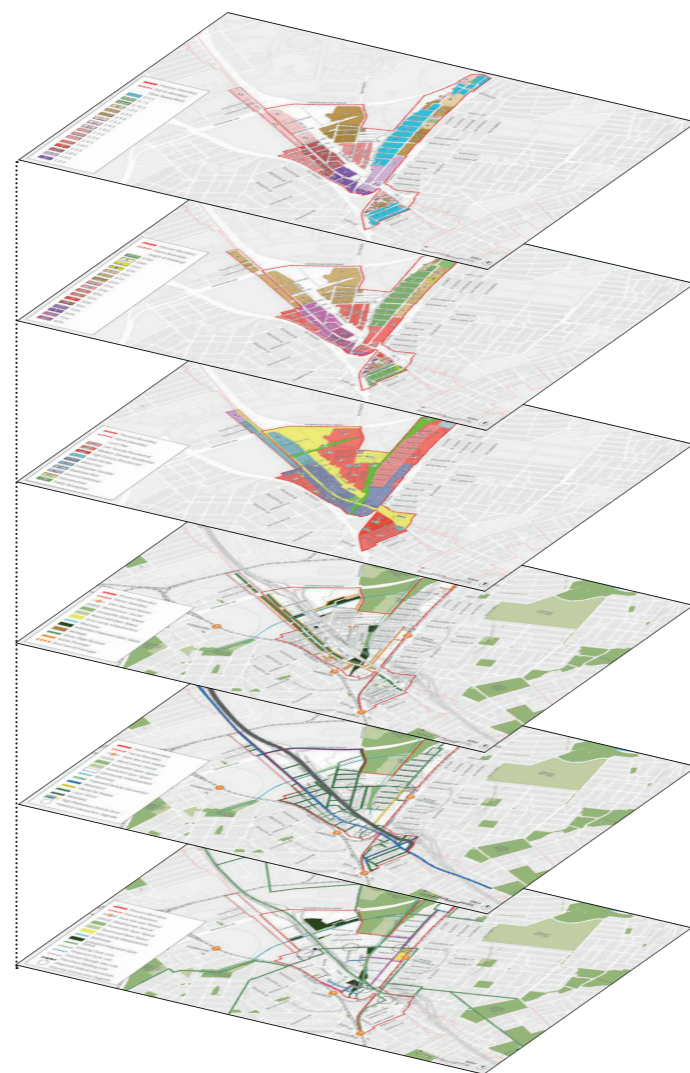
**Burwood-Concord Precinct (Burwood North)**

- Land use and activity**
1. Facilitate the mixed use of land on both sides of Parramatta Road to complement the existing active and vibrant town centres
  2. Reinforce non-residential use of ground and first floor developments in the retail core
  3. Encourage appropriately scaled residential development across the Precinct

- Built form**
4. Appropriately respond to the existing urban grid with a network of roads, streets and laneways, in keeping with the existing urban character
  5. Facilitate the amalgamation of certain sites to create opportunities for redevelopment into additional open space or public domain areas
  6. Reduce residential car parking rates to decrease car dependency and increase use of public transport
  7. Transition heights in appropriate locations

- Movement and access**
8. Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
  9. Capitalise on the good access to two major transport modes (heavy rail and future metro along Parramatta Road)
  10. Recognise Parramatta Road as major arterial road

- Open space and community**
11. Recognise and celebrate the northern part of Burwood-Concord as one of Sydney's original garden suburbs
  12. Develop strong active transport connections to existing open space in and around the Precinct
  13. Recognise the need for new development which includes high quality open space and well connected public areas



**Kings Bay Precinct (south of Five Dock)**

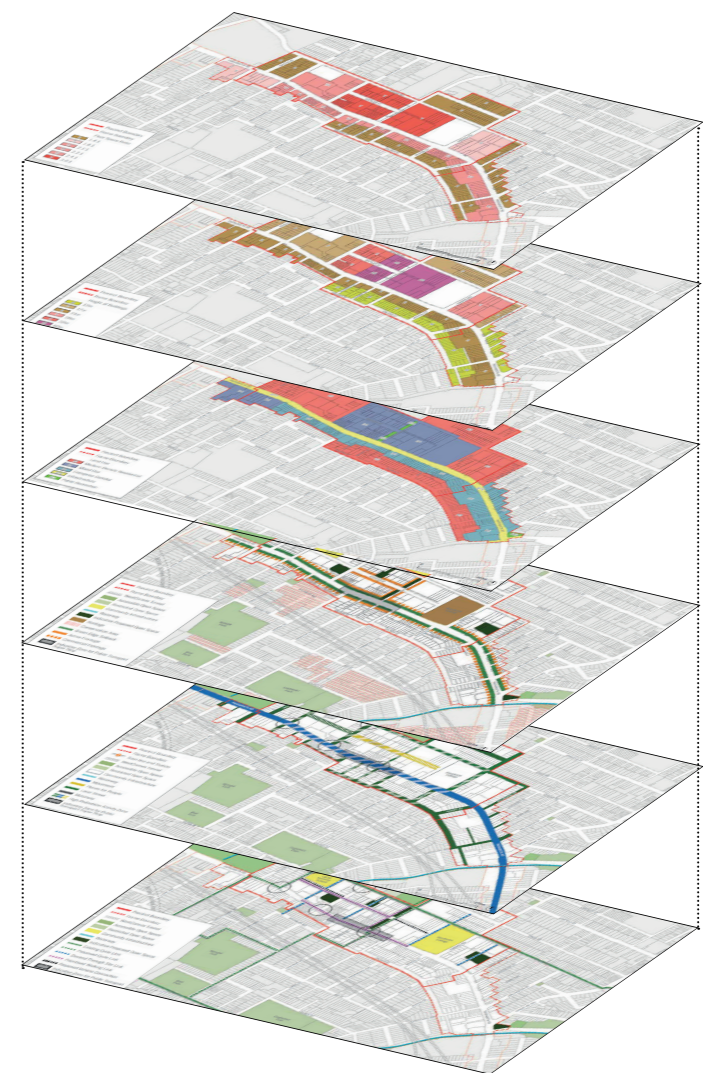
Although not specific to the Five Dock station precinct, the Kings Bay precinct is relevant to Five Dock due to its proximity and interface between the two precincts. Understanding the vision and strategy of Kings Bay ensures that the two centres are not competing precincts that undermine each other, but work together as collaborative precincts with unique functions, qualities and offerings.

- Land use and activity**
1. Facilitate the mixed use of land on both sides of Parramatta Road
  2. Develop a new local village around Spencer Street
  3. Encourage medium and high-density residential development north of Parramatta Road, with limited, appropriately scaled residential development south of Parramatta Road.

- Built form**
4. Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections
  5. Establish a new, high-amenity neighbourhood hub, focussed around Spencer Street, with low traffic
  6. Retain and build on existing lifestyle/recreation businesses in and around the Precinct
  7. Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment

- Movement and access**
8. Capitalise on reliable, frequent rapid transit to service the new population
  9. Reinforce active transport links to Croydon Station
  10. Benefit from the potential decrease in traffic volumes on Queens Road as a result of WestConnex
  11. Recognise Parramatta Road will continue to have a movement function
  12. Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions

- Open space and community**
13. Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore
  14. Create mid-block, through-site links and prioritised pedestrian connections
  15. Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barnwell Park Golf Course and Walker Street
  16. Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east



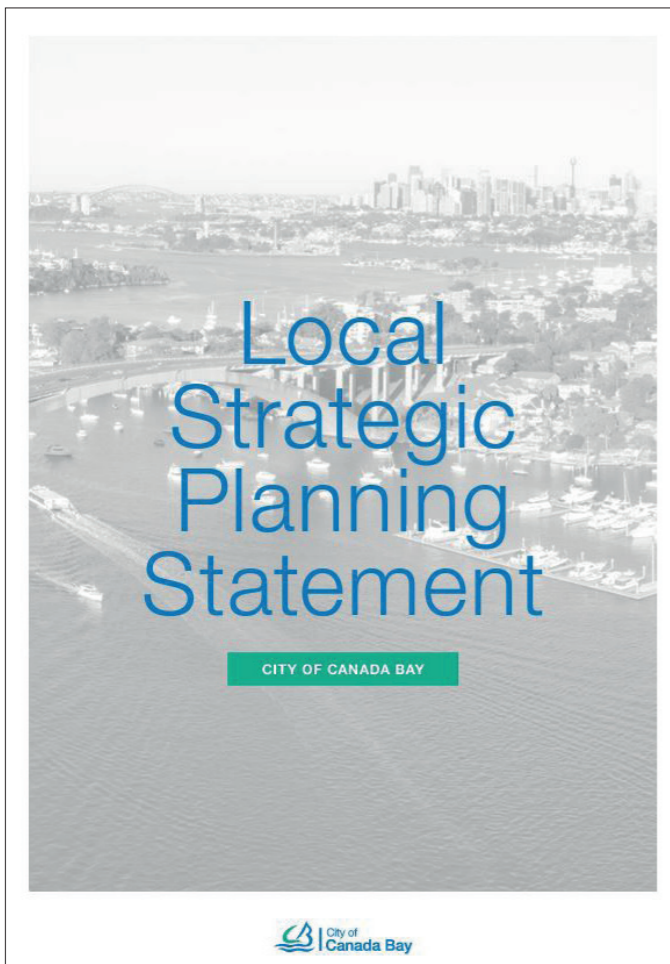


2.3 Baseline Review - Planning and Design

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Local Strategic Planning Statement - LSPS (2019)

City of Canada Bay



The 19 priorities outlined by the LSPS:

**Infrastructure and collaboration**

Vision: Align growth with the delivery of infrastructure

1. Planning for a City that is supported by infrastructure
2. Work towards best practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development

**Liveability**

Vision: Create great streets, places and buildings for people. Plan for a diversity of housing types and affordability. Protect and enhance local character.

3. Providing community services and facilities to meet people's changing needs
4. Foster safe, healthy, creative, culturally rich and socially connected communities
5. Provide housing supply, choice and affordability in key locations
6. Provide high quality planning and urban design outcomes for key sites and precincts
7. Create vibrant places that respect local heritage and character

**Productivity**

Vision: Connect and strengthen neighbourhoods and centres. Ensure Sydney Metro West delivers "density done well"

8. Grow investment, business opportunities and jobs in Rhodes strategic centre and Concord Hospital
9. Enhance employment and economic opportunities in local centres
10. Identify opportunities to support urban support services
11. Identify land use opportunities and implications arising from Sydney Metro West
12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport

**Sustainability**

Vision: Improve access to Parramatta River foreshore. Facilitate sustainable development and renewal. Increase biodiversity and the urban tree canopy

13. Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways
14. Protect and enhance bushland and biodiversity
15. Protect and enhance scenic and cultural landscapes
16. Increase urban tree canopy and deliver Green Grid connections
17. Deliver high quality open space and recreation facilities
18. Reduce carbon emissions and manage energy, water and waste efficiently
19. Adapt to the impacts of urban and natural hazards and climate change

Priority 11 and its spatial actions are specifically relevant to the Metro West and is outlined in greater detail below:

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

**Actions**

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

- include the preparation of a desired future character statement prepared in consultation with the community;
- identify opportunities and preferences for new and / or improved areas of open space within, adjacent to or surrounding the new Metro locations;

short term

- identify opportunities for and facilitating improvements in the public domain to maximise pedestrian amenity, movement and experience;
- establish preferred land uses within and around the new Metro locations;
- consider opportunities for a diverse range of housing that is consistent with the desired future character of the area and determine the contribution of any new housing to the regional housing target;

- ensure that the employment functions and services around station locations are supported and enhanced as a result of the Metro project;
- establish preferred built form outcomes within and around new Metro locations; and

short term

- identify the need for further studies or considerations resulting from transport infrastructure.

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

long term

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

long term

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

short to long term

## Background and Strategic Context Review

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The priorities and spatial actions outlined by the LSPS that are relevant to the three (3) station precincts:

Infrastructure and collaboration	
Priority	Spatial action
1. Planning for a city that is supported by infrastructure	1.2 Collaborate to enable dedicated rapid public transport and place based outcomes along Parramatta Road Corridor.
	1.3 Collaborate with GSC and State Government to ensure urban design, place based and social infrastructure outcomes for the Planned Precinct.
	1.4 Collaborate to ensure land use change around Sydney Metro West stations deliver high quality outcomes.
	1.6 Encourage the shared use of land.

Liveability	
Priority	Spatial action
3. Provide community services and facilities to meet people's changing needs	3.1 Finalise and implement the Canada Bay Social Infrastructure (Community Facilities) Strategy.
	3.2 Update the Canada Bay Development Contributions Plan to include relevant works identified within Canada Bay Social Infrastructure (Community Facilities) Strategy.
4. Foster safe, healthy, creative, culturally rich and socially connected communities	4.1 Review the Canada Bay Development Control Plan to deliver controls.
	4.2 Implement and update The Disability Inclusion Action Plan, The Community Safety and Crime Prevention Plan and The Public Art Plan.
	4.3 Investigate opportunities to foster creative participation throughout Canada Bay by delivering an LGA level performance space and creation of a network of creative and cultural spaces.
	4.4 Amend the Canada Bay Local Environmental Plan to implement a competitive design excellence process to apply to all new buildings of over 45m height.
5. Provide housing supply, choice and affordability in key locations	5.1 Implement PRCUTS in accordance with the 2016-2023 implementation plan.
	5.2 Planning proposals that seek to rezone land outside of identified renewal areas are compatible with character and prevailing density of establish neighbourhoods.
	5.3 Investigate changes to the planning framework to encourage greater diversity of dwellings within the immediate vicinity of Concord West train station, North Strathfield and Five Dock Town Centre.
	5.4 Amend Development Control Plans to require all new development to provide an increased number of 3 bedroom apartments, consistent with changing household and age structure.
	5.5 Require a minimum of 5% of GFA of new development to be dedicated as affordable housing.
	5.6 Ensure that Planned Precinct, Parramatta Road Corridor and redevelopment of large sites deliver a diversity of housing types ranging terraces to apartments.
6. Provide high quality planning and urban design outcomes for key sites and precincts	6.2 Finalise development of the Bakehouse Quarter that: <ul style="list-style-type: none"> <li>is consistent with the Parramatta Road Corridor Urban Transformation Strategy</li> <li>protects and is sympathetic to the heritage and character of the site;</li> <li>provides a range of office uses and tenancy sizes with communal facilities</li> <li>to cater for creative and emerging businesses;</li> </ul>

Continued.	<ul style="list-style-type: none"> <li>demonstrates how existing gaps in local social infrastructure, civic space and green links will be addressed on site;</li> <li>create built form and land use outcomes along George Street that provide a human scale and fine grain retail frontages to enhance amenity and pedestrian experience; and</li> <li>locate any future large format retail floor space at the northern end of the Bakehouse Quarter to have closer proximity to future residential development.</li> </ul>
	7. Create vibrant places that respect local heritage and character
	7.2 Amend the Canada Bay Local Environmental Plan to implement interim local character statements for the Character Areas.
	7.3 Review the interim local character statements.
	7.4 Seek an exclusion for Complying Development under the Housing Code and Low Rise Medium Density Housing Code in Local Character Areas.
	7.5 Finalise and implement an Aboriginal Cultural Heritage Study to contribute to the conservation and management of Aboriginal Cultural Heritage.
	7.6 Undertake a new LGA wide heritage study with a focus on the built and natural environment to improve the understanding and protection of Canada Bay's cultural heritage.
	7.8 Include a minimum lot size of 800sqm for Boarding Houses in the R2 Low Density Residential zone to improve the amenity of boarding houses and reduce their impact in these areas.

Productivity	
Priority	Spatial action
9. Enhance employment and economic opportunities in local centres	9.4 Require commercial floor space to be located above ground floor level retail in any future mixed use centre along Great North Road or any development within close proximity to future Metro stations
	9.5 Prepare an Evening Economy Strategy that includes an understanding of its contribution to the local economy, constraints to implementation and opportunities in local centres
	9.6 Prepare an Activation Policy to provide high level direction and intent, and facilitate the community use and activation of public space in town centres and community hubs (including parks).
	9.7 Ensure that B4 Mixed Use Zones and B1 Neighbourhood Centres maintain a substantial retail, office and commercial focus.
10. Identify opportunities to support urban support services	10.2 Ensure that future built form controls and the structure of street blocks in precincts that provide for commercial, retail or urban services uses along Parramatta Road facilitate: rear lane or alternative access from a road, other than Parramatta Road; rear lane low bay access for small truck and customer parking; shared loading docks for non-residential uses.
11. Identify land use opportunities and implications arising from Sydney Metro West	11.1 See previous page (pg 13), for further details.
	11.2
	11.3
	11.4
12. Improve connectivity throughout Canada Bay by encouraging a model shift to active and public transport	12.1 Consider and implement the Local Movement Strategy to increase connectivity across the LGA and encourage modal shift away from car use.
	12.2 Review the Canada Bay Bike Plan to address cycling related recommendations within the Local Movement Strategy; ensure a connected and safe cycle network; and identify separated paths and opportunities for end of trip facilities.

Continued.	12.3 Advocate for improvement to public transport, including by rail, ferry and on demand transport services; increase connectivity to Concord Hospital; prioritise public transport on State roads; and improve connections between local centres and train/metro stations.
	12.4 Develop a Walking Strategy that aims to build a physical and cultural environment that supports and encourages walking, with vibrant streets, parks, public spaces and neighbourhoods where people will choose to walk more often.
	12.5 Support implementation of travel behaviour change programs by Transport for NSW, including Travel Demand Management (TDM) measures to increase the use of sustainable transport choices.

Sustainability		
Priority	Spatial action	
13. Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways	13.2 Review and update WSUD controls to: reduced stormwater runoff, volumes and pollution entering waterways, pervious areas area maximised, all stormwater is treated, stormwater management systems are vegetated.	
	13.4 Finalise the City of Canada Bay Foreshore Access Strategy and associated plan for implementation with an aim to improve access to and along the Parramatta River foreshore.	
14. Protect and enhance bushland and biodiversity	14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways, and improve planting of shrubs and under-story.	
15. Protect and enhance scenic and cultural landscapes	15.1 Ensure that land use change in foreshore and peninsula localities does not have a significant adverse impact upon views.	
	16. Increase urban tree canopy and deliver Green Grid Connections	16.1 Prepare a street tree master plan in accordance with the principles and outcomes of the Canada Bay Urban Tree Canopy Strategy to increase tree canopy on public land.
		16.3 Increase the urban tree canopy on private land by amending the Canada Bay Development Control Plan to update list of recommended tree species; require tree planting when land is redeveloped; and include appropriate controls to protect trees, including the definition of a tree.
	16.5 Ensure that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover.	
16.6 Prepare a Green Grid delivery strategy that seeks to align the relevant recommendations contained within the Biodiversity Strategy; Urban Tree Canopy Strategy; Social Infrastructure (Open Space and Recreation) Strategy; and Local Movement Strategy.		
17. Deliver high quality open space and recreational facilities	17.1 Consider and implement the Social Infrastructure (Open Space and Recreation) Strategy, including delivery of sports fields and courts; passive recreation; new open space in North Strathfield, Concord West and along the Parramatta Road Corridor; a new park in the Strathfield Triangle; expansion of Fred Kelly Place; and increased indoor recreation (Five dock Leisure Centre and Concord Oval).	
18. Reduce carbon emissions and manage energy, water and waste efficiency	18.5 Undertake a review of Canada Bay Development Control Plan to: provision for electric vehicles and shared infrastructure; provide controls regarding solar panels and required a dedicated space for battery storage.	
19. Adapt to the impacts of urban and natural hazards and climate change	19.1 Implement flood related planning controls in accordance with the recommendations of the Concord West Precinct Flood Study.	



## Background and Strategic Context Review

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### Local Housing Strategy (2019)

City of Canada Bay



The majority of the Precincts have been identified as areas that will be investigated for greater housing diversity, with the exception of the north-west corner of North Strathfield precinct, which has been identified as a Character area.

#### Key housing priorities

1. Large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans
2. Ensure that high density dwelling yields are comprised of sufficient dwelling diversity
3. Local centres are planned to provide opportunities for alternative low and moderate-scale housing, within walking distance of services and access to public transport
4. Housing diversity and choice to be further addressed by infill development around centres in the form of low-rise medium density, to provide a wider range of housing forms whilst being respectful of local neighbourhood character
5. Ensure that housing in the LGA provides opportunities for key workers, low income households and other groups through the requirement the private sector provide affordable housing as part of larger redevelopment
6. All character areas be identified and protected, with sensitive infill development, as part of retaining a diversity of housing types and residential streetscapes

### Community Strategic Plan 2018-2030 (2018)

City of Canada Bay



#### Built form

##### North Strathfield

1. **Concord/North Strathfield Character area:** Federation (mainly single storey houses, hipped roofs) and Inter-War Bungalows (1 to 1.5 storey houses, pitched roofs). Desired character area: New development will need to respond to the dominant single storey scale of the area, low fencing.
2. **Future Medium Density Residential:** Some capacity for additional dwellings. These areas are well located adjacent to local centres and train stations, with large lot sizes that could make redevelopment without amalgamation possible. Constraints: There is relatively little open space near these areas. Net Housing Capacity: 457
3. **Key Controls:** Centre Core: B1 Neighbourhood Centre. Mixed Housing Precinct - Rezone R2 Low Density areas to R3 Medium Density. HOB max. 2 storeys, opp. 3 storeys in delivery of terraces. Add manor house typology.

##### Burwood North

4. **Major development area** along PRCUTS corridor : Significant apartment development expected both in the first and second stage releases, with the first stage (by 2026). Net Housing Capacity: 2,833

##### Five Dock

5. **Major Centre:** This is a large and thriving centre which is very attractive for potential apartment dwellers. There are a number of sites scattered throughout the municipality which can accommodate some significant development. Constraints: All developments need to respect existing character which means even two storey townhouses would need to be consistent with the established single storey streetscape. Net Housing Capacity: 954
6. **Future medium density residential areas:** Most medium density opportunities lie to the east of the centre, although unlikely to yield significant volumes of dwellings. Constraints: Area does already contain a fair share of townhouse developments. Net Housing Capacity: 119
7. **Low density residential areas:** Some opportunities in the form of single lot subdivisions which would add one dwelling per lot. Net Housing Capacity: 532
8. **Key Controls:** Major Centre: B4 Mixed Use Zone. Mixed Housing Precinct - Rezone R2 Low Density areas to R3 Medium Density. HOB max. 2 storeys, opp. 3 storeys in delivery of terraces. Add manor house typology.

#### Land use and activity

##### Theme 1: Inclusive, involved and prosperous

1. Promote disability inclusion to enhance positive community attitudes and behaviours
2. Provide children and family services and facilities
3. Provide services and a range of facilities for Seniors for the ageing population
4. Support young people by providing information and services
5. Provide library services
6. Provide quality active and passive recreation services and facilities
7. Provide community facilities
8. Plan for affordable housing

#### Open Space and Community

##### Theme 2: Environmental responsible

9. Respond to the impacts of climate change through planning for environmental sustainability
10. Protect and enhance natural resources and biodiversity
11. Provide efficient and effective waste and resource recovery services
12. Manage drainage and stormwater infrastructure
13. Plan for, and maintain parks and open space

#### Movement and access

##### Theme 3: Easy to get around

14. Advocate and provide for accessible public transport and related infrastructure
15. Provide linked footpaths and cycleways
16. Provide efficient lighting for public spaces to ensure a safer environment
17. Deliver traffic and parking infrastructure
18. Provide quality roads and infrastructure that caters for current and future road transport needs

Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (2019)

City of Canada Bay



Open spaces and community

Open space and recreation priorities by catchment

General LGA

1. Identify opportunities for recreation outcomes such as water sensitive urban design (WSUD) to improve pedestrian amenity or new open space opportunities
2. Protect existing trees and natural bushland areas throughout open space and streets, in particular in small open space areas without other recreation functions
3. Set a benchmark in a PRCUTS urban design study for all future development in line with the Greater Sydney Commission, that:
  - All dwellings should be within 400m of open space of at least 0.3ha, and
  - All high density dwellings should also be within 200m of open space of at least 0.1ha
4. Require on-site accessible communal open space, including ground floor open space in new residential developments
5. Investigate opportunities for recreation, quiet contemplation and play in natural areas, particularly for people living in higher density.

North Strathfield

6. Improved connections along Powells Creek Corridor and Parramatta Road (2026)
7. Review planning for Strathfield Triangle (2026)
8. New open space close to future Metro station (minimum 0.3ha) to support increased population (2036)
9. Streetscape improvements connecting from residential areas along the train line in Concord, and Concord West, to Henley Park, Central Park and the Walkers Estate
10. Deliver Green Grid connections as part of the Parramatta Road Corridor Transformation Strategy and deliver improved connections along Parramatta Road to open space in the Powell's Creek corridor
11. Investigate opportunities to deliver new multi purpose courts.

Burwood North

12. Green Grid recreation trails from Goddard Park to Massey Park Golf Course, and Concord Oval to Barnwell Park Golf Course (2026)
13. Informal recreation opportunities in local open space to support future Metro station and increased population (2036)
14. Deliver new outdoor recreation courts at Concord Oval (2026)
15. Investigate opportunities to redevelop underutilised outdoor recreation facilities (e.g. tennis courts, bowling clubs/greens)
16. Streetscape improvements connecting the south of the Burwood Green Link corridor and St Lukes Park/Concord Oval corridor to support habitat connections as well as improved pedestrian and cycle connections
17. Improve open space connections in these areas: Burwood Green Link - Burwood Park to Hen and Chicken Bay, St Lukes Park and Concord Oval corridor, Bicentennial Park/ Sydney Olympic Park.

Five Dock

1. Improved connections along Iron Cove Creek from Parramatta Road (2036)
2. New open space in town centre (minimum 0.3ha) to support increased population including from future Metro station (2036)
3. Streetscape improvements to improve walkability to village centres e.g. Five Dock Town Centre to Timbrell Park, Five Dock Park etc.
4. Deliver expanded indoor recreation provision at Five Dock Leisure Centre to complement facility and service provision proposed at Concord Oval (2026)
5. Expansion of Fred Kelly Place (2026)
6. New youth recreation area (2026)

Social Infrastructure (Open Spaces and Community) Strategy and Action Plan (2019)

City of Canada Bay



Land use and activity

Social infrastructure priorities by catchment

General LGA

1. Incorporate Aboriginal cultural heritage/interpretation of significance in our social infrastructure.
2. Investigate shared use or temporary uses of underutilised Council owned buildings for temporary pop up arts and cultural uses
3. Work with local schools to unlock their potential as publicly accessible community facilities in areas with current gaps and future growth.

North Strathfield

4. Priority area for future high school classrooms.
5. Deliver a new 400m<sup>2</sup> local multi-purpose community venue (1,101m<sup>2</sup> by 2036), near future metro station
6. Youth services and programs and services and programs for culturally diverse residents
7. Communal spaces within new high density apartments.

Burwood North

8. Priority area for future high school classrooms. Increased capacity of Concord High School to address growth
9. Redevelopment of Concord Community Centre. Address the existing lack of a staffed district level multi-purpose community centre through the delivery of a 1,200m<sup>2</sup> community centre. This facility could include a 200+person hall, community office space, and arts and cultural facility space to support a range of age groups, and additional library program space. Space could be provided near Burwood North or Five Dock metro station to service Five Dock, Canada Bay and Concord catchments.

Five Dock

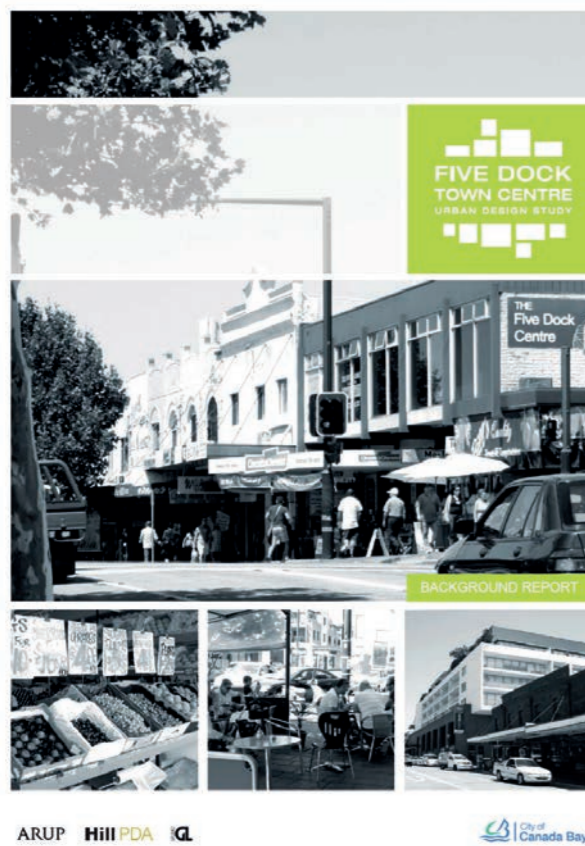
10. Local multi-purpose community venue in town centre (1,256m<sup>2</sup> by 2036)
11. Increase seniors housing
12. 684m<sup>2</sup> additional library floor space required in the Five Dock/Drummoyne catchment
13. Plan for increased supply of seniors housing to support older people to age in place within the neighbourhoods where they are connected.
14. Spaces to provide services and programs for children, families, youth and seniors. Communal rooms to be provided within future high density developments.



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Five Dock Urban Design Study  
- Background Report (2013)

City of Canada Bay



Five Dock Urban Design Study  
- Recommendations Report (2013)

City of Canada Bay



Land use and activity

1. Framework vision:
  - Public domain as a catalyst
  - Safety and surveillance: improve natural surveillance and adequate lighting in public areas
  - Activity generator: place spaces as centres of public life
  - Incentives for site amalgamation and redevelopment: encourage site amalgamation for courtyard style developments and to create larger retail shops, through bonuses. Reduction of car park provisions in centre
  - Strategic opportunity sites: Improve the centre's amenity and making it more attractive. The largest Council own site is the car park on Waterview Street and is considered key to the establishment of the new town square. Another catalyst site is at the intersection of Lyons Road and Great North Road as a new gateway park.

Movement and access

3. Framework vision:
  - A robust urban structure: new connections along east-west streets
  - A fine-grain pedestrian network: redevelop area where possible to create a permeable, fine-grain network of public lanes and pedestrian links
  - Pedestrian activity and desire lines: Adding a crossing point at Rodd Road & crossing improvements at Kelly Place. First Ave as a traffic calmed street. Pedestrian desire lines along First and Second Ave and Garfield St
  - East-west cycle connection: cycle link along Henry Street and Barnstaple Rd
  - Consolidated, more efficient carparking: Relocating parking to the edges of the core to promote walking, multi-level car park at Kings Road
  - Increase safety through lighting, active/passive surveillance and new crossings.

Built form

2. Framework vision:
  - A memorable, distinctive place: highlight heritage with streetscape and an adjacent high-quality public domain. Creating spaces in centre's T-intersections
  - Defined public domain: buildings to be built to street alignment
  - Human scale and proportion: Increase max. building height to 16m, max 5 storeys, 4 storey street wall with upper level set back
  - Quality new development
  - Prominent places of interest
  - Celebrate and highlight heritage

Open space and community

4. Framework vision:
  - A strong community heart: Fred Kelly Place and open space outside of post shop defines the civic focal point in the town centre extending one/both to strengthen the 'heart' of Five Dock.
  - Green streetscape: Northern section of the Great North Road in urgent need of streetscape upgrades.
  - Local identity and activity clusters: Potential locations for public art in the new town square, the proposed northern gateway park/plaza and in various streets and lanes.
  - Activity cluster: Cluster approach, grouping activate with same mix of uses.
  - Northern gateway and landscaping
  - Public art

## Background and Strategic Context Review

### 2.4 Baseline Review - Access and Movement

#### Local Movement Strategy (2019)

City of Canada Bay



#### Movement and access

##### Active Transport

1. Improve walking and cycling connections to town centres, train stations and future Metro station
2. More efficiently integrate transport mode at public transport interchanges
3. Provide safe walking and cycling facilities by investigating new opportunities.
4. Investigate safe cycling routes within 1km of schools through new or improved facilities
5. Provide a legible, connected and accessible cycle network through completing missing links.

##### Public Transport

6. Create a simple and direct bus network
7. Provide a comfortable bus travel experience for customers
8. Create a more accessible public transport network for residents who are not within walkable catchments of frequent bus routes through more on-demand services
9. More efficiently integrate transport modes at public transport interchanges
10. Priorities public transport access to major employment or mixed-use developments or in areas that would benefit from enhanced accessibility.
11. More efficiently integrate transport modes at public transport interchanges
12. Provide additional public transport capacity to relieve constrained corridors.
13. Dedicated public transport lanes on Parramatta Road

##### Road Network

14. Improve safety by reviewing speed limits on major roads and in town centres
15. Investigate the movement of traffic in and around local centres to increase the efficiency of the road network
16. Better manage parking requirements
17. Accommodating future transport in Canada Bay
18. Reduce demands for on-street loading by improving off-street facilities.

##### Travel Demand Management

19. Invest in active and public transport by leveraging off new development to shape sustainable land use
20. Behaviour change to achieve mode shift, travel reduction or peak spreading.

##### Land Use

21. Integrate land use and transport planning.

### 2.5 Baseline Review - Economy

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#### Employment and Productivity Study (2019)

City of Canada Bay



#### Employment

##### General LGA

1. Canada's Bay employment is precinct focused. Only two precincts serviced by train (Rhodes & North Strathfield). Areas in between the centres lack the necessary services to attract a strong presence of employment.
2. Many of Canada Bay's other centres are population serving. With a mix of local and neighbourhood centres, these centres predominantly play a local population-serving role. Some centres such as Five Dock and Concord have established themselves as vibrant and identifiable centres.
3. The industrial role of the LGA is transitioning. There has been a shift in the makeup of Canada Bay's employment. Both knowledge intensive and health jobs have proportionally increased, at the expense of industrial and population serving.
4. A reduction in land available for industrial jobs, with industrially-zoned land gradually rezoned and these industries in relative decline overall.
5. The workforce is becoming increasingly professional. Knowledge-intensive and health and education-related jobs employ 59% of Canada Bay's residents.

##### North Strathfield

1. Take advantage of the Bakehouse Quarter's unique urban character to develop a clear commercial, retail and entertainment identity.
2. The Metro is likely to have three implications for North Strathfield and the Bakehouse Quarter:
  - Additional population growth in increased demand for retail provision.
  - Increased commercial densities will likely influence the location of retail and entertainment function and may support the location of station entry points even closer to the Bakehouse Quarter to facilitate this connection.
  - Unlikely that there will be commercial intensification around North Strathfield station due to anticipated desirability of the Bakehouse Quarter.

##### North Strathfield

- incorporate displaced industries in the B6 and In1 zones within future mixed use and enterprise precincts along Parramatta Road as part of the PRCUTS.

##### Five Dock

1. Concentrate future growth on perpendicular streets, rather than extending the length of the retail strip on Great North Road.
2. Provide appropriate commercial floorspace in the centre core.
3. Anticipated that the centre would be heavily focused on population serving uses such as retail rather than as a commercial core.

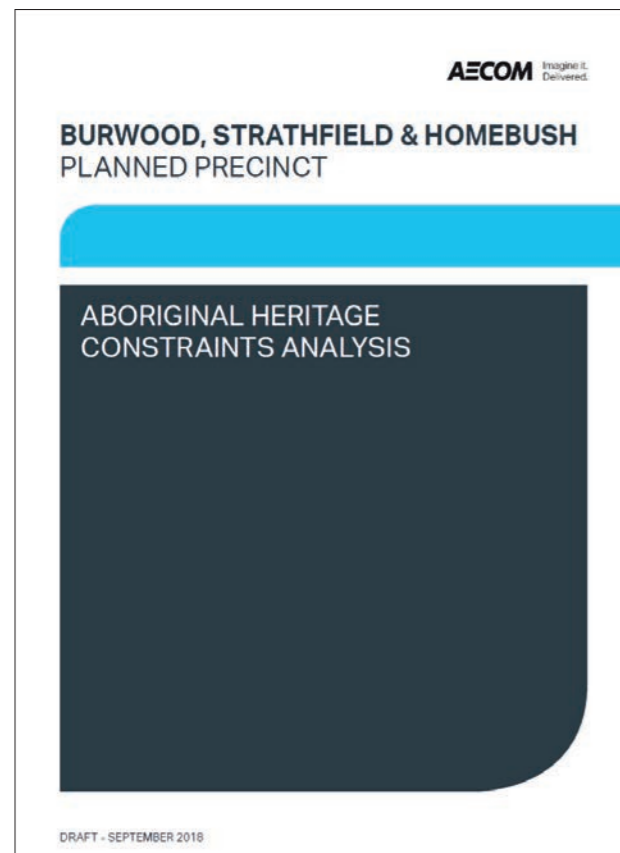


## Background and Strategic Context Review

### 2.6 Baseline Review - Heritage

#### Burwood, Strathfield & Homebush Aboriginal Heritage Constraints Analysis (2018)

City of Canada Bay



#### Open spaces and community

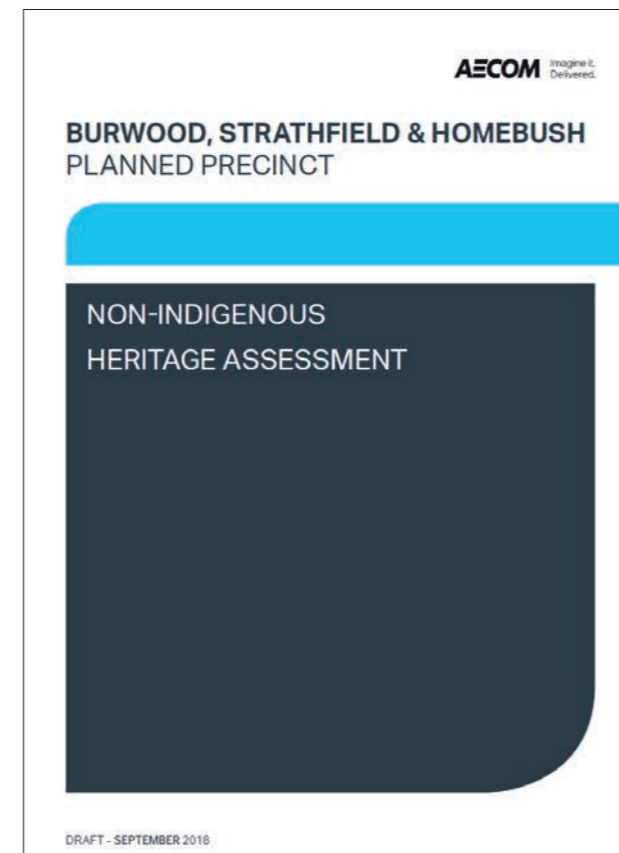
There are no areas of Aboriginal heritage or significance identified within the 3 precincts within this report.

Opportunities exist to increase the density within the precincts in areas:

- With little or no heritage value
- Where the heritage character relates to two or three storey items
- Where the heritage character has already been modified
- Where heritage items are adjacent to higher density developments such as railway corridors, town centres and apartments.

#### Burwood, Strathfield & Homebush Non-Indigenous Heritage Assessment (2018)

City of Canada Bay



#### Open spaces and community

##### Homebush Sub-precinct (incl. North Strathfield)

1. Bakehouse Quarter identified as a local heritage item
2. Heritage items predominately as dwellings on the east of the precinct.
3. Heritage conservation area south of Princess Street.

##### Burwood Sub-precinct (incl. Burwood North)

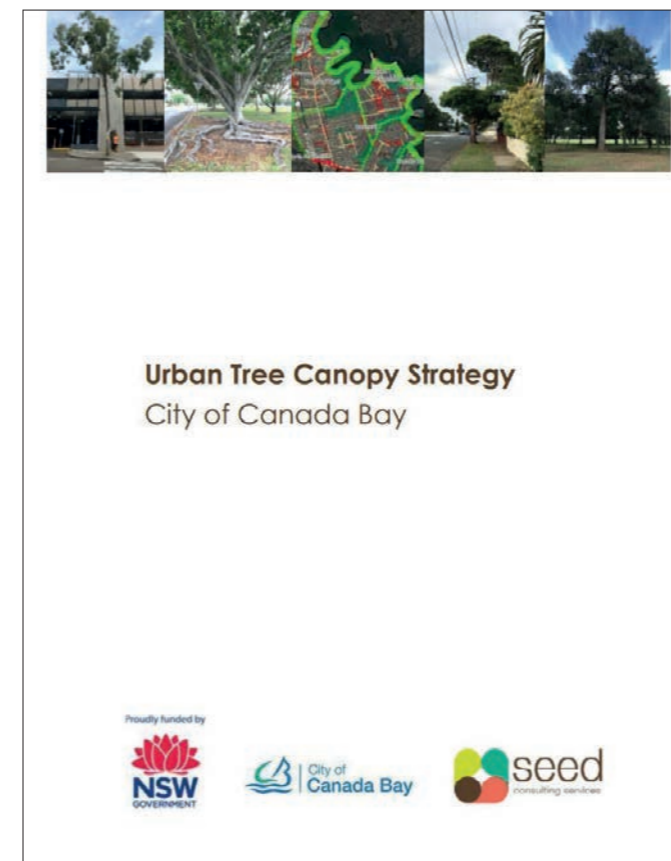
4. Heritage items predominately as dwellings in the west of the precinct. Significant heritage item is St Luke's Church on the west
5. Heritage items of open space Concord Oval and Queen Elizabeth Park surrounding the precinct.

### 2.7 Baseline Review - Public Domain & Environment

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#### Urban Tree Canopy Strategy (2019)

City of Canada Bay



#### Open spaces and community

1. Urban forest covers over 18% of the Council area, including public and private land, with the remaining land area being predominantly impervious surfaces at 55% (e.g. buildings and roads), 18% of land cover was identified as having potential plantable space.
2. To align with the NSW Government Architect's Office Tree Canopy Manual (draft) and the Council's Your Future 2030 vision, the Council will need to achieve an increase in current canopy to at least 25% by the year 2036. That equates to an increase of approximately 1.35 km<sup>2</sup> of canopy cover, or around 190 rugby union fields' worth.

##### North Strathfield

3. Comprises 4.9% of the Council area and is dominated by impervious cover (62%)
4. Less than 20% of the suburb is covered by tree canopy, with more of this canopy falling on private than public land. 15% of area is identified as plantable.
5. North Strathfield is identified as a high priority suburb for tree planting.

##### Burwood North (part of Concord)

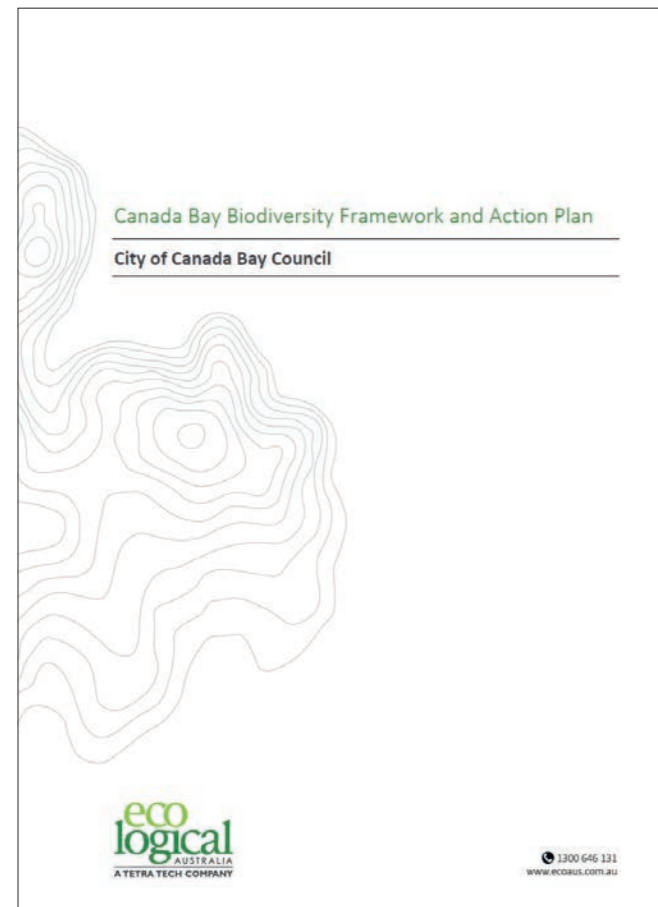
6. Concord is the largest suburb, comprising 25% of the Council area and dominated by impervious cover (48%) and unplatable space (12%)
7. Public land is comprised primarily of tree canopy (10.5%), and plantable grassy areas (10%). 22% of the area is identified as plantable.
8. Burwood North is identified as a high priority suburb for tree planting.

##### Five Dock

9. Comprises 12.3% of the Council area and has a higher than average proportion of impervious cover (62%) and unplatable space (8%).
10. Less than 20% of the suburb is covered by tree canopy, with more of this canopy falling on private than public land, making the suburb vulnerable to canopy loss should urban in-fill occur. 13% of area is identified as plantable.
11. Some streets within Five Dock are identified as high priority streets for tree planting.

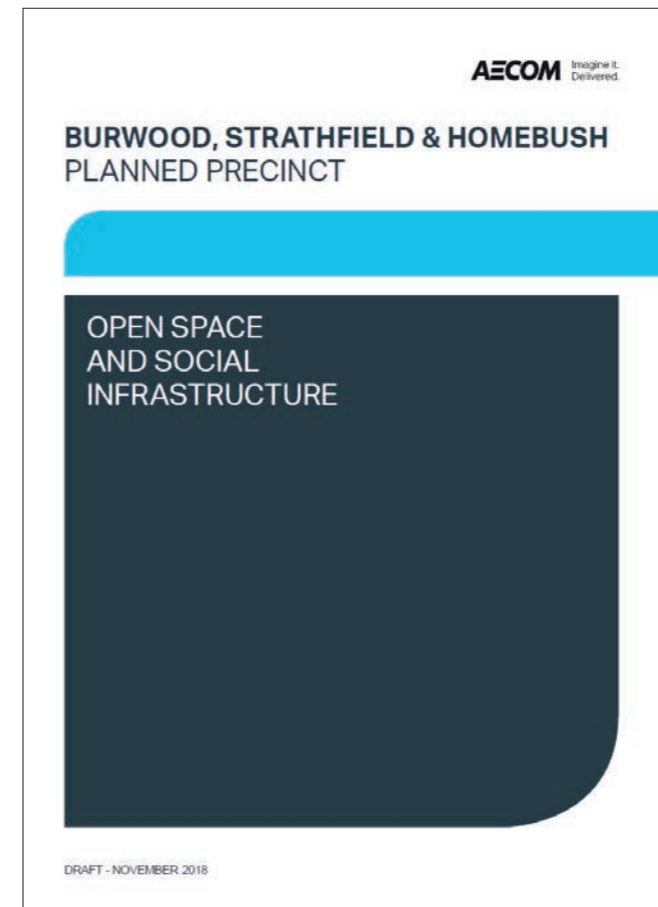
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**Canada Bay Biodiversity Framework (2019)**  
City of Canada Bay



- Open spaces and community**
1. Native Vegetation: protecting, managing and restoring native vegetation and biodiversity for current and future generations
  2. Urban Waterways: restoring the river foreshore environment, waterways and their surrounds
  3. Corridors and Connectivity: enhancing landscape linkages
  4. Public Spaces: managing our reserves to promote biodiversity and community interaction
  5. Urban Habitat: protecting, conserving and managing biodiversity with the community in the urban landscape
  6. Green Infrastructure: providing opportunities for green infrastructure, innovation, enhancements and demonstration of excellence in biodiversity, and fostering partnerships and education opportunities in Canada Bay
- North Strathfield**
7. Powells Creek Reserve ecological connectivity as a high priority
- Burwood North** (part of Concord)
8. Queen Elizabeth Park, Cintra Park, St Luke's Park, Goddard Park ecological connectivity as a high priority
- Five Dock**
9. Timbrell Park ecological connectivity as a high priority

**Open Space and Social Infrastructure (2018)**  
City of Canada Bay



- Open spaces and community**
- Preliminary gaps and changing needs that have been identified:
1. Increase in proportion of young adults in the community; placing higher demand on semi-formal sporting spaces and outside of business hours uses
  2. High proportion of population living in flats and apartments increased demand on open space for recreation that may be done in a private open space in a less dense area e.g. barbecues
  3. Ageing population increases demand for social infrastructure such as community centres as well as accessibility to all services
  4. The high level of cultural diversity in the area increases demand on social infrastructure that can facilitate activities such as language classes and cultural celebrations as well as ensuring standard services are accessible to those speaking languages other than English.
  5. The cultural diversity also changes the demand on open spaces and sporting infrastructure provision
- Land use and activity**
6. A potential baby boom from the existing young adults may create need for early childhood, play facilities and primary schools in the medium term 5-10 years
  7. Canada Bay Council has an under provision of medical facilities in the Strathfield sub-precinct and open space within Homebush sub-precinct

# Baseline mapping

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## 3.1 Emerging vision and common themes

The background documents provided an overview of the strategic direction for each precinct. The following section overlays the key findings from each of the strategies and is structured according to 4 key categories:

1. Land use and activity
2. Built form
3. Movement and access
4. Open space, public domain and community

The purpose of this is to understand the key priorities of each precinct based on the above categories to form the structure plans in Stage 2.





## Baseline mapping

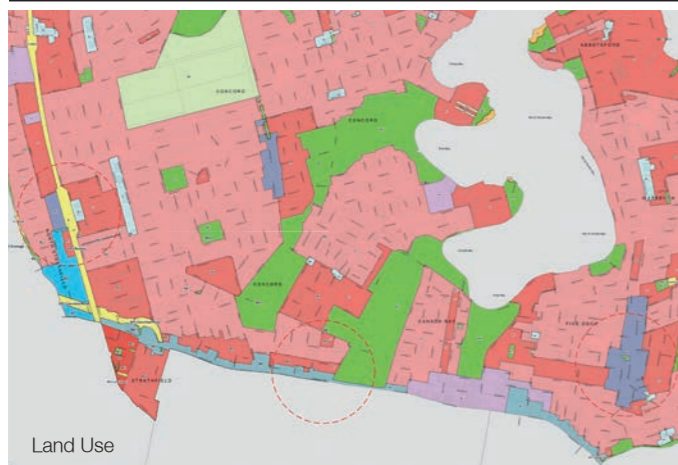
### 3.2 Land use and activity summary map - baseline documents

The table below identifies the key maps/documents that inform the land use and activity and built form summary maps. The purpose of these maps is to identify opportunity for growth and intensification for development whilst safe guarding heritage/conservation areas and areas of significant local character.

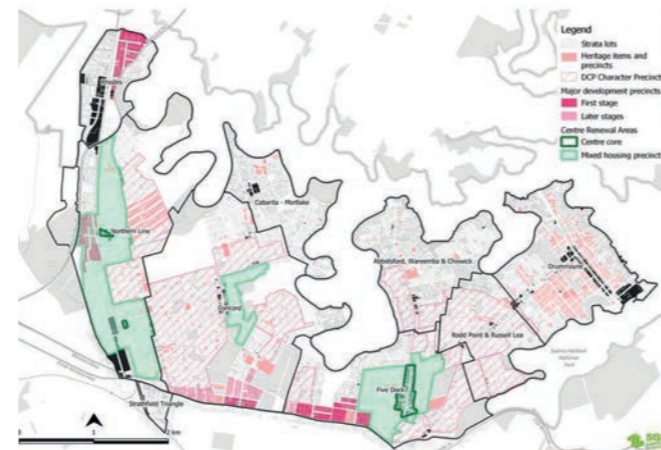


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LEP 2013

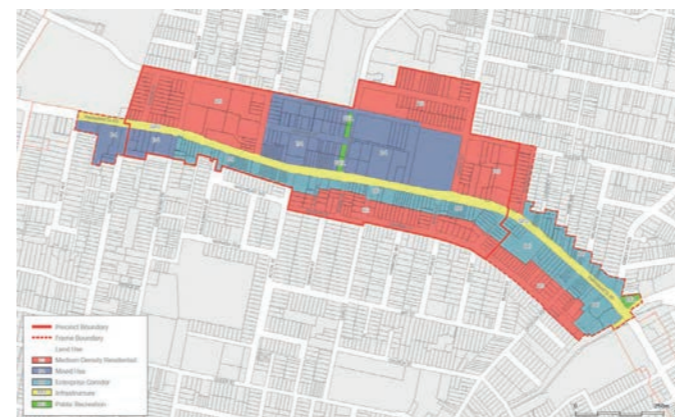
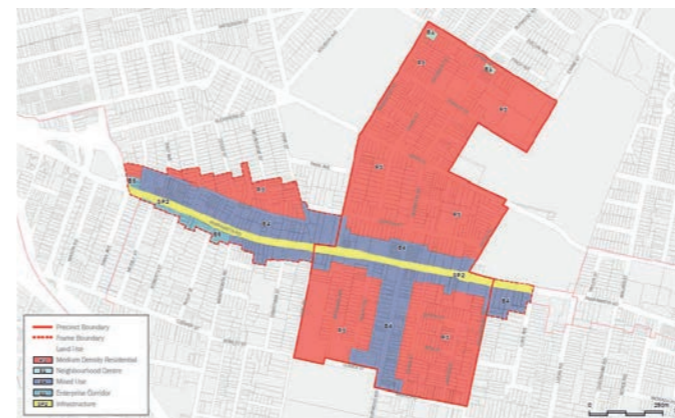
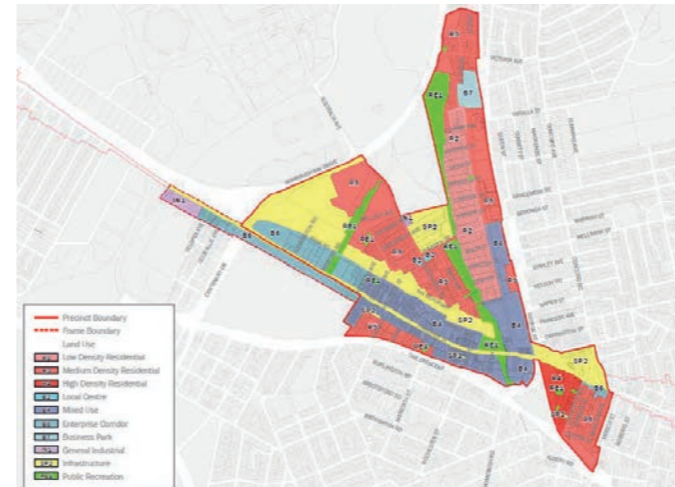


Canada Bay Local Housing Strategy, September 2019



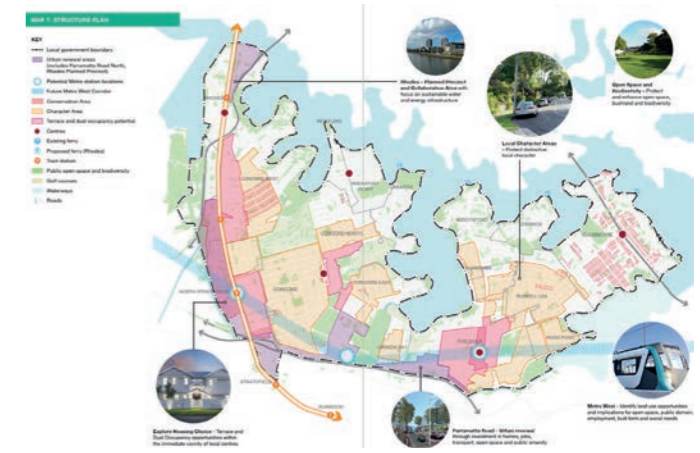
Canada Bay Local Housing Strategy, September 2019. Pg 107

Urban Growth PRCUTS Planning and Design Guidelines, November 2016



Parramatta Road Corridor Urban Transformation Implementation tool kit, November 2016 . Pg 139, 163

Canada Bay Local Strategic Planning Statement, September 2019

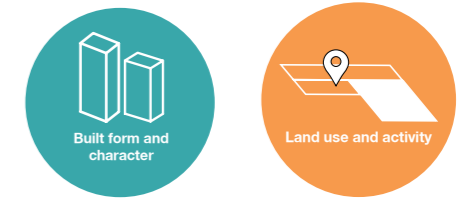


Canada Bay, Local Strategic Planning Statement, September 2019. Pg 21

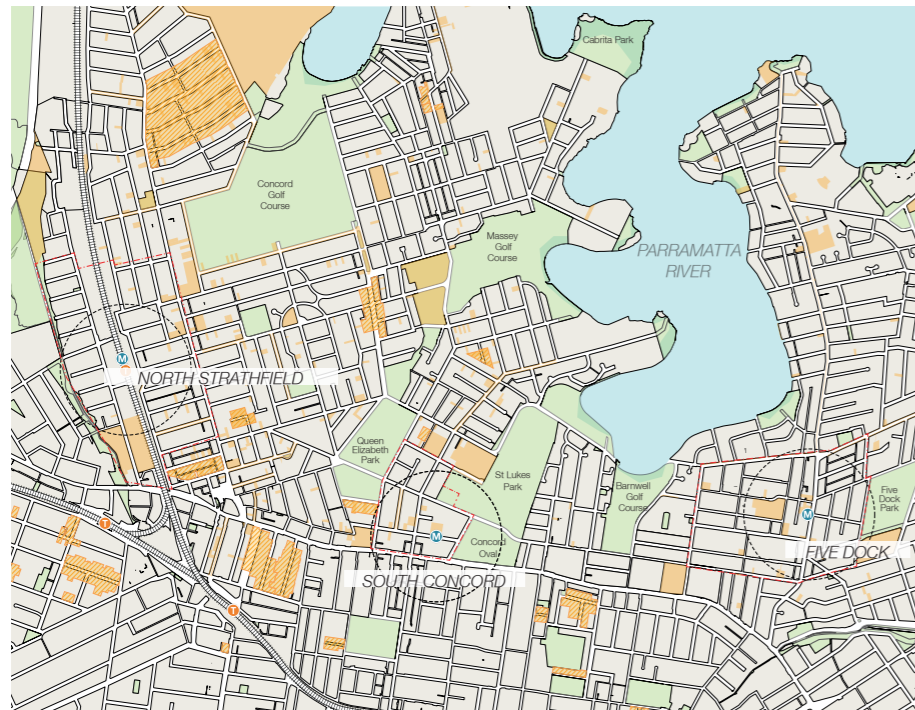


## Baseline mapping

### 3.3 Character areas, conservation areas and heritage items



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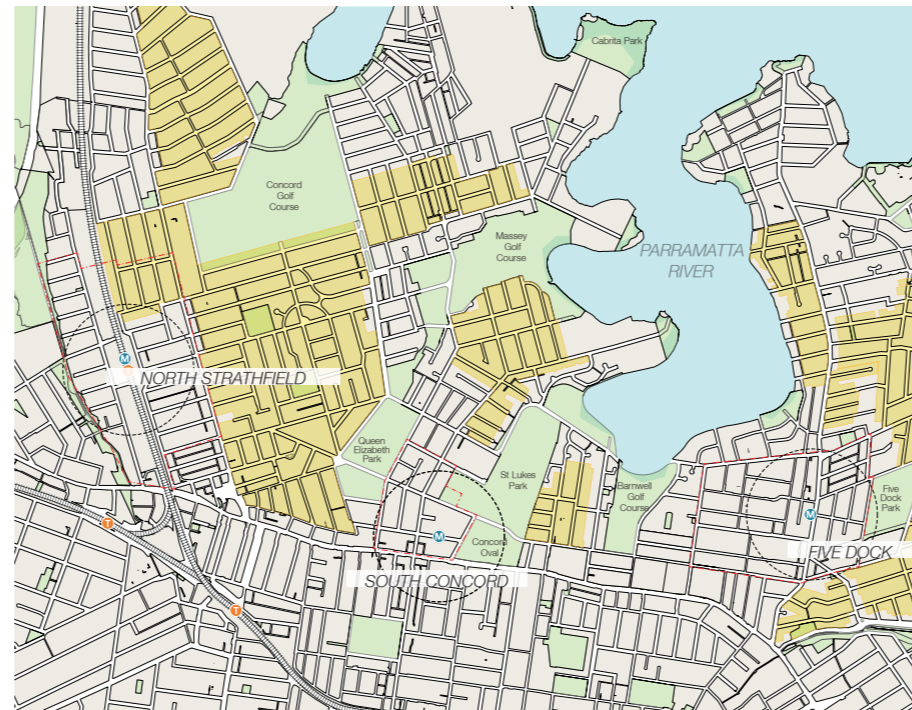


**Conservation areas and heritage items (LEP 2013)**

The conservation areas and heritage items identified by Canada Bay Local Environmental Plan (LEP 2013) play a significant role in establishing the local character of the LGA. The character and density of these areas must be maintained intact and the heritage items enhanced.

**Key**

- 400m catchment
- Precinct boundary
- Conservation areas
- Heritage items
- RE1



**Character areas (LSPS)**

Character areas identified by the Canada Bay Local Strategic Planning Statement (LSPS) are areas where the current development capacity is to be maintained and where new development is to be consistent with the future character statement. Council will review the Interim Character Areas and produce new local character statements for these areas and areas identified for change.

**Key**

- 400m catchment
- Precinct boundary
- Character area
- RE1



**Combined constraints map**

The character areas, conservation areas and heritage items combined represent a constraint to medium density development. They are important to preserving identified local character and offsetting its loss as a consequence of the anticipated significant uplift in the LGA over the next 20 years.

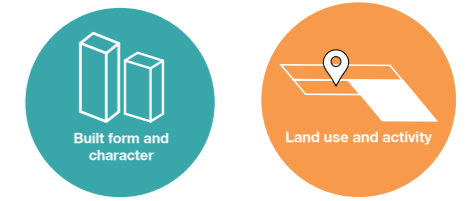
The character areas, conservation areas and heritage items combined are to be considered constraints to medium density development within the LGA.

**Key**

- 400m catchment
- Precinct boundary
- Heritage item
- Conservation areas
- Character area
- RE1

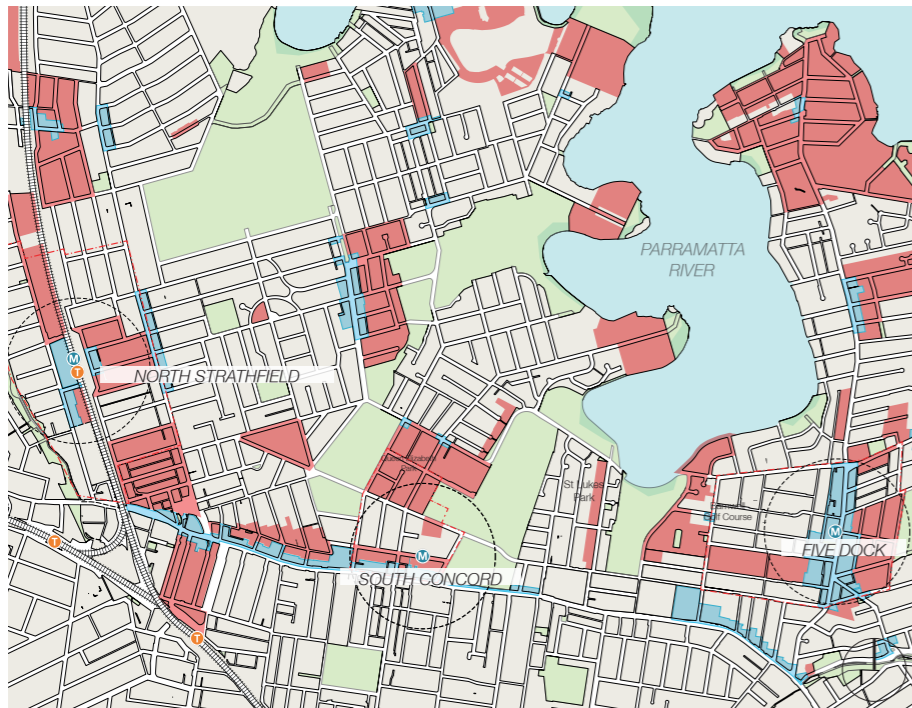


## Baseline mapping



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### 3.4 Density and zoning proposed by various strategies

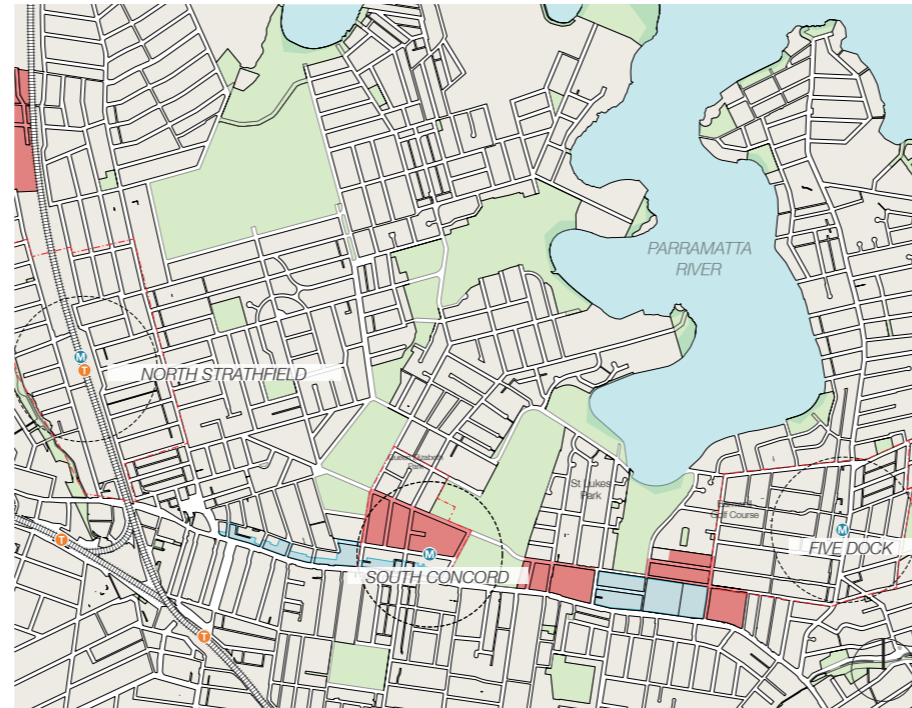


#### Existing land zoned as R3, B4 and B6 (LEP 2013)

The current Local Environmental Plan (LEP 2013) has land zoned medium density residential R3, not yet fully delivered. Mixed use zones (B4) and corridor enterprise zones (B6) are also existing opportunities for medium density.

#### Key

- 400m catchment
- Precinct boundary
- R3 land (LEP 2016)
- B4 and B6 land (LEP 2016)
- RE1

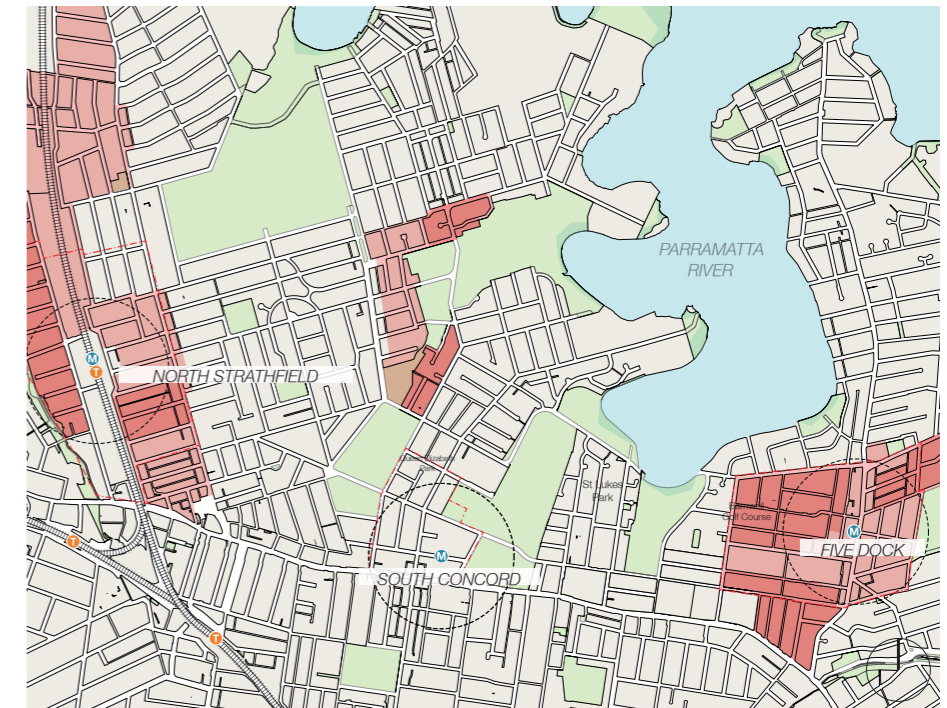


#### Medium Density R3 Parramatta Road Corridor Urban Transformation

The Parramatta Road Corridor Transformation strategy identified additional land to be zoned for medium density residential and mixed use. These lots are to be considered as opportunity sites for future development.

#### Key

- 400m catchment
- Precinct boundary
- Medium density residential (PRCUTS)
- Mixed use (PRCUTS)
- RE1



#### Terrace and dual occupancy potential (LSPS)

#### Mixed housing precinct (Local Housing Strategy)

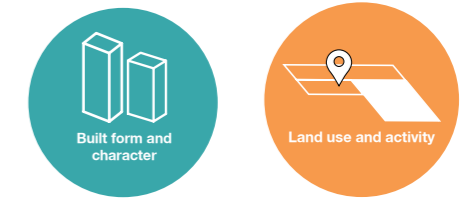
The local housing strategy and the LSPS identify areas suitable for dual occupancy typologies and terrace houses. These lots are to be considered as opportunity sites for future development.

#### Key

- 400m catchment
- Precinct boundary
- Terrace and dual occupancy potential (LSPS)
- Housing precinct (local housing strategy)
- RE1



## Baseline mapping



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### 3.5 Combined medium density and housing opportunity maps - land use

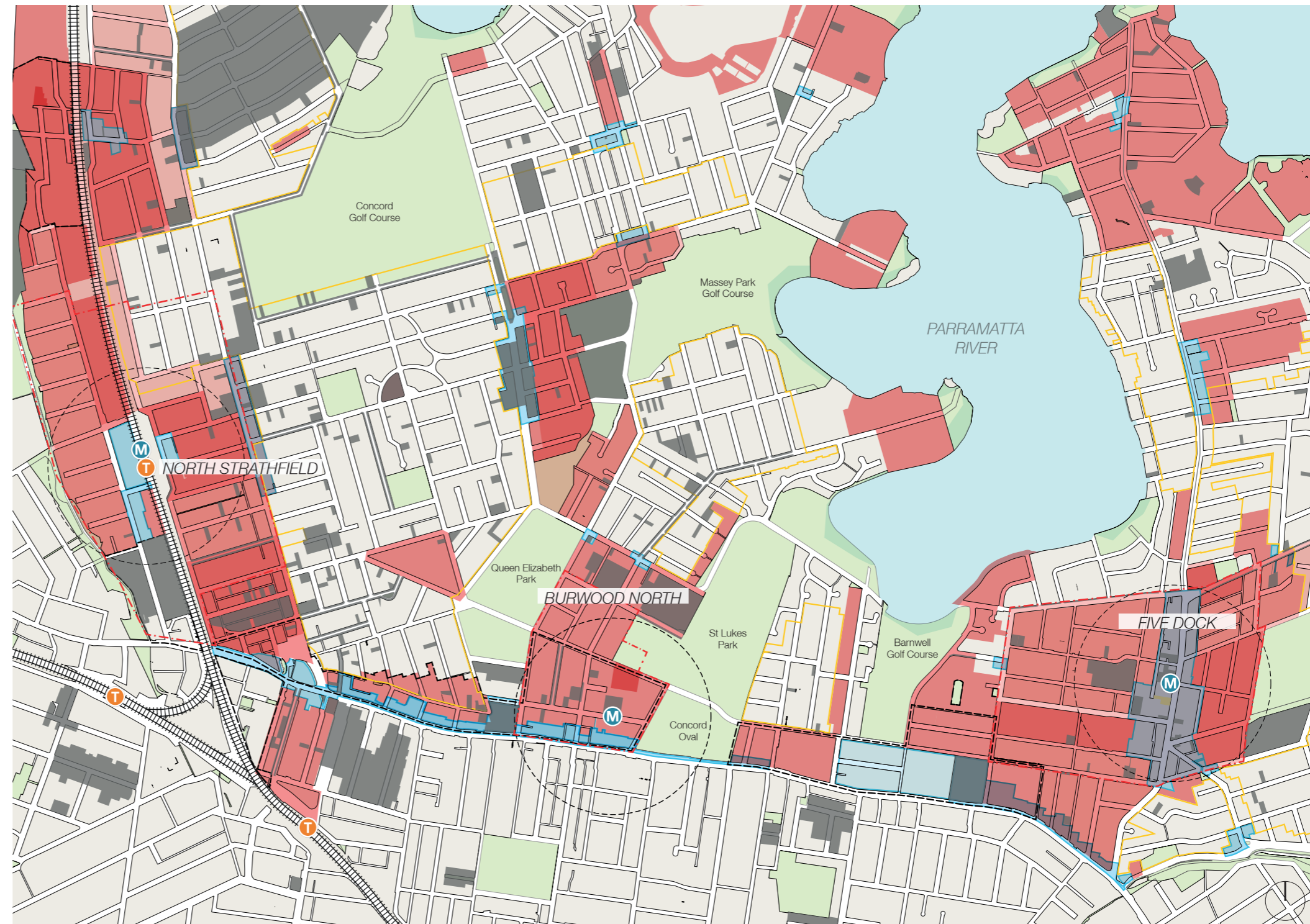
The combined medium density opportunity maps overlaid with the constraints map show the areas of the LGA considered for new medium density development in accordance with all the strategic document summaries and maps.

The opportunity areas are the following:

- Land currently zoned R3 and not yet fully delivered
- Land currently zoned mixed use B4 and not yet fully delivered
- Land identified for medium density and mixed use by the PRCUTS
- Areas identified for dual occupancy housing typology by Canada Bay Local Housing Strategy
- Land identified for dual occupancy typology and terrace houses by the LSPS

#### Key

- 400m catchment
- - - Precinct boundary
- R3 residential land (LEP 2013)
- Terrace and dual occupancy potential (LSPS)
- Medium density residential (PRCUTS)
- Housing precinct (local housing strategy)
- B4 and B6 land (LEP 2013)
- Areas where R3, B4, B6 land uses overlap
- Areas where heritage and B4, B6 land uses overlap
- Areas where residential uses overlap (LEP 2013, LSPS, PRCUTS, and local housing strategy)
- RE1
- Heritage and conservation areas
- Character areas



## Baseline mapping



### 3.6 Combined medium density and housing opportunity maps - height of buildings

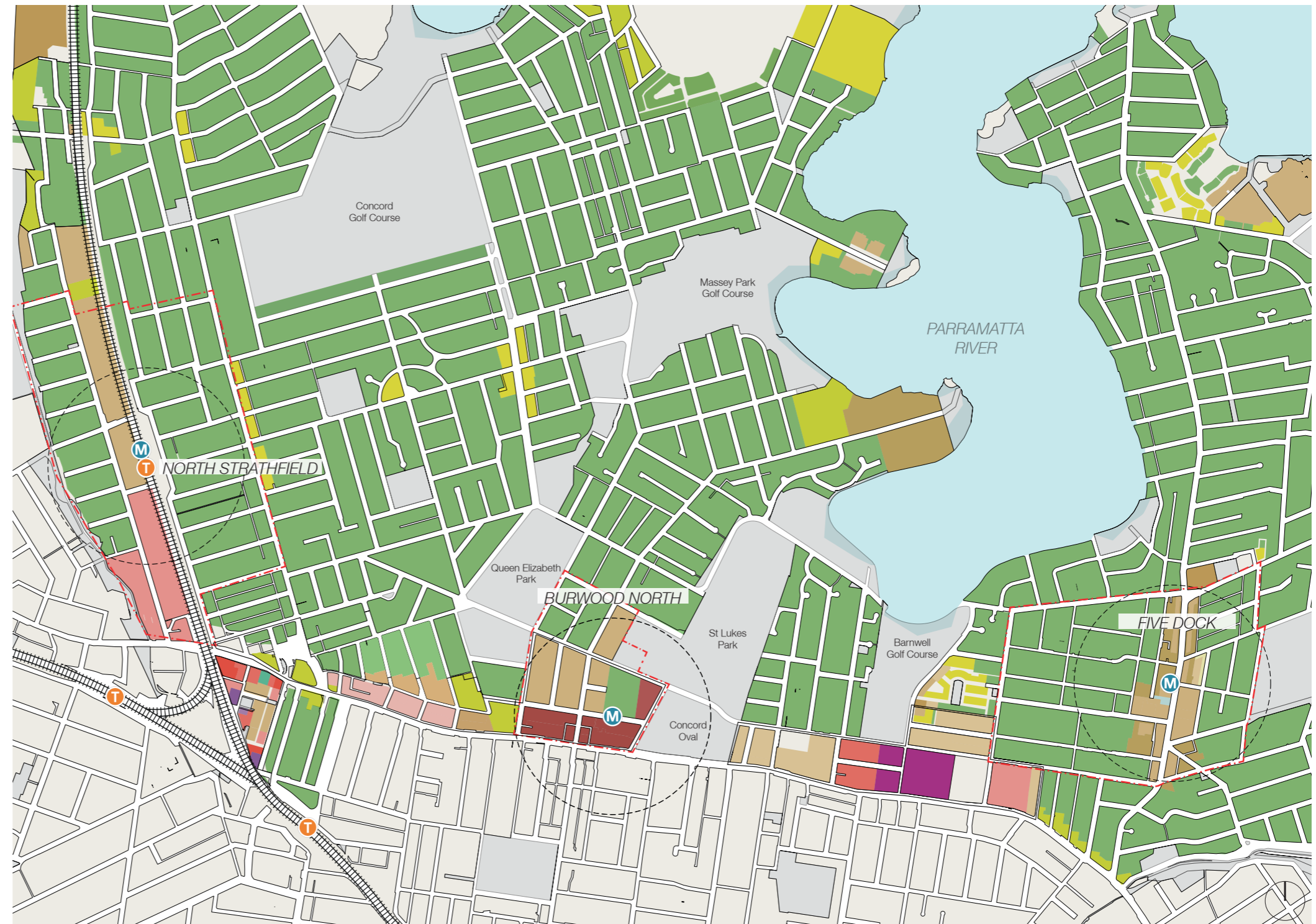
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The combined mapping of the strategic documents regarding height of buildings across the LGA has highlighted the following existing opportunities:

- Heights of up to 16m along railway corridor at North Strathfield
- Heights up to 27m at Bakehouse Quarter
- Increased heights from 12m along Parramatta Road at Burwood North to 42m as part of the PRCUTS vision
- Increased heights at Burwood North from 8.5m to 16m.
- Five Dock height of buildings remains unchanged from the LEP 2013.

#### Key

---	400m catchment		
- - -	Precinct boundary		
■	8.5m	■	24m
■	9.5m	■	25m
■	10m	■	27m
■	11m	■	31m
■	12m	■	32m
■	14m	■	35m
■	15m	■	40m
■	16m	■	42m
■	17m	■	50m
■	20m	■	59m
■	21m	■	80m





# Baseline mapping



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## 3.7 Movement and access summary map - baseline documents

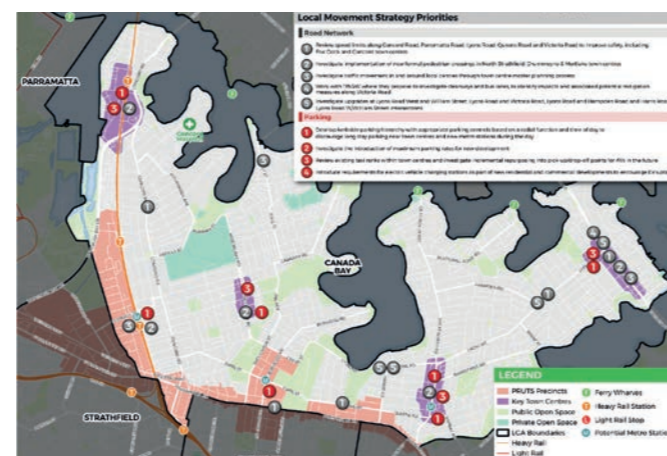
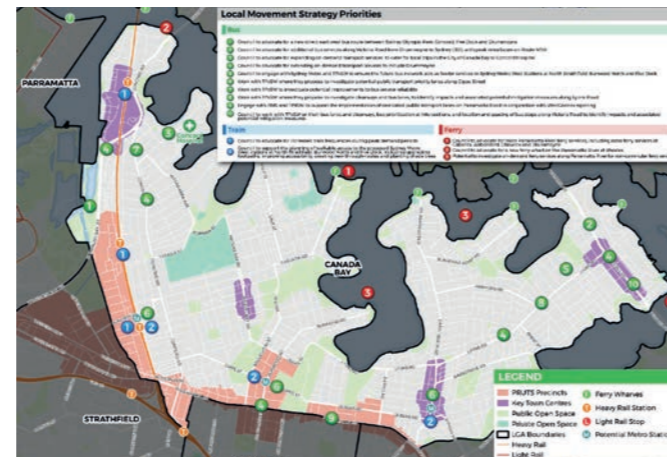
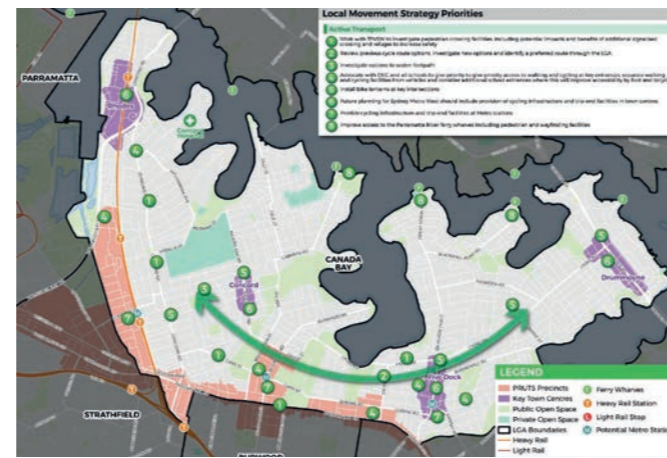
The table below identifies the key maps/documents that inform the movement and access summary maps. The purpose of these maps is to identify opportunity for growth and intensification for development whilst safe guarding the key access and movement routes within the precincts.

### Canada Bay LSPS, September 2019



Canada Bay, Local Strategic Planning Statement, September 2019. Pg 47

### Canada Bay Local Movement Strategy, September 2019

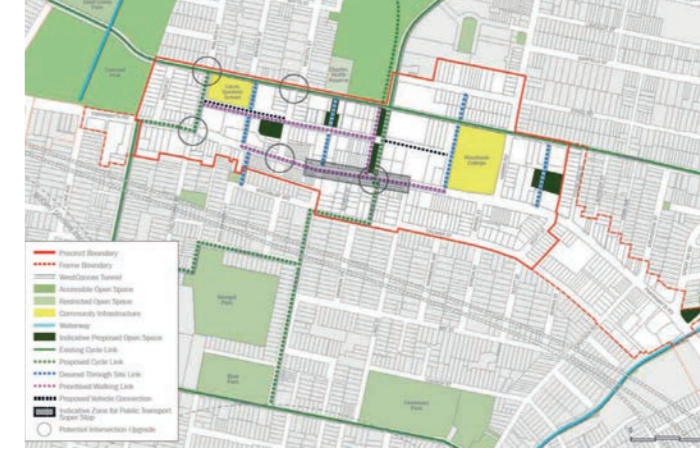
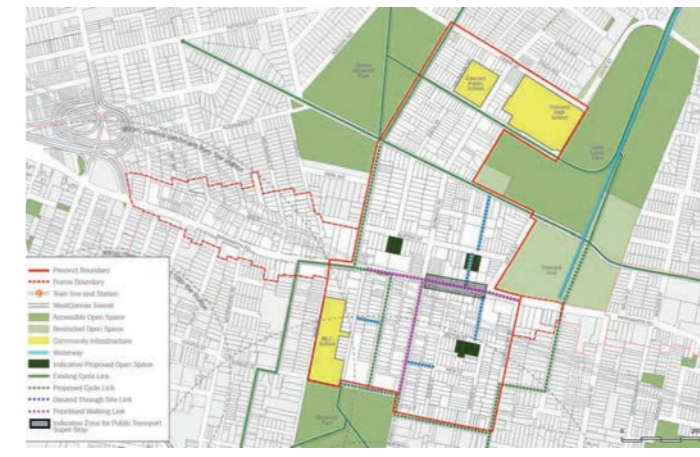


Canada Bay, Local movement Strategy, September 2019. Pg 65,69,75

### PRCUTS, November 2016



Parramatta Road Corridor Urban Transformation Strategy report, November 2016. Pg 95, 99, 103,



Parramatta Road Corridor Urban Transformation Strategy tool kit, November 2016. Pg 131,155, 179,



## Baseline mapping

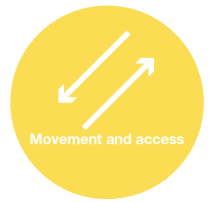
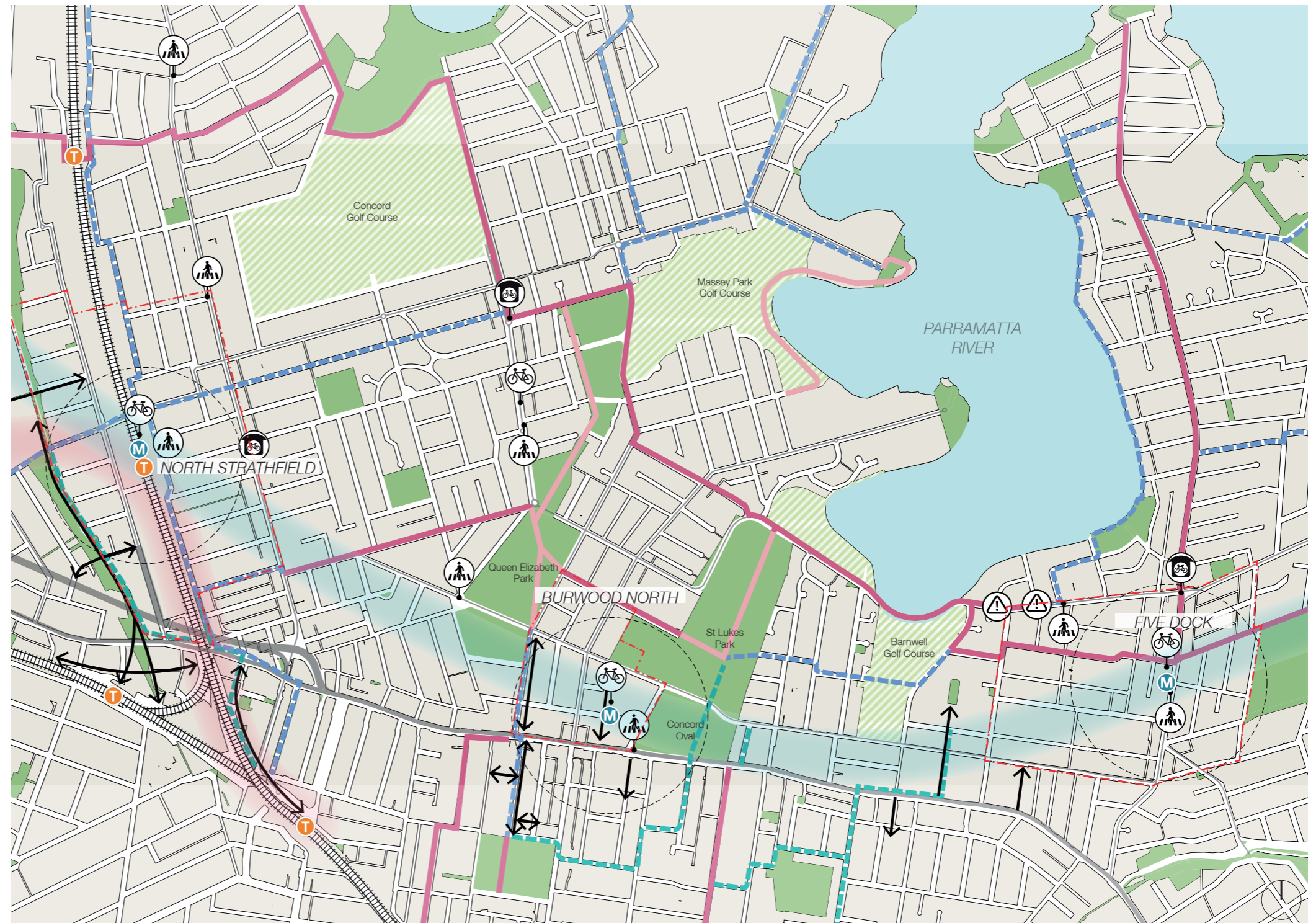
### 3.8 Movement and access

The combined mapping of the strategic documents regarding movement and access across the LGA has highlighted the following priorities:

- The cycleway network to be expanded and better connected and provide safe bike routes to each precinct from all residential areas not within walking distance
- Provide clear and direct routes to take them to points of destination (e.g. metro and local centres) and reducing awkward junctions and obstacles
- Provide end of trip bike facilities at each metro station to allow safe parking areas and promote active transport
- Improve existing pedestrian crossings along local centre to improve pedestrian connectivity
- Opening of new roads across Parramatta Road to provide additional entry point to the precinct and dilute vehicular traffic across alternative routes.

#### Key

- 400m catchment
- - - Precinct boundary
- ➔ Future connections (PRCUTS)
- Major roads (Local Movement Strategy)
- Existing on-road cycle routes (LSPS)
- Existing Off-road cycle routes (LSPS)
- Future on-road cycle routes opportunities for future connections (LSPS)
- Future on-road cycle routes opportunities for future connections (PRCUTS)
- ▨ Golf course
- ▨ Open space
- ⚠ Investigate intersection upgrade (Local Movement Strategy)
- 🚲 Bicycle end of trip facility
- 🚶 Improve pedestrian crossing
- 🚲 Bicycle laneways



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## Baseline mapping

### 3.9 Open space, public domain and community summary map - baseline documents

The table below identifies the key maps/documents that inform the open space, public domain and community summary maps. The purpose of these maps is to identify opportunity for growth and intensification for development whilst safe guarding the public domain.



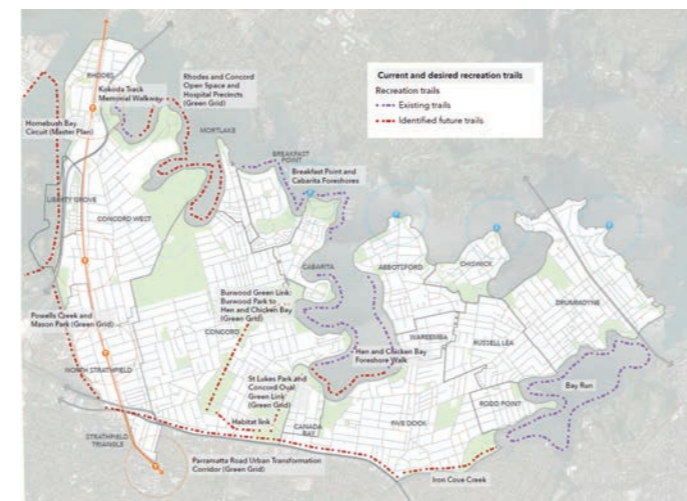
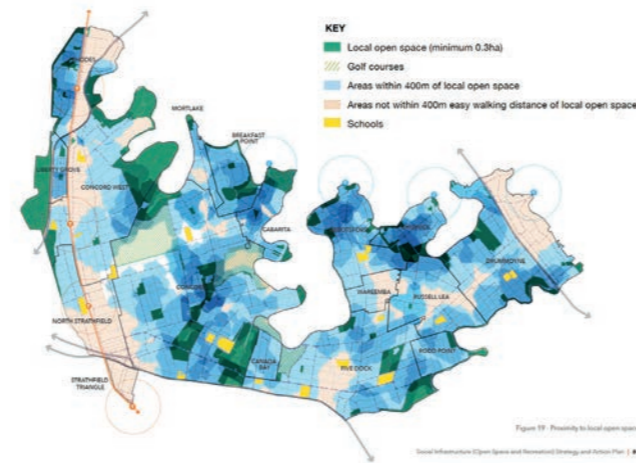
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#### LEP 2013



Land zoning LEP 2013

#### Social infrastructure (open space and recreation) Strategy and Action Plan, September 2019



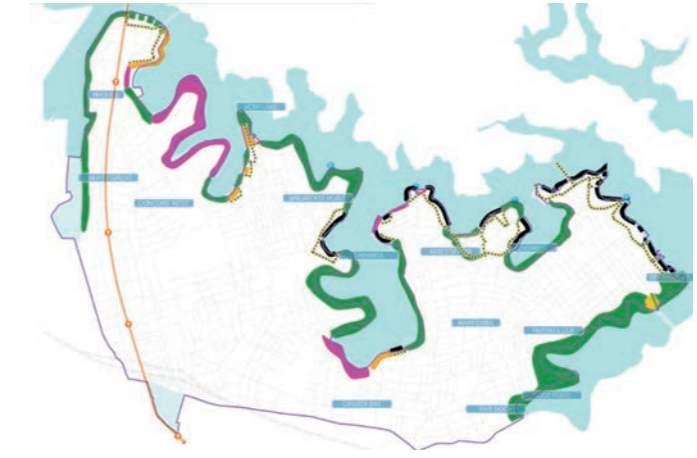
Social infrastructure and open space, September 2019. Pg 69, 73

#### Canada Bay Biodiversity Framework and Action Plan, August 2019



Biodiversity Framework and Action Plan, August 2019. Pg 53

#### Canada Bay Local Strategic Planning Statement, September 2019



Canada Bay, Local Strategic Planning Statement, September 2019. Pg 29,51,57



## Baseline mapping

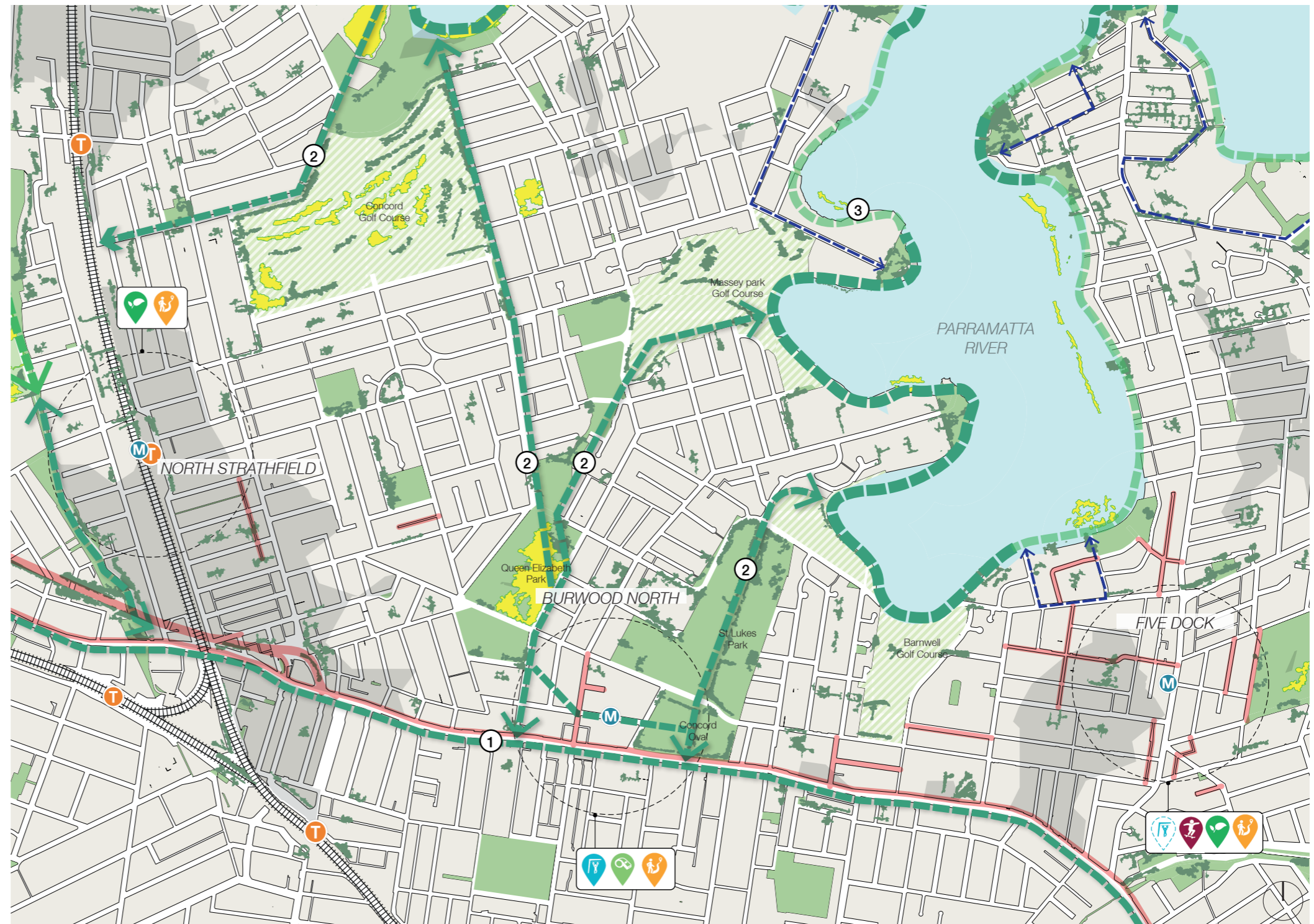


### 3.10 Combined open space, public domain and community

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The combined mapping of the strategic documents regarding open space, public domain and community across the LGA has highlighted the following priorities:

- Increase of tree canopy in streets with less than 20% tree canopy to reduce heat island effect
- Increase tree canopy along the desired green corridor as identified by the LSPS in accordance with Sydney Green Grid
- Maintain and protect the identified critical habitats
- Extend the existing pedestrian path along Powells Creek to Parramatta Road
- Provide additional open space in the areas not within 400m from a local open space greater than 3ha
- Provide additional social infrastructure and improve the existing one as identified by the LSPS
- Extend the river shore access to all those areas currently inaccessible to the public.



#### Key

- |   |   |
|---|---|
| --- 400m catchment  | Open space  |
| Red line Road with less than 20% tree canopy                        | Grey area Areas not within 400m from a local open space |
| Green arrow Desired green corridor (LSPS)                           | Blue icon Indoor recreational (improve)                 |
| Green dashed line Existing shore access (LSPS)                      | Blue icon Indoor recreational (new)                     |
| Green dashed line Desired shore access (LSPS)                       | Green icon Open space (new)                             |
| Black dashed line Alternative path to access the river shore (LSPS) | Orange icon Pedestrian connectivity                     |
| Yellow area Critical habitat (Biodiversity framework)               | Red icon Youth recreational spaces (New)                |
| Green area Supportive habitat (Biodiversity framework)              |   |



## Baseline mapping

### 3.11 Combined summary map of all analysed strategic documents

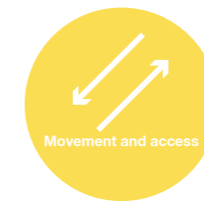
The mapping exercise of the strategic documents allows for the opportunity to have an overall understanding of all the main priorities and opportunities in the LGA.

These include the following:

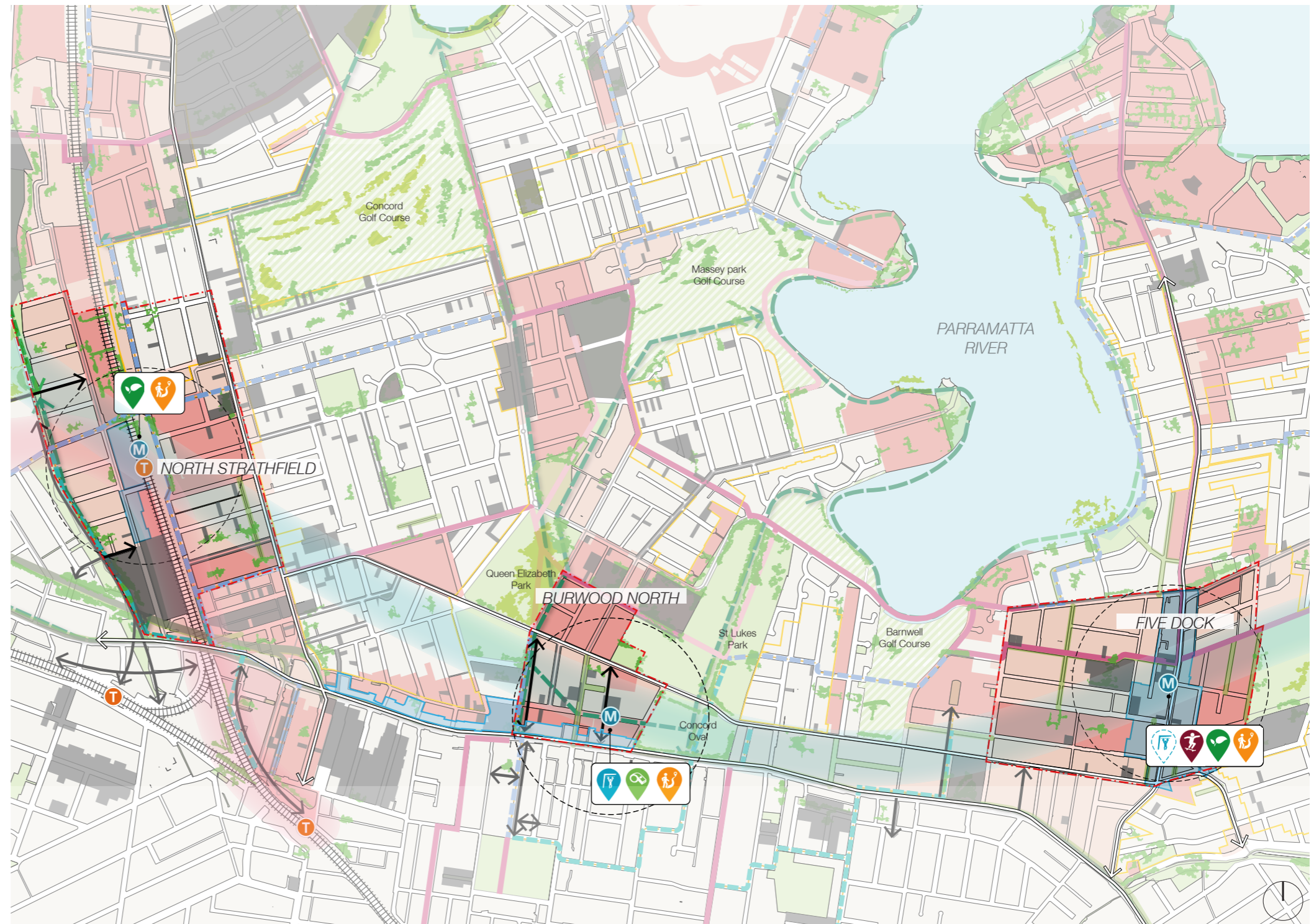
- Identification of opportunity sites and areas of uplift for high and medium density residential
- Desired green corridors where to provide additional tree canopy
- Desired cycleway network
- Priority actions to improve active transport and pedestrian connectivity
- Improvements and additions to the existing social infrastructure
- Protect and maintain habitat
- Protect and maintain heritage

#### Key

- |  |   |  |  |
|--|---|--|--|
|  | Precinct boundary                         |  | Supportive habitat (Biodiversity framework)                      |
|  | 400m catchment                            |  | Open space   |
|  | Land identified for density potential     |  | Existing on-road cycle routes                                    |
|  | Land currently zoned R3 not yet delivered |  | Existing Off-road cycle routes                                   |
|  | Local centres                             |  | Future on-road cycle routes opportunities for future connections |
|  | Heritage and conservation areas           |  | Indoor recreational (improve)                                    |
|  | Character areas                           |  | Indoor recreational (new)  |
|  | Road with less than 20% tree canopy       |  | Open space (new)   |
|  | Desired green corridor (LPSP)             |  | Pedestrian connectivity  |
|  | Existing shore access (LSPS)              |  | Youth recreational spaces (New)                                  |
|  | Desired shore access (LSPS)               |  |  |
|  | Critical habitat (Biodiversity framework) |  |  |



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# Stations precinct study

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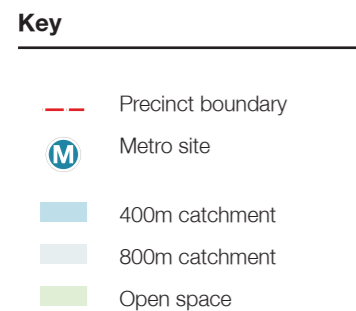
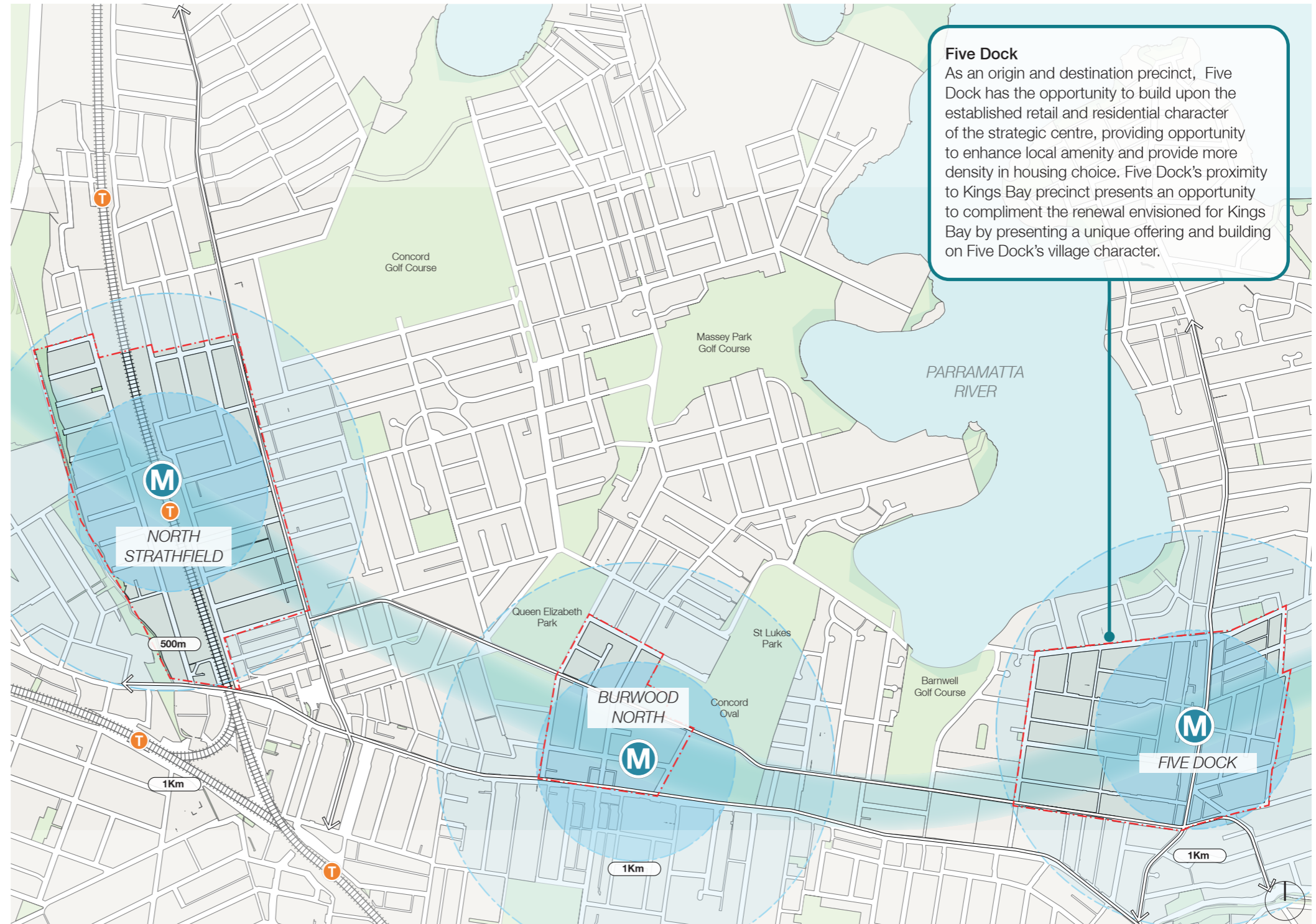
# Five Dock

# 4

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Each Metro station precinct has a unique role and offerings both within the corridor and the overall Sydney metropolitan area.

Five Dock is the furthest east station within the LGA and is located in the heart of the existing Town Centre.





# Five Dock

## 4.1 Site context

The Five Dock precinct is characterised with a distinct retail spine running north-south along Great North Road. The precinct specifically focuses on the area bounded by Lyons Road and Lyons Road West to the north, Harris Road to the west, Queens Road to the south and Five Dock Park to the east.

Significant open space surround the Town Centre with Halliday Park to the north, Five Dock Park and sports fields at Timbrell Park to the east. There are many schools within the local catchment, including Domremy Catholic College, Rosebank College and Five Dock Primary School.

A master plan was developed for the Five Dock Town Centre in 2013 which focuses on the B4 Mixed use centre at the core. A number of public domain projects have been completed for portions of Great North Road, such as Fred Kelly Place, a well used public space and upgrades to the streetscape.



### Key

--- Precinct boundary

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1. Fred Kelly Place



2. Club Five Dock RSL



3. Example of ground floor retail on Great North Rd



4. New landscape median along Great North Road



5. View looking north along Great North Road towards 5 storey RFB



6. St Alban's Anglican Church at Five Dock



## Five Dock

### 4.2 Site analysis

#### Land use and activity









##### Key findings

- Social infrastructure is concentrated along Great North Road zoned for mix use (B4)
- The majority of the precinct is zoned for low to medium density residential
- There are two pockets of medium density residential (R3) between Kings Road and Garfield Street on the west side of Great North Road and a second pocket between Barnstaple Rd and First Avenue on the east side of the town centre.

##### Key takeaways

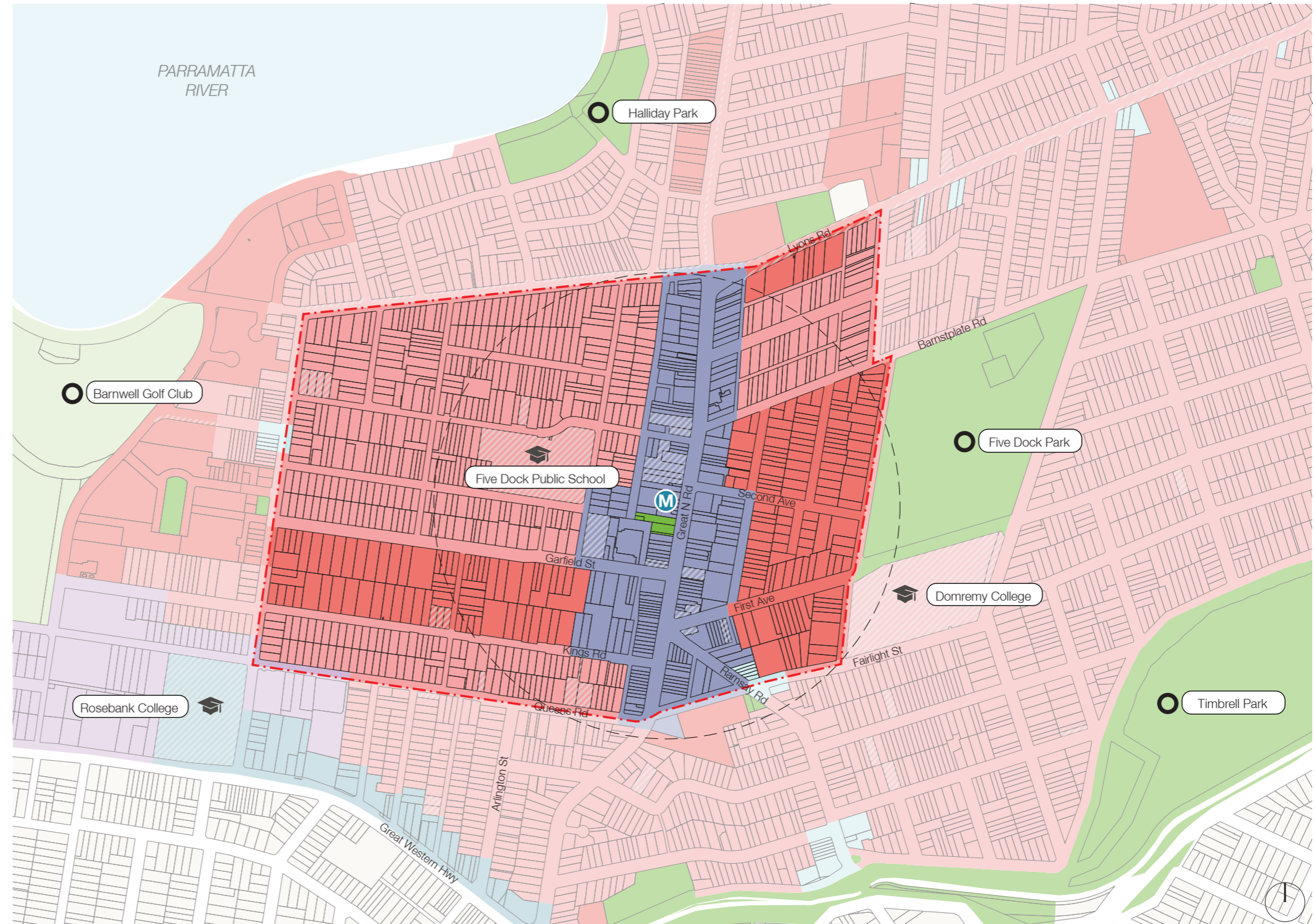
- Potential to co-locate community infrastructure and facilities close to the new Metro to help activation and provide good connectivity to these services
- Potential density uplift to align with the public transport infrastructure upgrade.
- Opportunities to trigger development in R3 zones that haven't been realised.

#### Key

- Precinct boundary
-  Metro site
- 400m catchment
-  R2 - Low density residential
-  R3 - Medium density residential
-  Heritage
-  B4 - Mix use
-  IN1 - Light industrial
-  B1 - Neighbourhood centre
-  B3 - Commercial core
-  Open space



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# Five Dock



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## Movement and access

### Key findings

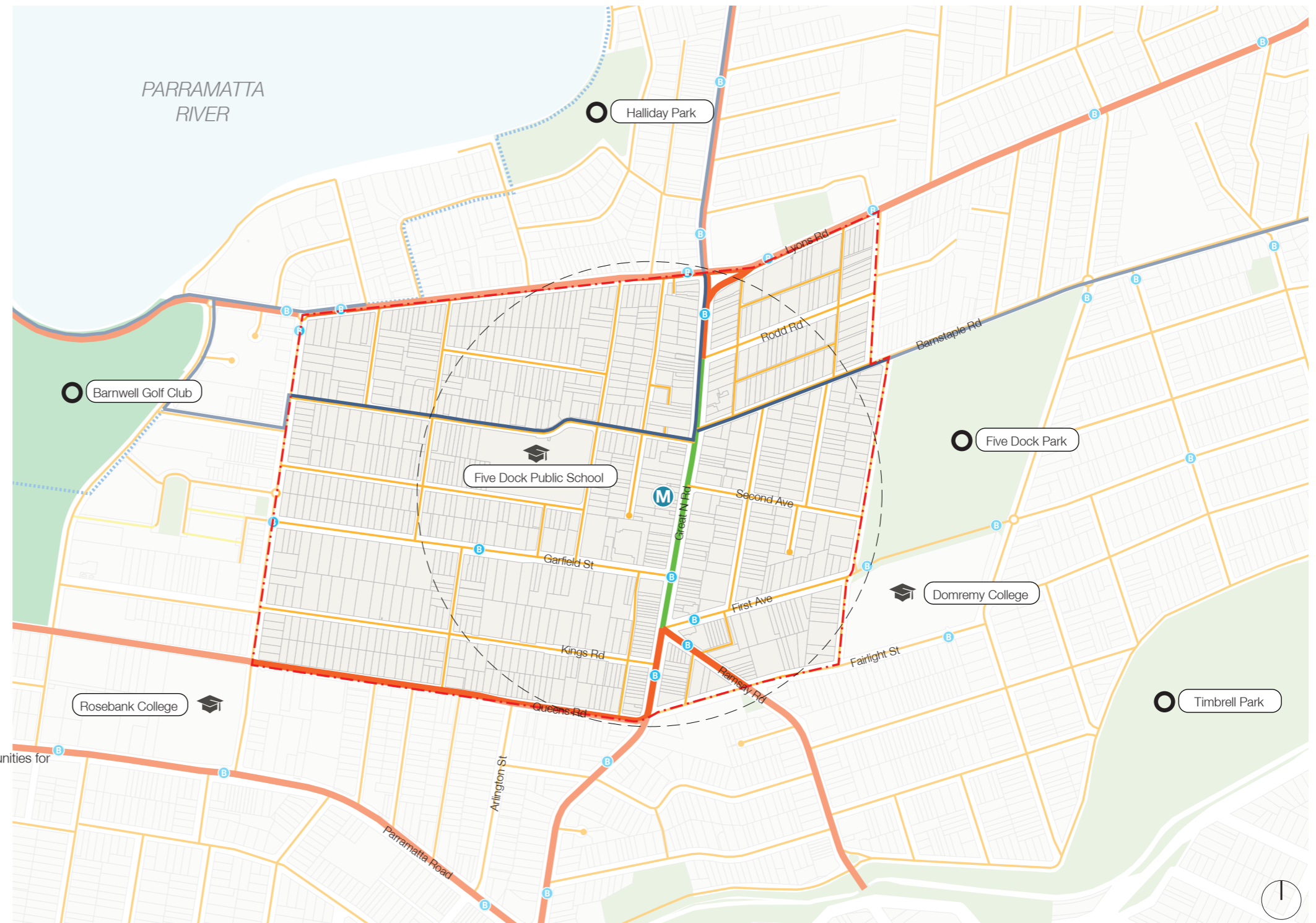
- Great North Road is the main spine running north/south through the precinct and provides vehicular access to Parramatta Road.
- Queens Road and Lyons Road provide east-west connections to the precinct.
- From the precinct there is no direct access to the river foreshore, way-finding is challenging.
- The section of Great North Road between Kings Road and Rodd Road has introduced street calming measures, several pedestrian crossings, generous tree planting and landscaped median. These elements contribute to the character of the street and allow to define it as “place for people”.
- Parramatta Road identified as a major freight corridor.

### Key takeaways

- Opportunity to improve the gateway entry into Five Dock at the intersection between Queens Road and Great North Road.
- Improve way-finding from the precinct to Parramatta River with active transport and green links.
- Opportunity to expand street calming measures along Great North Road from Lyons to Queens Road to strengthen the pedestrian friendly retail spine of the Town Centre.
- Opportunity for fine grain connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.

### Key

- Precinct boundary
- M** Metro site
- 400m catchment
- Private roads
- Local roads
- Major roads
- On-road cycle routes
- Off-road cycle routes
- Future cycle routes opportunities for future connections
- Places for people
- B** Bus stop
- Dangerous crossing
- Open space





# Five Dock



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## Open space, public domain and community

### Key findings

- The precinct relies on Five Dock Park and Halliday Park as main open spaces, both of them are located outside of the precinct boundary.
- The master plan developed in 2013 proposed an expansion of Fred Kelly Place and increase to the open space to define the civic focal point to the centre.
- The provision of tree canopy is limited throughout the whole precinct with the exception of Great North Road where the central tree planting strategy has been recently implemented.

### Key takeaways

- Potential for additional new open spaces (of at least 0.3ha) within the precinct.
- Connecting the green link into the regional Green Grid network and providing active links to Parramatta River.
- Potential to improve streetscaping and overall precinct with tree planting with a specific focus on the regeneration of significant native species.
- Expansion of Fred Kelly Place and new open space on the eastern side of Great North Road to create a civic heart.
- Sharing of school grounds for community use outside of school hours

### Key

- |  |                                     |  |   |
|--|-------------------------------------|--|---|
|  | Precinct boundary                   |  | Areas not within 400m from a local open space |
|  | Metro site                          |  | Playground                                    |
|  | 400m catchment                      |  | Skate-park                                    |
|  | Road with less than 20% tree canopy |  | Dog parks                                     |
|  | Road with 21-40% tree canopy        |  | Basketball                                    |
|  | Potential green link                |  | Tennis  |
|  | Potential green vehicular corridor  |  | Cricket                                       |
|  | Significant habitat                 |  | Community facility                            |
|  | Public open space                   |  | Childcare                                     |
|  | Private open space                  |  | Education                                     |
|  |                                     |  | Library                                       |



## Five Dock



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### Built form

#### Key findings

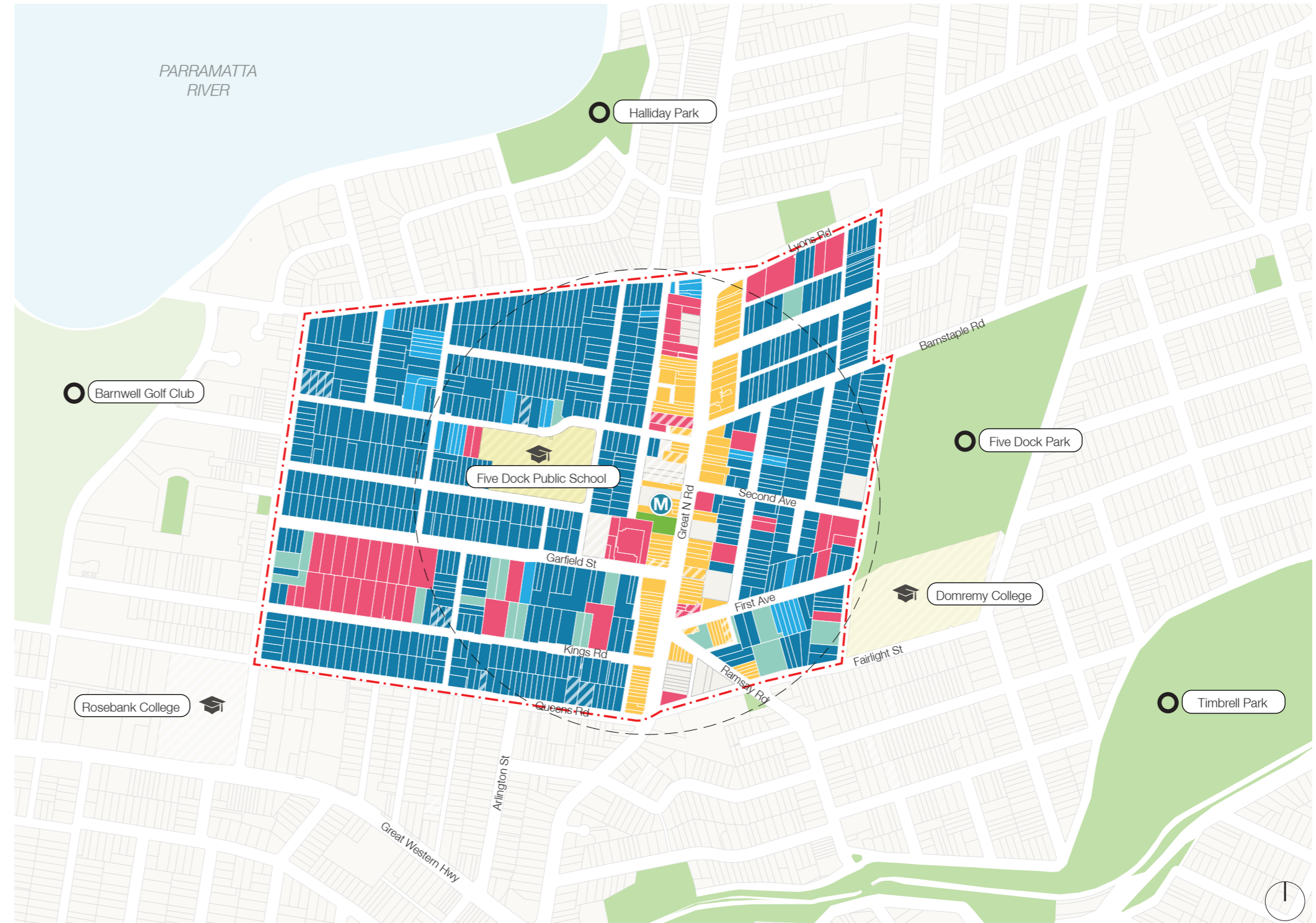
- The most predominant typology within the precinct are 1 or 2 storey single detached dwellings.
- Apartment blocks have been developed between Kings Road and Garfield Street on the east of the town centre as well as several town houses where permissible by the medium density residential zoning.
- Shop-top housing, mostly 2 storeys in height has been developed mainly along Great North Road where it is permissible and has a human scale to the street.
- There is one school within the precinct and two more in the immediate proximity of the study boundary.

#### Key takeaways

- Areas within 400m of a Metro have the potential for density uplift. Opportunities to improve public domain and streetscaping with redevelopment.
- Opportunities for uplift whilst still retaining the fine grain shop top housing along the Great North Road.
- Opportunity to increase R3 medium density, particularly within the west of the precinct.
- Clear vision on how developments interface with Kings Bay precinct.

#### Key

- Precinct boundary
- Metro site
- 400m catchment
- Single detached house
- Duplex
- Townhouse
- Apartment building
- Shop-top housing
- Open space
- Heritage items





## Five Dock

### 4.3 Challenges

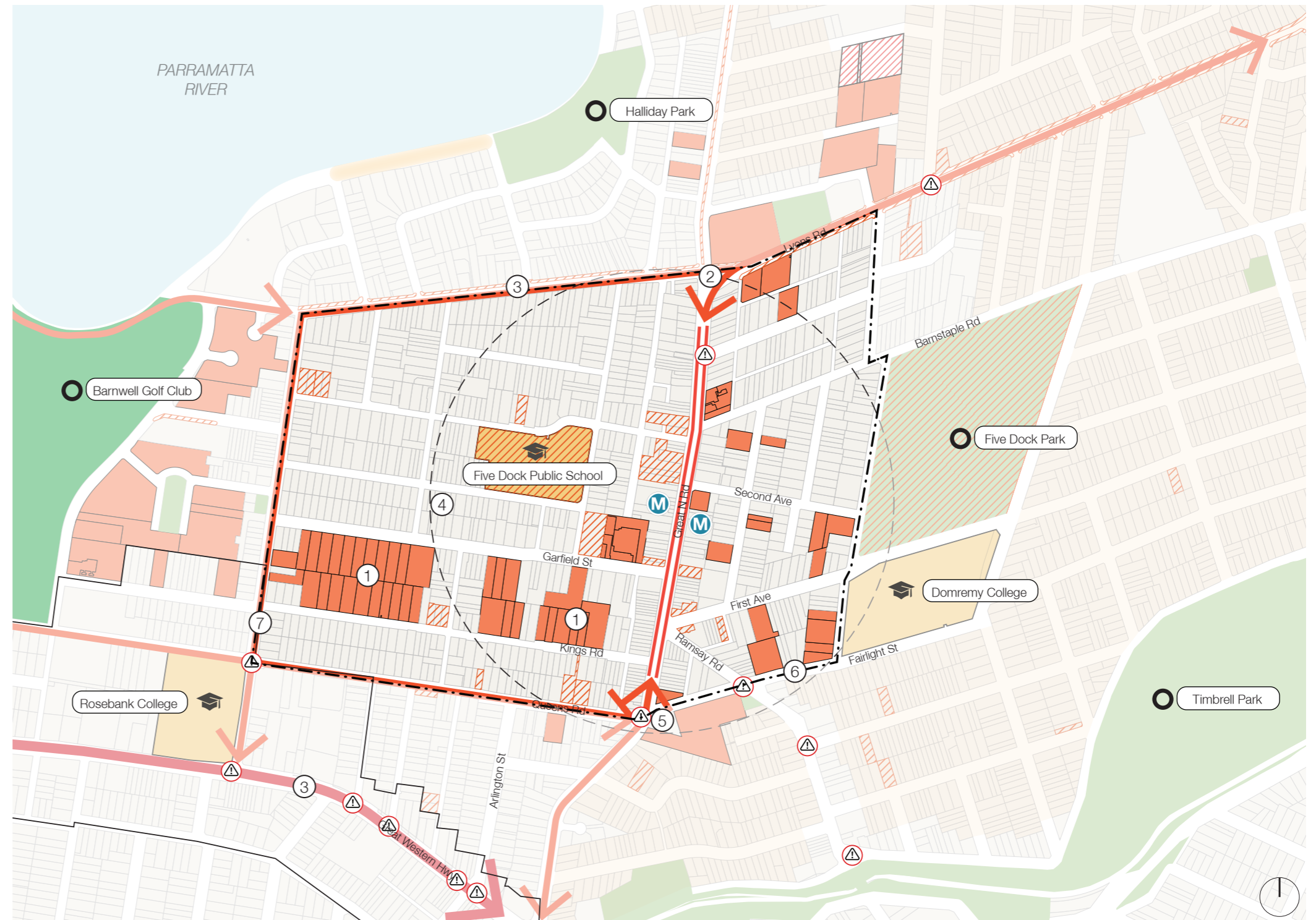
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The key findings from the site analysis and distillation from the baseline review have been summarised into the following key points:

1. Significant areas with existing medium density, difficult to redevelop
2. Limited connectivity and way-finding to water
3. Precinct bounded by busy roads, especially Parramatta Road
4. Lack of open space provision within the area bounded by Lyons, Harris, Queens and Great North Roads
5. Identified problematic intersections
6. Existing development has an appropriate interface with heritage items and conservation areas
7. If unconstrained, there could be a bleeding of density towards Kings Bay Precinct which could blur the character of the two precincts.

#### Key

- Precinct boundary
- Metro site
- 400m catchment
- High street
- Busy traffic road
- Major traffic road (barrier)
- Inaccessible foreshore
- Kings Bay PRCUTS boundary
- Existing medium density
- Education facility
- Character areas under investigation
- Heritage item
- Dangerous crossing
- Open space



## Five Dock

### 4.4 Opportunities

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1. Opportunities to strengthen links and way-finding to the Parramatta River and to existing open spaces and provide additional spaces with active transport and green links
2. Potential for additional new open spaces (of at least 0.3ha) within the area to the west of the precinct.
3. Areas within 400m of a significant Metro have the potential for density uplift
4. Opportunity to improve the gateway entry into Five Dock at the intersection between Queens Road and Great North Road.
5. First Ave to be transformed into a 'calm street' - bus only access to improve pedestrian amenity with priority for pedestrians and cyclists as envisioned by Five Dock Town Centre Urban Design Strategy.
6. Improve connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.
7. Strengthen Great North Road high street character with mid-block permeability and pedestrian connectivity on high street
8. Facilitate pedestrian free movement and crossing along Great North Road maintaining parking and access on the laneways
9. Consolidate ground level carparking
10. Improve the interface with Kings Bay precinct
11. Extend Fred Kelly Place and open space on the eastern side of Great North Road to define the civic focal point in the town centre to strengthen the 'heart' of Five Dock.

#### Key

 Metro site	 Car park opportunity site
 Precinct boundary	 Street planting
 New link	 Green spine
 Strengthen existing cycleway	 Street calming
 Proposed cycleway	 Opportunity to improve pedestrian crossings
 Active street frontage	 Opportunities to introduce new open space area
 Civic plaza	 Heart of the precinct
 Opportunity for mixed use	 Open space
 Opportunity for medium density	 Public domain catalyst
 Education facility	





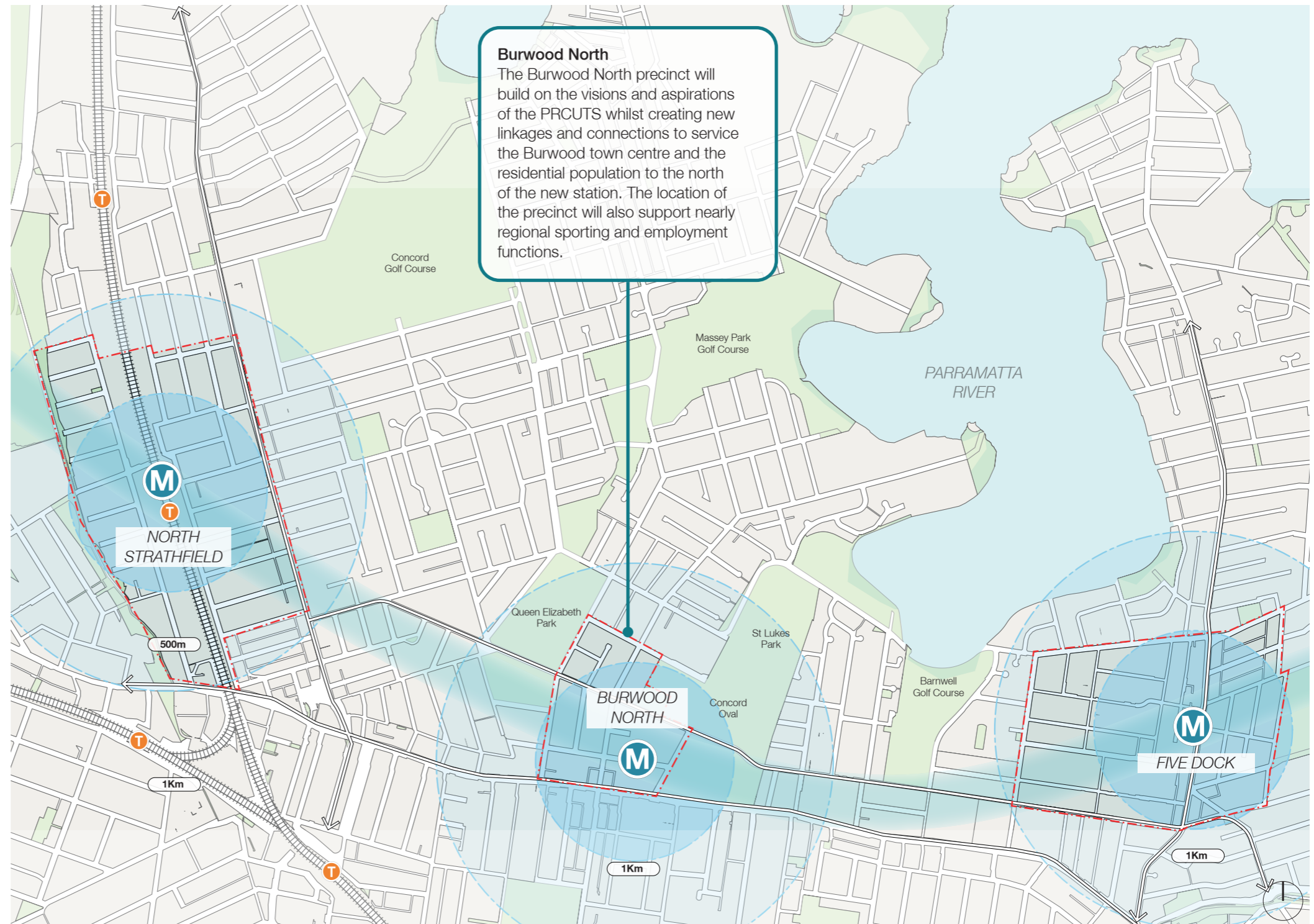
# Burwood North

# 5

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Each Metro station precinct has a unique role and offerings both within the corridor and the overall Sydney metropolitan area.

Burwood North is the central station within the LGA and is within the Burwood-Concord PRCUTS precinct.



**Key**

- Precinct boundary
- M Metro site
- 400m catchment
- 800m catchment
- Open space



# Burwood North

## 5.1 Site Context

The Concord area is known as the ‘Parklands Suburb’ of the Inner West and is characterised by many significant open spaces including the sporting facilities at Cintra Park, Concord Oval, St Lukes Park, Barnwell Park Golf Course (east), Massey Park Golf Club (north), Queen Elizabeth Park, Rothwell Park and Goddard Park (west). The major retail area is located approx. 750m north of the precinct along Majors Bay Road at Concord Town Centre.

The precinct sits between Concord and Burwood centres and is bounded by Parramatta Road to the south, Broughton Street and Queen Elizabeth Park to the west, Stanley Street to the north and Concord Oval and St Lukes Park to the east. The precinct sits within the Burwood-Concord centre identified in the PRCUTS.



### Key

- 400m catchment
- Precinct boundary
- M Metro site

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1. View looking east along Parramatta Road



2. Pedestrian bridge over Parramatta Road



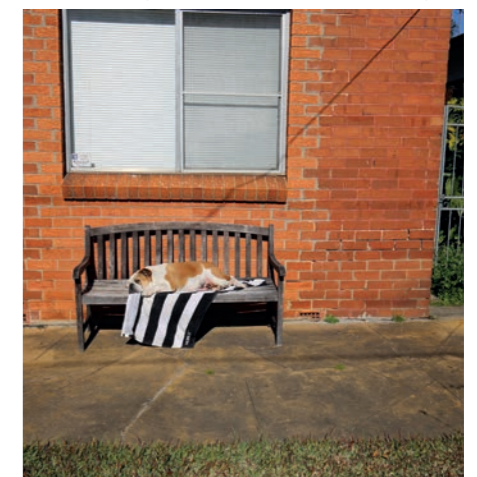
3. Bath Arms Hotel along Burwood Rd



4. View looking south-west towards a 10-storey RFB



5. Concord Oval



6. Typical single detached dwelling along Burton Street



## Burwood North



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### 5.2 Site analysis

#### Land use and activity

##### Key findings

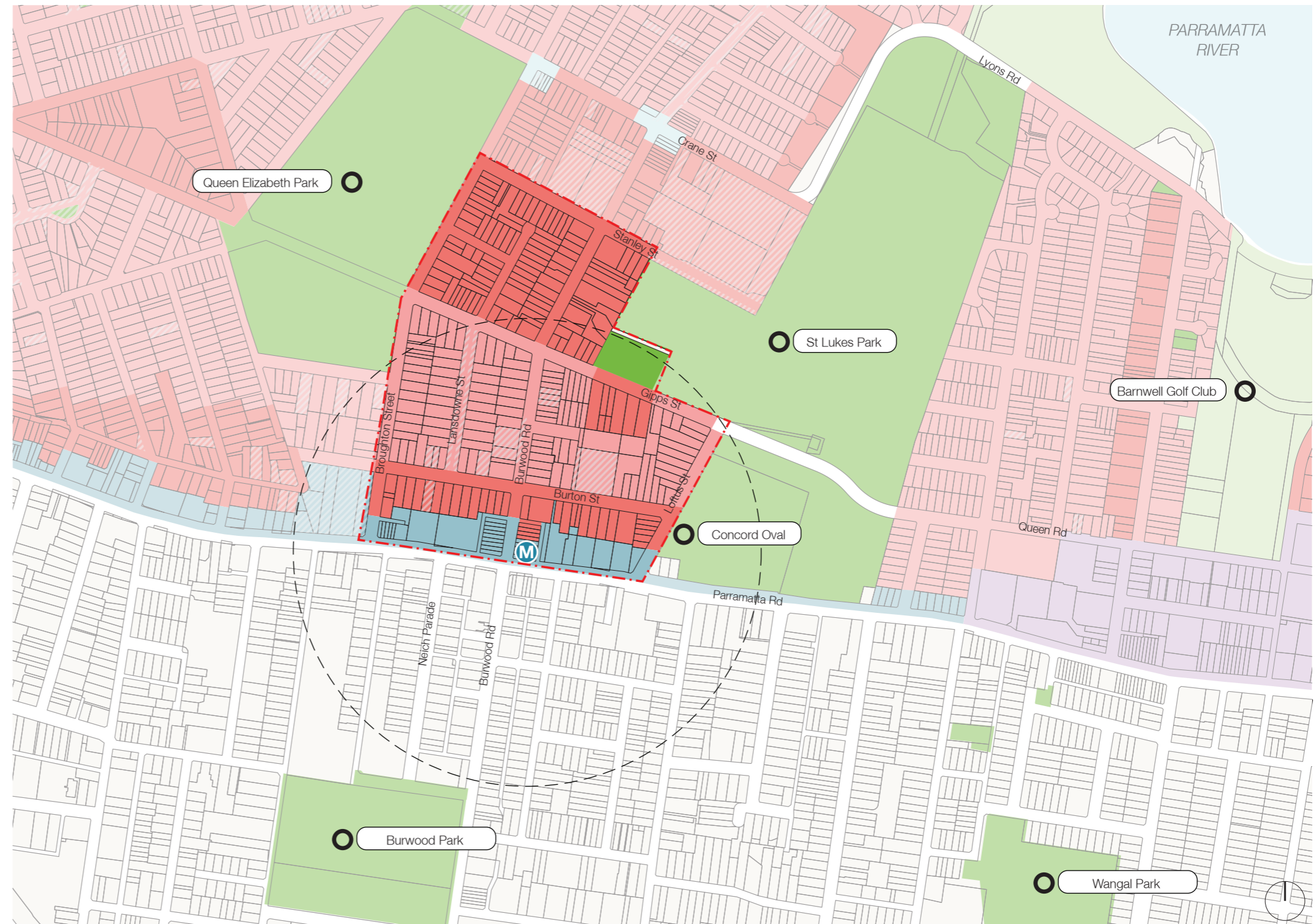
- The precinct includes a section of the Parramatta Road Corridor currently zoned Enterprise corridor (B6) and features mixed use and commercial buildings.
- The vast majority of the precinct is zoned for residential uses with a pocket of medium density residential (R3) north of Gipps Street and a second pocket south of Burton Street.

##### Key takeaways

- The vision from the PRCUTS is a mixed used corridor along Parramatta Road, opportunity for increased mixed use whilst still retaining enterprise corridor uses on the ground level.
- Potential residential density uplift to align with the public transport infrastructure upgrade.
- Potential to upgrade and co-locate community infrastructure and facilities adjacent to St Lukes Park and with connections to the new Metro to help activate the precinct.

#### Key

- Precinct boundary
- Metro site
- - - 400m catchment
- R2 - Low density residential
- R3 - Medium density residential
- Heritage
- B6 - Enterprise Corridor
- IN1 - Light industrial
- B1 - Neighbourhood centre
- B3 - Commercial core
- RE1 - Public Recreation
- Open space



# Burwood North



**DRAFT**

## Movement and access

### Key findings

- Limited north – south connections across Parramatta Road.
- All the access points to the precinct are off Parramatta Road with Broughton Street, Loftus Street and Burwood Road as the major access routes. These roads are major vehicular traffic corridors with wide cross sections, limited tree planting and few pedestrian crossings and a general unappealing pedestrian environment
- Gipps Street runs east-west across the precinct parallel to Parramatta Road, it is used as a 'rat run' for local traffic movement within the precinct
- There is a reliance on a small number of key roads for accommodating all modes of transport.
- The road network and lack of crossing make the open space network difficult to access
- Parramatta Road identified as a major freight corridor

### Key takeaways

- Create a series of new laneways and through links within the existing road network to increase the permeability of long blocks.
- Upgrades to the streets with tree planting, better pedestrian crossings and calming of traffic areas of high pedestrian volume.
- Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space
- Creating a hierarchy of streets with clear distinction of uses
- Potential to enhance existing recreational opportunities and linkages for active transport.

### Key

- |  |                       |  |  |
|--|-----------------------|--|--|
|  | Precinct boundary     |  | Future cycle routes opportunities for future connections |
|  | 400m catchment        |  | Metro site   |
|  | Private roads         |  | Bus stop   |
|  | Local roads           |  | Dangerous crossing                                       |
|  | Major roads           |  | Public open space  |
|  | On-road cycle routes  |  | Public open space  |
|  | Off-road cycle routes |  |  |
|  | Places for people     |  |  |





# Burwood North



**DRAFT**

## Open space public domain and community

### Key findings

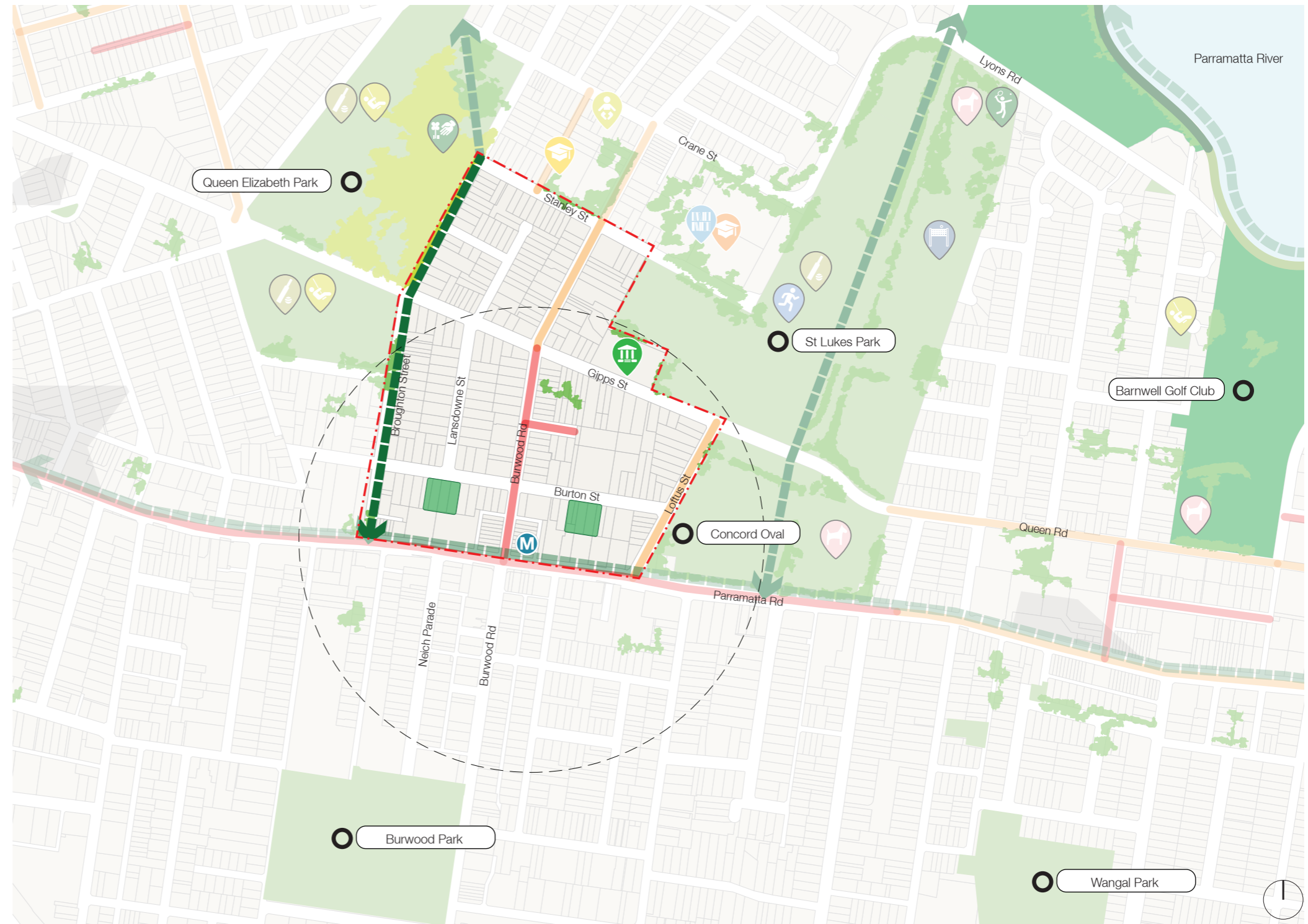
- The precinct is within close proximity to a large number of high amenity open space and recreation facilities, however open space is difficult to access within the precinct due to traffic barriers.
- The PRCUTS envisages the creation of two pocket parks along Burton Street as public domain improvements to accommodate for the density planned for Parramatta Road.
- Desired green connections along Broughton St and across St Lukes Park (as indicated by the Sydney Green Grid) are one of the planning priorities of Canada Bay LSPS.
- Queen Elizabeth Park features an extensive section of significant habitat.

### Key takeaways

- Unlock active transport connections to surrounding open space.
- Potential for additional new pocket parks/plazas. This could be delivered as part of the new Metro to create an improved civic heart to Concord Oval.
- Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space.
- Retain and enhance significant habitat.
- Enhance heritage items with surrounding sensitive infill development

### Key

- |  |                                     |  |                    |
|--|-------------------------------------|--|--------------------|
|  | Precinct boundary                   |  | Community facility |
|  | Metro site                          |  | Dog parks          |
|  | 400m catchment                      |  | Tennis             |
|  | Road with less than 20% tree canopy |  | Cricket            |
|  | Road with 21-40% tree canopy        |  | Athletics          |
|  | Potential green link                |  | Netball            |
|  | Potential green vehicular corridor  |  | Childcare          |
|  | Significant habitat                 |  | Education          |
|  | Open space                          |  | Library            |
|  | Playground                          |  |                    |
|  | Community garden                    |  |                    |



# Burwood North



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## Built form and character

### Key findings

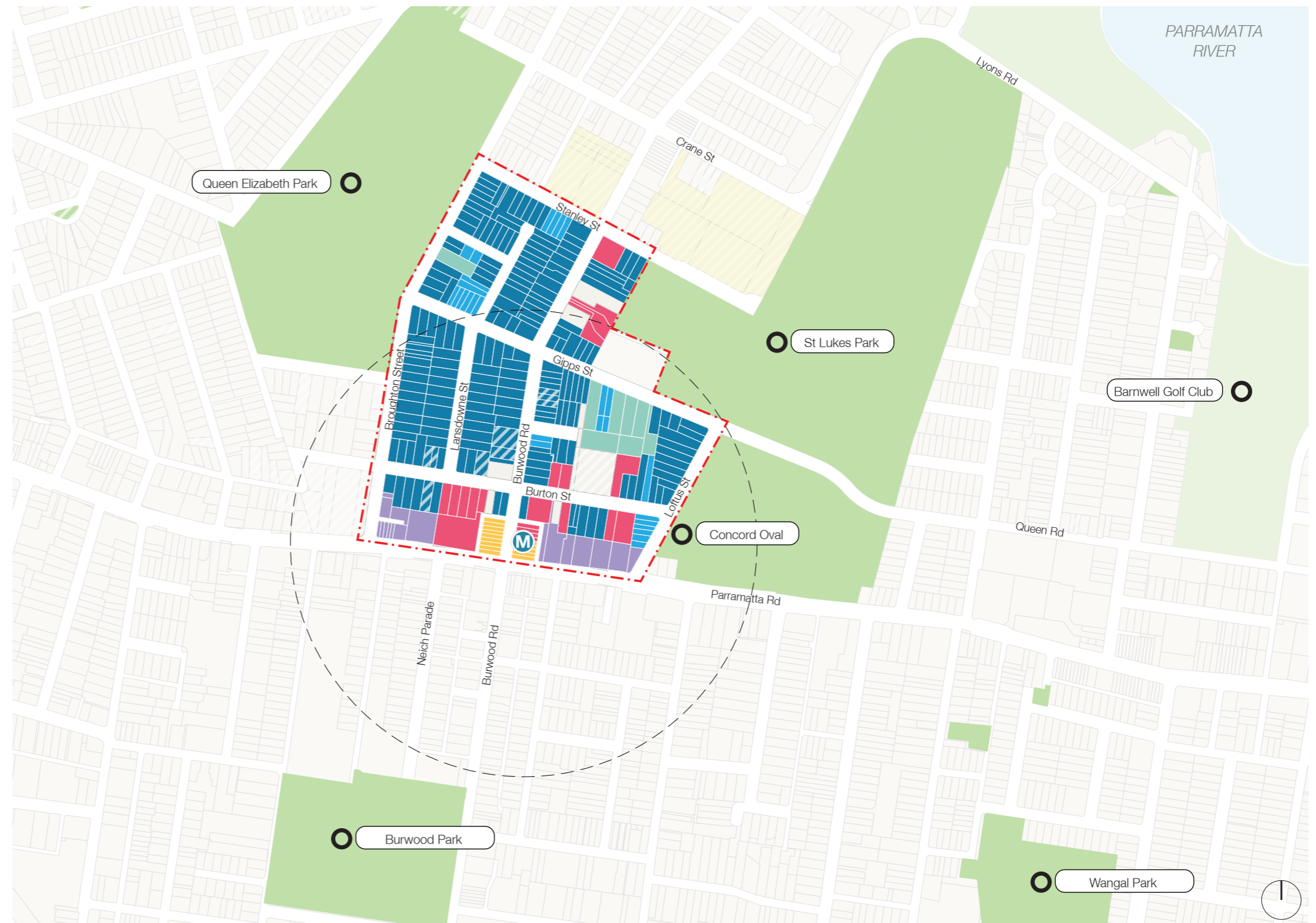
- The most predominant typology within the precinct are 1 or 2 storey single detached dwellings, only a few lots have been developed into medium density duplexes or town houses.
- Apartment blocks are mainly concentrated around the southern boundary along Parramatta Road with a few developments on the edge of St Lukes Park.
- Concord High School and Concord Public School are along Stanley Street north of the precinct and require appropriate setbacks and transitions.

### Key takeaways

- Areas within 400m of a significant Metro have the potential for density uplift. Opportunities to improve public domain and streetscaping with redevelopment.
- Clear vision on how developments interface with Parramatta Road.
- Sensitive transition to character areas to the north.

### Key

- Precinct boundary
- Metro site
- 400m catchment
- Single detached house
- Duplex
- Townhouse
- Apartment building
- Shop-top housing
- Education
- Open space
- Heritage items





# Burwood North

## 5.3 Challenges

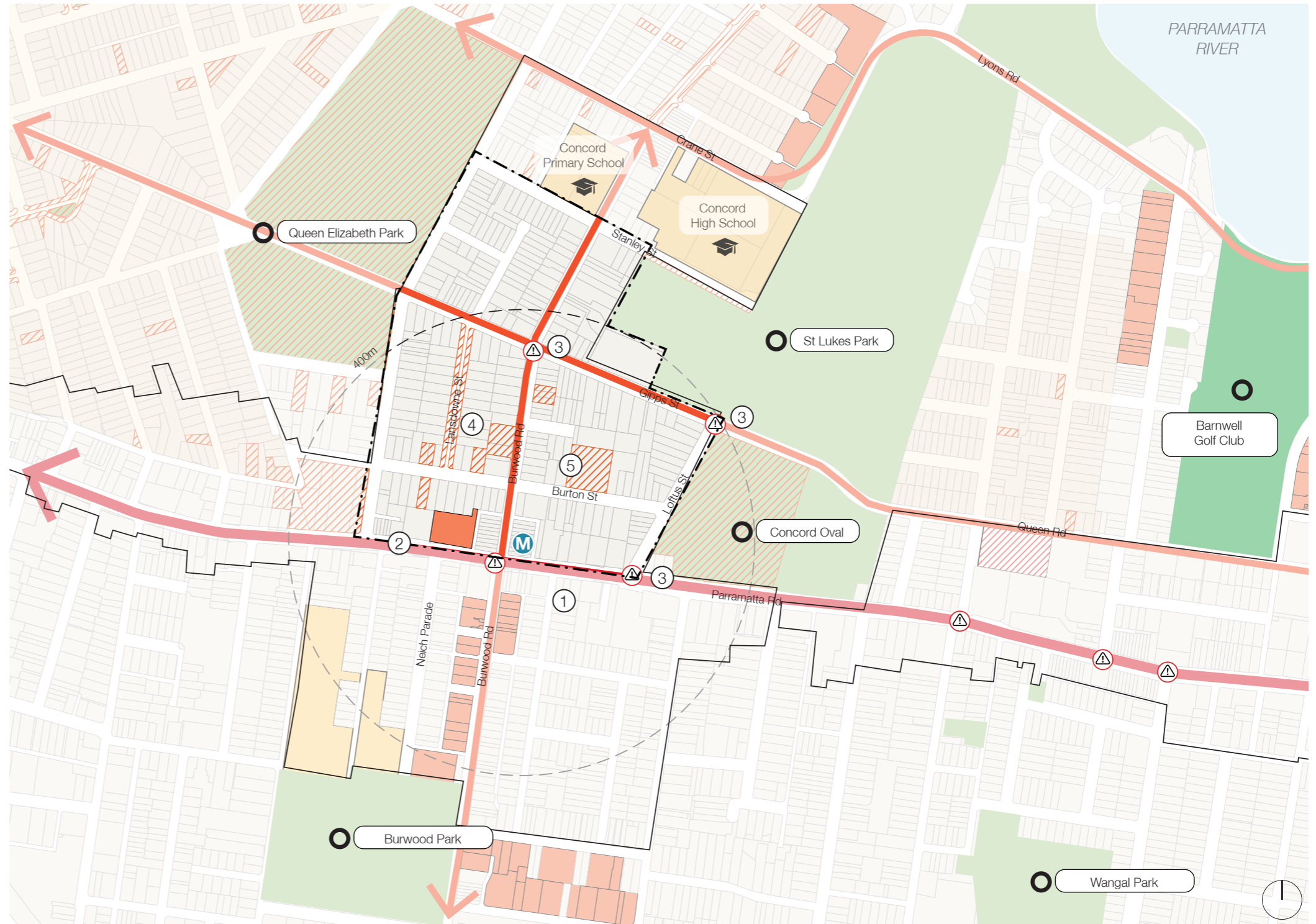
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The key findings from site analysis and distillation from the baseline review have been summarised into the following key points:

1. The vision identified in PRCUTS needs to be implemented into the structure plan however it is split across two LGAs - Canada Bay and Burwood - and could limit cohesive delivery of the vision
2. Precinct is bounded between major road traffic barriers in particular Parramatta Road acts a north-south barrier especially with active transport and pedestrian connectivity.
3. Identified problematic intersections
4. Existing new developments have poor interface with heritage items and conservation areas.

### Key

- Precinct boundary
- Metro site
- 400m catchment
- PRCUTS boundary
- Busy traffic road
- Major traffic road (barrier)
- Dead-end road
- Pedestrian paths
- Character areas under investigation
- Existing medium density
- Education facility
- Heritage item
- Dangerous crossing
- Open space
- Golf course






















Key challenges in Concord/Burwood North

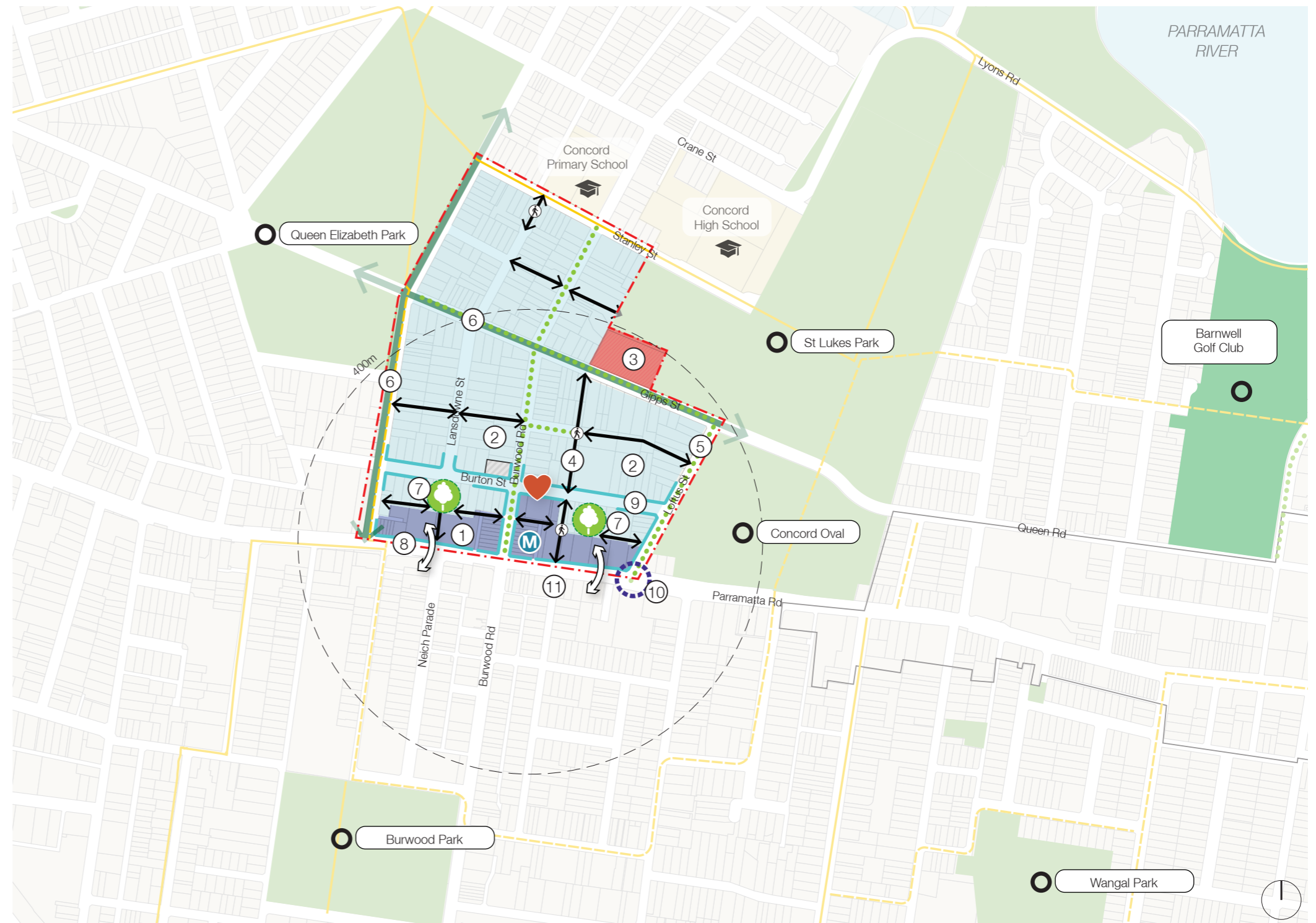
## Burwood North

### 5.4 Opportunities

1. Opportunity for increased mixed use whilst still retaining enterprise corridor uses on the ground level.
2. Areas within 400m of a significant Metro have the potential for density uplift.
3. Upgrade and co-located community infrastructure and facilities adjacent to St Lukes Park and with connections to the new Metro to help activate the precinct.
4. Creating new laneways and through-site links to improve the permeability of long blocks
5. Upgrade streets with tree planting, better pedestrian crossings and calming of traffic area areas of high pedestrian volume.
6. Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space
7. Potential for additional new pocket parks/plazas.
8. Clear vision on how developments interface with Parramatta Road.
9. Burton Street upgraded to local centre with active street frontage.
10. Improve gateway entry into precinct at Burwood Road and to provide an additional pedestrian crossing.
11. Improve pedestrian crossing across Parramatta Road to strengthen the significant transport interchange with Burwood Station (located 1.5km south)

#### Key

	Precinct boundary		Co-located community facilities
	Metro site		Land acquisition
	New link		Street planting
	Strengthen existing cycleway		Green spine
	Proposed cycleway		Opportunity to improve pedestrian crossings
	Active street frontage		Landscape gateway
	Connections		Open space
	Opportunity for mixed use		Opportunity to introduce new open space area
	Opportunity for medium density		Heart of the precinct
	Education facility		



Key opportunities in Concord/Burwood North

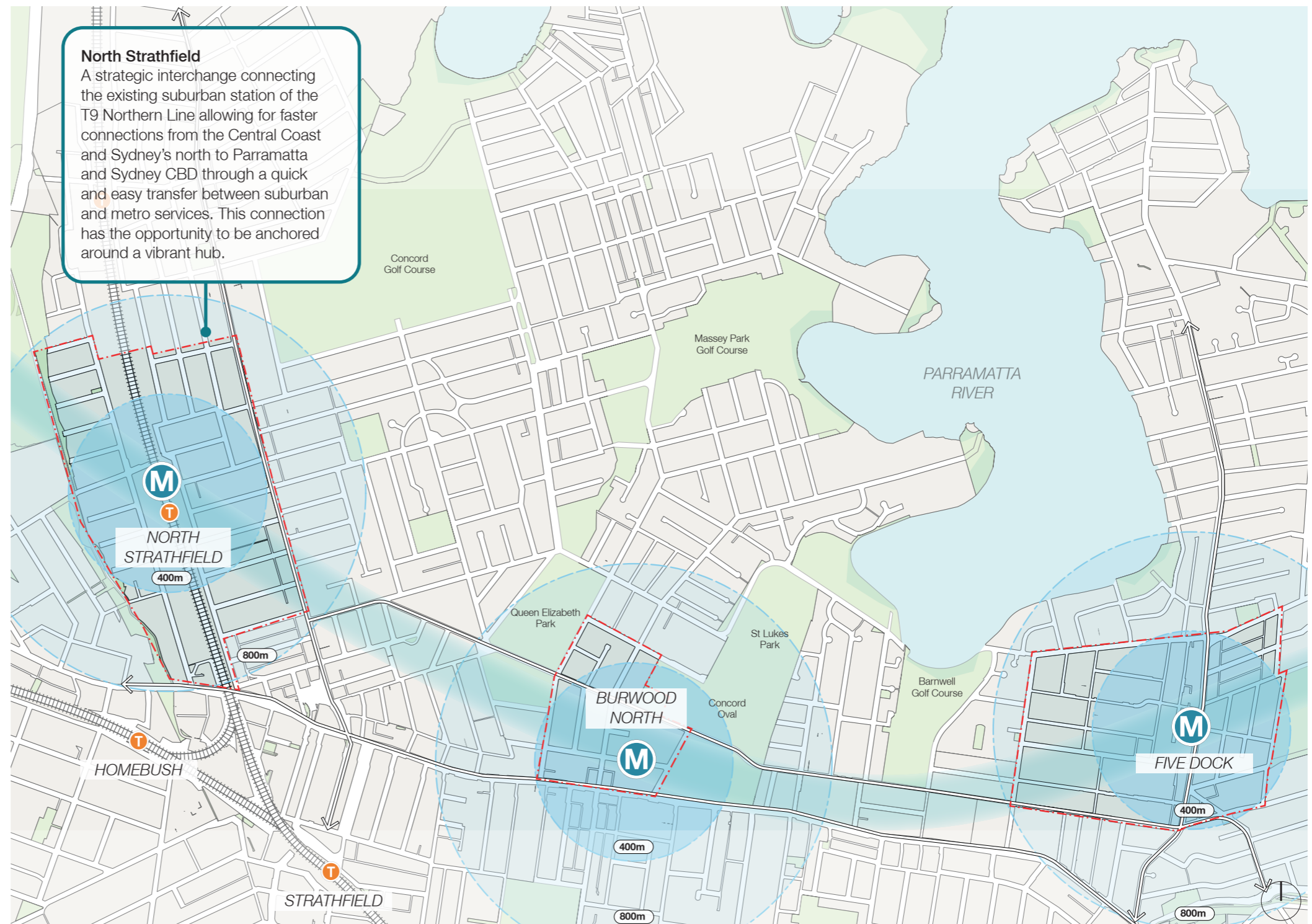


# North Strathfield

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Each Metro station precinct has a unique role and offerings both within the corridor and the overall Sydney metropolitan area.

North Strathfield is the furthest west station within the LGA and is connected to an existing railway line.



**Key**

- - - Precinct boundary
- 400m catchment
- 800m catchment
- Open space



# North Strathfield

## 6.1 Site context

The North Strathfield precinct is bounded by a number of major corridors including Parramatta Road and the overpass of the M4 Motorway to the south, Powells Creek - a canal recently transformed into a natural waterway to the west, Concord Road to the east and is divided through the centre by the T9 rail line. The northern boundary of the precinct has been defined based on a 700m walking catchment from the station to include the area not covered by the Concord West precinct. Significant open space surrounds the precinct with Mason Park Wetlands, and the sporting facilities of Bressington Park, Bicentennial Park and Sydney Olympic Park (west) and Concord Golf Club (east) as well as Allen St Reserve along Powells Creek.

The precinct features a mix of uses ranging from low scale residential, some of which is identified as a local character area in the LSPS, medium density housing on both sides of the rail, to the commercial and retail core at the Bakehouse Quarter. There are two schools within the precinct and are adjacent to the station.



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1. Powells Creek corridor



2. McDonald College of Performing Arts



3. Bakehouse Quarter



4. 4-storey RFB with ground level retail



5. Concord Road retail street



6. North Strathfield station



## North Strathfield



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### 6.2 Site analysis

#### Land use and activity

##### Key findings

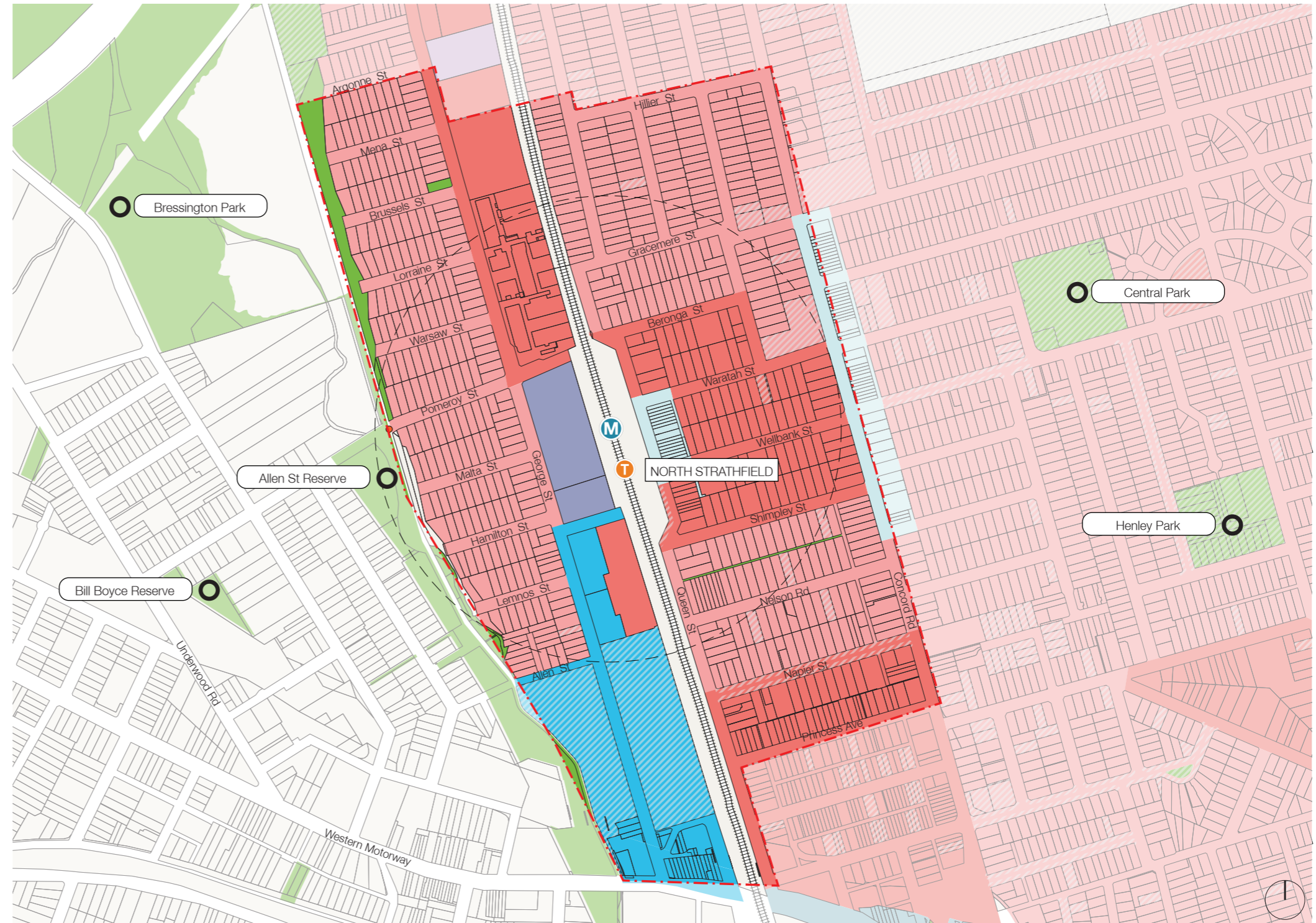
- Commercial, retail, food and beverage is located in the Bakehouse Quarter and is a well established entertainment precinct
- There are small pockets of RE1 land within the precinct and relies on Allen St Reserve and Bressington Park outside the precinct for the supply of recreational spaces.
- The vast majority of the precinct is zoned for medium density residential (R3) and low density residential (R2).
- A block of neighbourhood centre (B1) is located along Queen Street directly across the train station.
- Commercial and retail activity is located at the edges of the precinct with limited amenity provided in the B1 centre on Queen Street.

##### Key takeaways

- Opportunity to increase activity around the metro station through the expansion of the existing centre.
- Potential density uplift to align with the public transport infrastructure upgrade.
- Increase the neighbourhood centre offerings to create an attractive local centre adjacent to the inter-modal transport hub.
- Increase commercial activity around the new station with mixed use development.

##### Key

- - - Precinct boundary
- M Metro site
- - - 400m catchment
- R2 - Low density residential
- R3 - Medium density residential
- Heritage
- B6 - Enterprise Corridor
- NI1 - Light industrial
- B1 - Neighbourhood centre
- B3 - Commercial core
- Open space





# North Strathfield



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## Movement and access

### Key findings

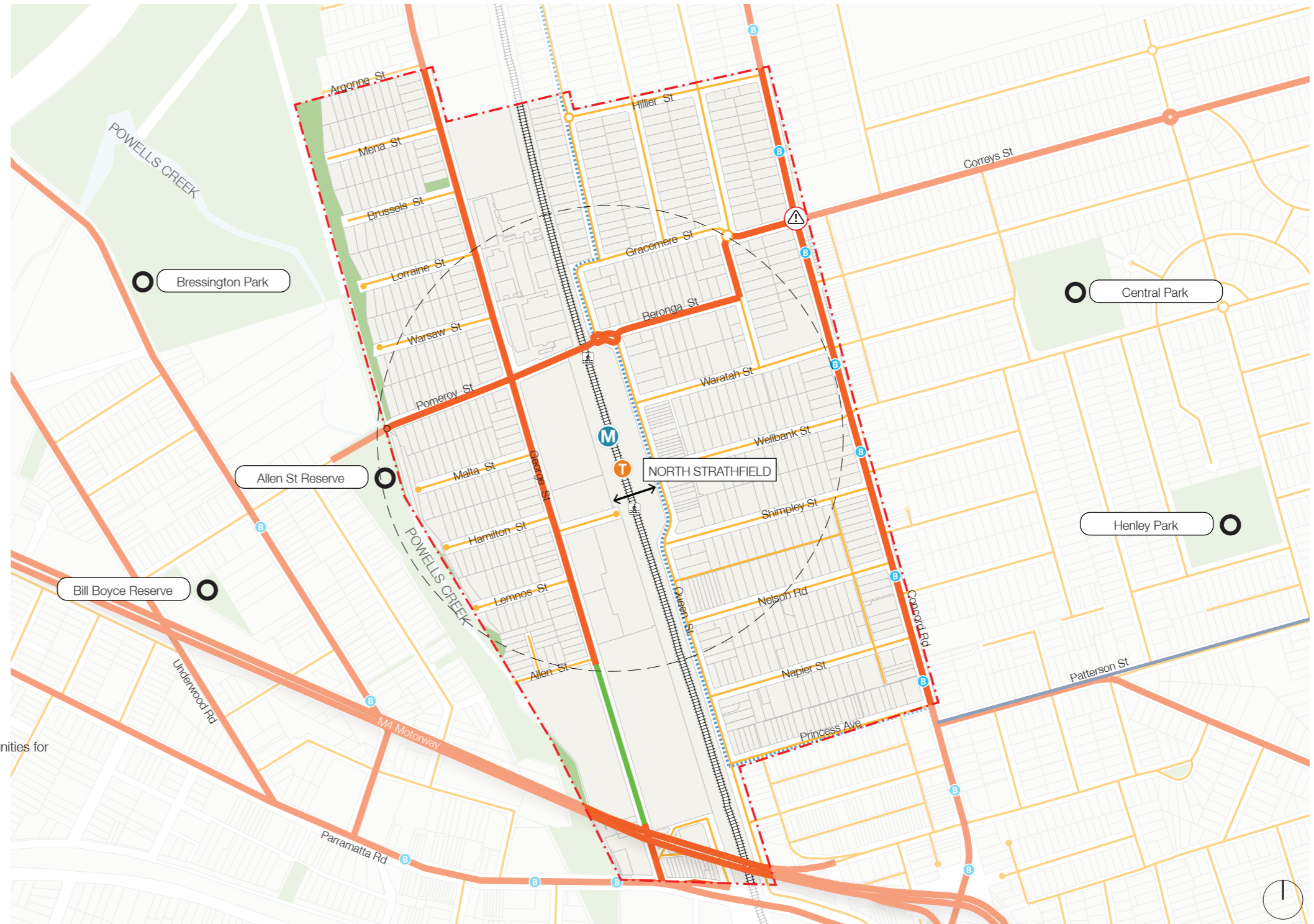
- Parramatta Road and M4 Motorway are regional east-west vehicular arteries situated south of the site area and are important connectors from Western Sydney to Sydney CBD. It is a physical barrier for connectivity into North Strathfield from the south.
- Concord Road and George Street provide the main vehicular access into the precinct. These run north-south and create barriers for pedestrian movement with few crossings and congested streets.
- Pomeroy Street is the only east-west vehicular connection over the railway corridor, congested with donut roundabout.
- The access to the eastern side of the precinct is restricted by the railway line to the east and Powell Creek to the west, relying on Pomeroy Street as the only vehicular east-west connection.

### Key takeaways

- Potential for a new gateway from Parramatta Road as a clear wayfinding entrance into the precinct.
- Potential to extend George Street south of Pomeroy Street to prioritise pedestrians with generous tree planting on both sides and footpath widening allowing the street to be identified as “places for people”.
- Potential for Pomeroy Street to be transformed into an active green street, connecting North Strathfield to regional open spaces e.g. Sydney Olympic Park. To unlock congestion by removing peanut roundabout for better legibility of the street network.

### Key

- |  |                      |  |  |
|--|----------------------|--|--|
|  | Precinct boundary    |  | Off-road cycle routes                                    |
|  | Metro site           |  | Future cycle routes opportunities for future connections |
|  | 400m catchment       |  | Places for people  |
|  | Private roads        |  | Bus stop   |
|  | Local roads          |  | Metro site   |
|  | Major roads          |  | Dangerous crossing                                       |
|  | On-road cycle routes |  | Open space   |





# North Strathfield



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## Open space and community

### Key findings

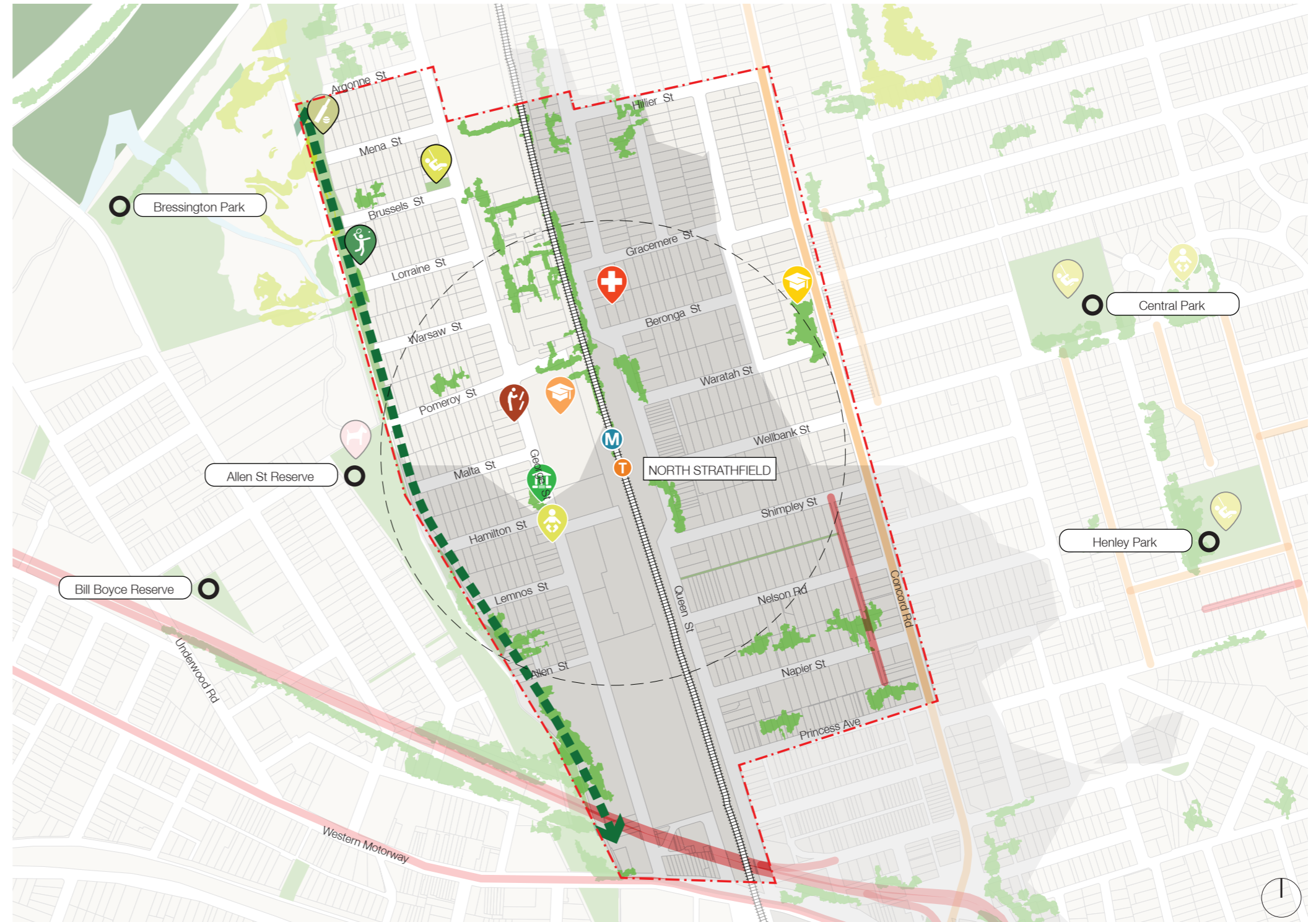
- There is limited open spaces within the precinct with open space primarily to the west of the rail line. For recreational purposes the precinct relies on Allen Street Reserve along Powells Creek and Bressington Park on the western side, whilst the eastern side has access to Central Park and Henley Park in Concord.
- The naturalisation of the northern section of Powells Creek is attractive and successful, but reverts back to a concrete channel south of Lorraine Street.
- Bressington Park features extensive sections of significant habitat.
- Lack of community centre within the precinct.

### Key takeaways

- Potential for additional new open spaces (of at least 0.3ha) within the precinct and a multi-purpose community venue. This could be delivered as part of the new Metro to create a civic heart to North Strathfield.
- Potential to extend the naturalised section of Powells Creek to Parramatta Rd and connecting into the regional Green Grid network.
- Potential to improve streetscaping and overall precinct with tree planting with a specific focus on the regeneration of significant native species.
- Improve connection to existing parks.

### Key

- |  |                                     |  |                  |
|--|-------------------------------------|--|------------------|
|  | Precinct boundary                   |  | Community garden |
|  | Metro site                          |  | Skate-park       |
|  | 400m catchment                      |  | Outdoor fitness  |
|  | Road with less than 20% tree canopy |  | Dog parks        |
|  | Road with less than 40% tree canopy |  | Basketball       |
|  | Potential green link                |  | Tennis           |
|  | Potential green link                |  | Cricket          |
|  | Significant habitat                 |  | Baseball         |
|  | Open space                          |  | Athletic         |
|  | Playground                          |  | Netball          |





# North Strathfield



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## Residential built form and character

### Key findings

- The most prominent typology within the precinct is single detached houses.
- There is a scattering of duplex or town house development primarily to the east.
- Apartment blocks are concentrated one block west along the railway corridor along George Street.
- Limited shop-top housing has been delivered on the B1 Neighbourhood centre zone where it is permissible.
- The Bakehouse Quarter is a significant area of heritage in which industrial buildings have been converted into an office, entertainment and retail precinct.

### Key takeaways

- Areas within 400m of a significant Metro have the potential for density uplift. Opportunities to improve public domain and streetscaping with redevelopment.
- Expansion of the Bakehouse Quarter to Parramatta Road to create a new gateway into the precinct. There is an opportunity to relocate the multi-storey car park and redevelop the surface carparking into a consolidated carpark to better service the area and to encourage active transportation and walking along George Street.
- Large areas of continuous single detached lots with opportunity for uplift.

### Key

- Precinct boundary
- M Metro site
- - 400m catchment
- Single detached house
- Duplex
- Townhouse
- Apartment building
- Shop-top housing
- Open space
- ▨ Heritage items





# North Strathfield

## 6.3 Challenges

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The key findings from site analysis and distillation from the baseline review are summarised into the following key points:

1. Train line disconnects east-west precinct
2. Flooding issues limits development potential to the west
3. The creek line results in dead end roads (limits vehicular and pedestrian connectivity)
4. Heritage items scattered throughout the precinct as single lots
5. Education facilities (McDonald College and Our Lady of the Assumption Catholic Primary School) and existing medium density located in close proximity to the existing station limits the potential for new development
6. Precinct is bounded by major traffic roads which creates barriers for connectivity
7. Identified problematic intersections
8. New development to interface with heritage items (scale, transition, material and architectural language) and appropriately transition in height from the conservation areas
9. Lack of open space within the precinct
10. Lack of community centre facilities within the precinct.

### Key

- |  |                                       |  |                         |
|--|---------------------------------------|--|-------------------------|
|  | Precinct boundary                     |  | Existing medium density |
|  | Metro site                            |  | Flooding                |
|  | 400m catchment                        |  | Education facility      |
|  | Busy traffic road                     |  | Heritage item           |
|  | Major traffic road (barrier)          |  | Dangerous crossing      |
|  | Cul-de-sac                            |  | Open space              |
|  | Pedestrian paths                      |  |                         |
|  | Character areas (under investigation) |  |                         |



Key challenges in North Strathfield





# North Strathfield

## 6.4 Opportunities

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1. To deliver a new public open space of at least 0.3ha to address shortfall identified by CRED findings and to accommodate the growth in population
2. Expand the B1 Neighbourhood centre and increase retail offerings to create an attractive local centre
3. Potential for a new landscaped gateway from Parramatta Road as a clear way-finding vehicular entrance into the precinct
4. Potential for George Street south of Pomeroy Street to be transformed into a pedestrian priority street
5. Potential for Pomeroy Street to be transformed into a green spine with active transport links
6. Better pedestrian connections along Wellbank Street to existing shops along Concord Road from station
7. New street and new pedestrian connection over the creek corridor at Lorraine Street to connect to open space. Expand the existing pedestrian connection along the Creek towards Bakehouse Quarter
8. Identified areas which can support medium density sites
9. Expansion of the Bakehouse Quarter to Parramatta Road to improve the interface into the precinct
10. Create public gathering spaces and co-locating community centre within a strengthened and expanded retail core with street frontage.

### Key

 Precinct boundary	 Education facility
 Metro site	 Green Grid opportunities
 400m catchment	 Street planting
 New street connection	 Green spine
 New pedestrian link	 Opportunity to integrate community facilities
 Strengthen existing cycleway	 Opportunity to improve pedestrian crossings
 Proposed cycleway	 Landscape gateway
 Active street frontage	 Open space
 Opportunity to strengthen Retail core (B1 and B4)	 Opportunity to introduce new open space
 Opportunity for mixed use	 Heart of the precinct
 Opportunity for medium density	



Key opportunities in North Strathfield



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