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Local Character Statement

Stage 1 & 2: Baseline review and context analysis

Prepared for
City of Canada Bay Council

Issued
08 December 2021

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SJB is passionate about the possibilities
of architecture, interiors, urban design and
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SJB would like to acknowledge the traditional custodians of the land on which we live and practice and pay our respects to elders, past, present and future. In particular, we would like to acknowledge the 60,000+ years of continuous engagement of this land by Aboriginal and Torres Strait culture.

The journey of Aboriginal and Torres Strait Islander people and their knowledge of this land is incredibly rich – its importance to the future of our country should never be underestimated.

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Certified Management Systems

ISO 9001:2015 Quality Management System
ISO 45001:2018 Occupational Health & Safety Management System
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Contents



1	Introduction	5	4	Context Analysis	39
1.1	Overview	5	3.1	Overview	40
1.2	Local Character and Place Guideline	6	3.2	Aboriginal History	41
1.3	Regional context	7	3.3	Early colonial settlement	42
1.4	Study Area	8	3.4	History	43
2	Strategic & Policy Review	9	3.5	Late 1800s and early 1900s	44
2.1	Overview	9	3.6	Development history and architectural styles	45
2.2	Eastern City District Plan (2018)	10	3.7	Community feedback	47
2.3	Design Guidance & Strategies	11	3.8	Land use	50
2.4	Government Architect NSW (GANSW) Green Grid	12	3.9	Height	51
2.5	State Environmental Planning Policies (SEPP)	13	3.10	FSR	52
2.7	City of Canada Bay Council	14	3.11	Heritage	53
2.8	City of Canada Bay - Access and Movement	20	3.12	Open Space	54
2.9	City of Canada Bay - Public Domain & Environment	22	3.13	Street hierarchy	55
3	Local Character Areas - Planning proposal overview (2019-2020)	24	3.14	Topography and slope	56
3.1	Overview	25	3.15	Outlook & visual amenity	57
3.2	Broad findings in Desired Future Character across the LCAs	26	3.16	Designing with Country	58
			3.17	Vegetation & biodiversity	59
			3.18	Subdivision pattern	60
			3.19	Site coverage	61
			3.20	Elimination map	62

Introduction

1.1 Overview

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SJB have been engaged by City of Canada Bay Council (CCBC) to complete a review of the Local Character Study for the Local Government Area (LGA). This is in response to CCBC’s Local Strategic Planning Statement (LSPS) Planning Priority 7, which states “7.2 create desired future character statements for areas identified as having distinctive urban form and character to be retained and protected (Local Character Areas)” and “7.3 Seek an exclusion for Complying Development under the Housing Code and Low Rise Medium Density Housing Code in Local Character Areas”.

This report includes the findings of Stages 1&2 of the City of Canada Bay Local Character Review

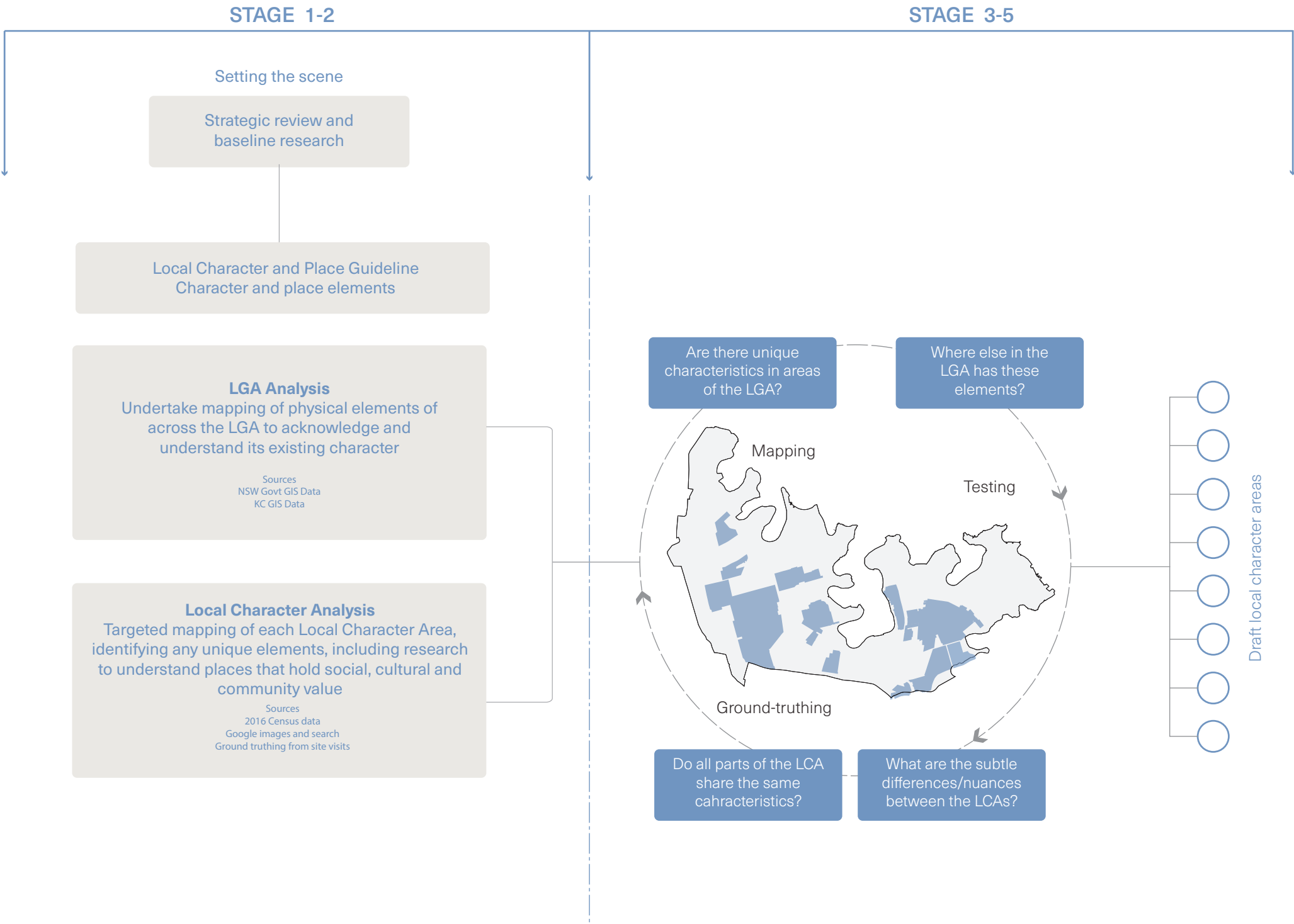
Stage 1: Background Studies Review
The Background Studies Review has been prepared to establish a baseline understanding of the contextual, environmental, cultural, development and historical influences that have shaped and will continue to shape the LGA. The Background Studies Review consists of the following chapter, to be supplemented by feedback obtained from community engagement, in order to ensure that the team avoids any gaps in the baseline thinking and considerations.

- Chapter 1 - Strategic & Policy Review

Stage 2: Mapping
A detailed mapping analysis has also been completed to provide an understanding of the relationship between physical and ephemeral elements of character within the LGA. The mapping is made up of two parts:

- Chapter 2 - Context Analysis (LGA wide)
- Chapter 3 - Local Character Area Analysis

This work will support future more detailed character analysis and the refinement of the Local Character Areas in future stages. Read together, this enables the project team to understand the elements that come together to form the area’s unique character and how these elements may form the basis for Canada Bay’s future evolution.



Introduction

1.2 Local Character and Place Guideline

This study builds upon the guidance outlined in the *Local Character and Place Guideline*, released by the NSW Department of Planning, Industry and Environment in February 2019. The guideline is intended to be a tool for councils, designers and planners to assess the place and character identity of localities.

Taking a ‘place and character’ led approach secures the identity of the area and allows for change that is contextually appropriate. The guideline is split into three different determinants of local character; Social, Economic, and Environmental. Within these categories, the guideline provides multiple character features to assist users in identifying and determining local character.

As indicated by Figure 02, local character continues to influence and be influenced by a holistic, plan-led system of strategic and statutory documents that traverses beyond a regional and district level. This approach provides a starting point for establishing the long-term direction for local character within specific regions, and sets the stage for housing, jobs, infrastructure, and targets for a healthy environment. The preceding District Plans subsequently bridge the gap between regional and local planning, accounting for a district’s infrastructure, liveability, productivity, and sustainability.

The preparation of community strategic plans, local strategic planning statements and other documents allow these strategic directions to be translated at a local level, establishing an areas’s future direction through visions for land uses and scale of development, implications for housing and the development controls that help to deliver this.

The following pages outline the number of state and local policies and strategies that will shape and influence the future character of Canada Bay LGA.

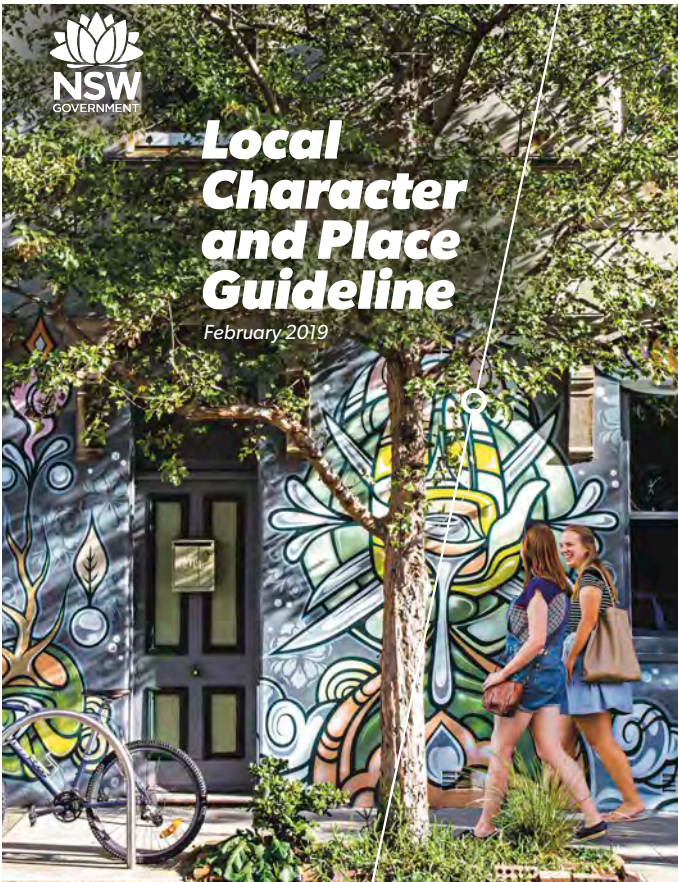


Figure 01: Local Character and Place Guideline (DPIE)

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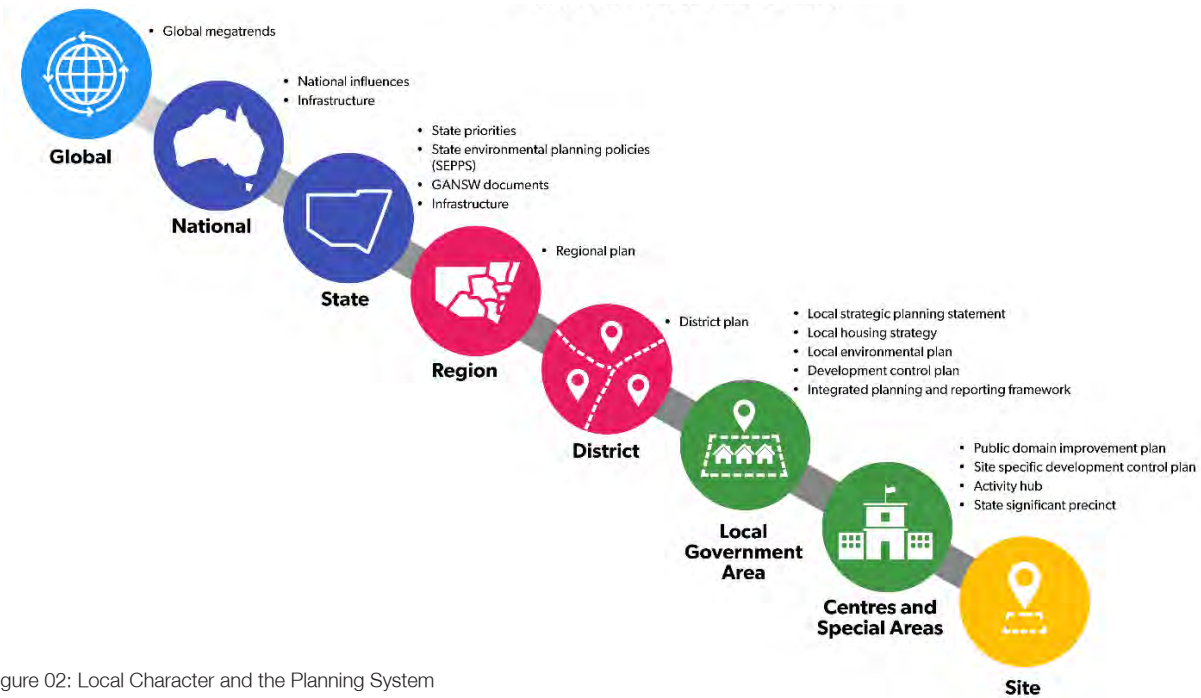


Figure 02: Local Character and the Planning System

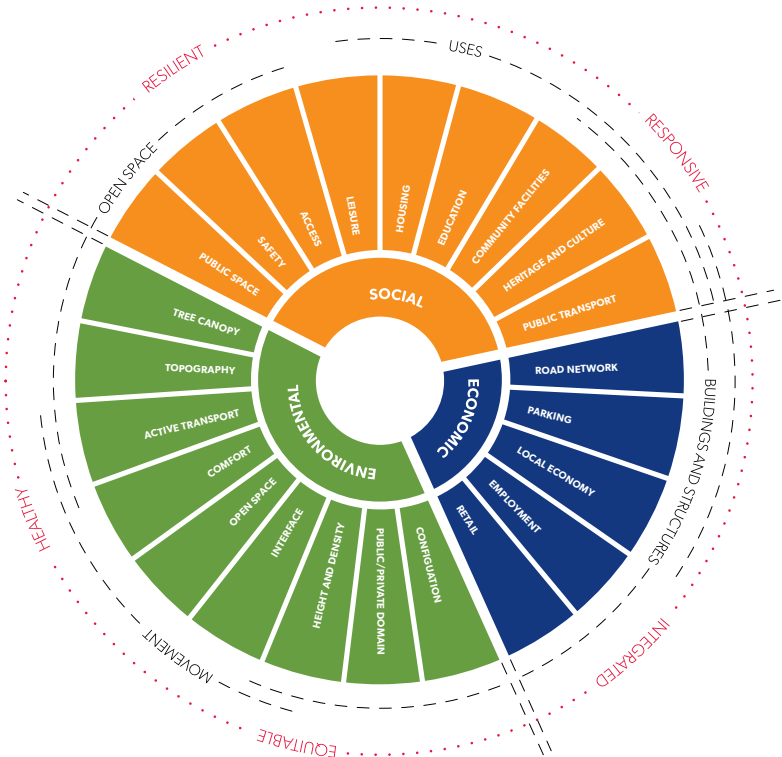


Figure 03: Determinants of local character

Introduction

1.3 Regional context

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Canada Bay 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. This includes the T9 train line to the west, Victoria Road to the east and Parramatta Road and the new WestConnex, a 33km underground motorway, to the south.

Canada Bay also encompasses areas that form part of 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

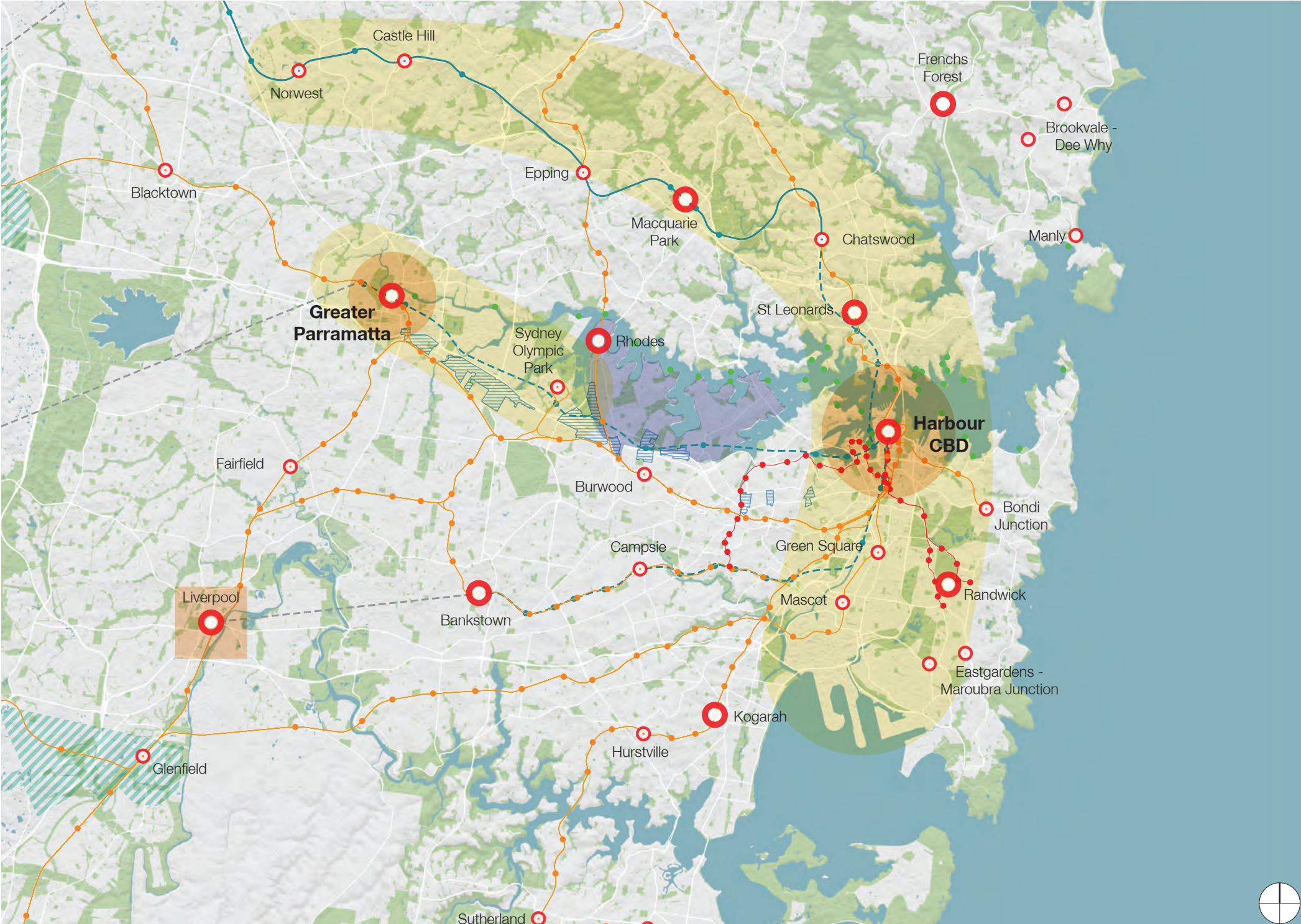
PRCUTS

Figure 04: The Canada Bay LGA within its regional context

Introduction

1.4 Study Area

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The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation, and had inhabited the area for thousands of years prior to European settlement. The Wangal people held a deep connection to the landscape of Canada Bay, with the bushlands and foreshore comprising a significant part of their home and territory for which they were responsible for.

The City of Canada Bay is bound by the Parramatta River to the north, and by Parramatta Road to the south. Two large bays flank the City's east and west: Iron Cove to the east, and Homebush Bay to the west. Hen and Chicken Bay is situated within the centre of the LGA, of which Canada Bay is itself an inlet. As a result, the LGA itself is in the form of two peninsulas, linked by a strip of land at its centre. Its geographical layout allows many suburbs within the LGA to enjoy water frontages and views.

Local Character is a pervasive quality that exists everywhere, is unique to every place and is always changing. CCBC have identified different categories of LCAs, with Type 1 that will undergo 'change,' Type 2 are areas that will be 'enhanced,' and Type 3 will be 'maintained.'

The areas shown on the map illustrate the historical LCAs from the previous DCP, that were ascertained as having distinctive character that should be protected. They form a starting point in identifying Type 3 LCAs with wider investigation into the surrounding areaa from the previous study, included in the evaluation. These areas were the starting point because these are the areas most likely to have a high concentration of character that the community has identified as needing to be maintained.

Within the Canada Bay LGA, 11 sites have been identified as Local Character Areas. These LCAs are located within Concord, North Strathfield, Wareemba, Russell Lea, Five Dock and Rodd Point for which the specific sites have been defined as, places which have distinctive characteristics that should be maintained.

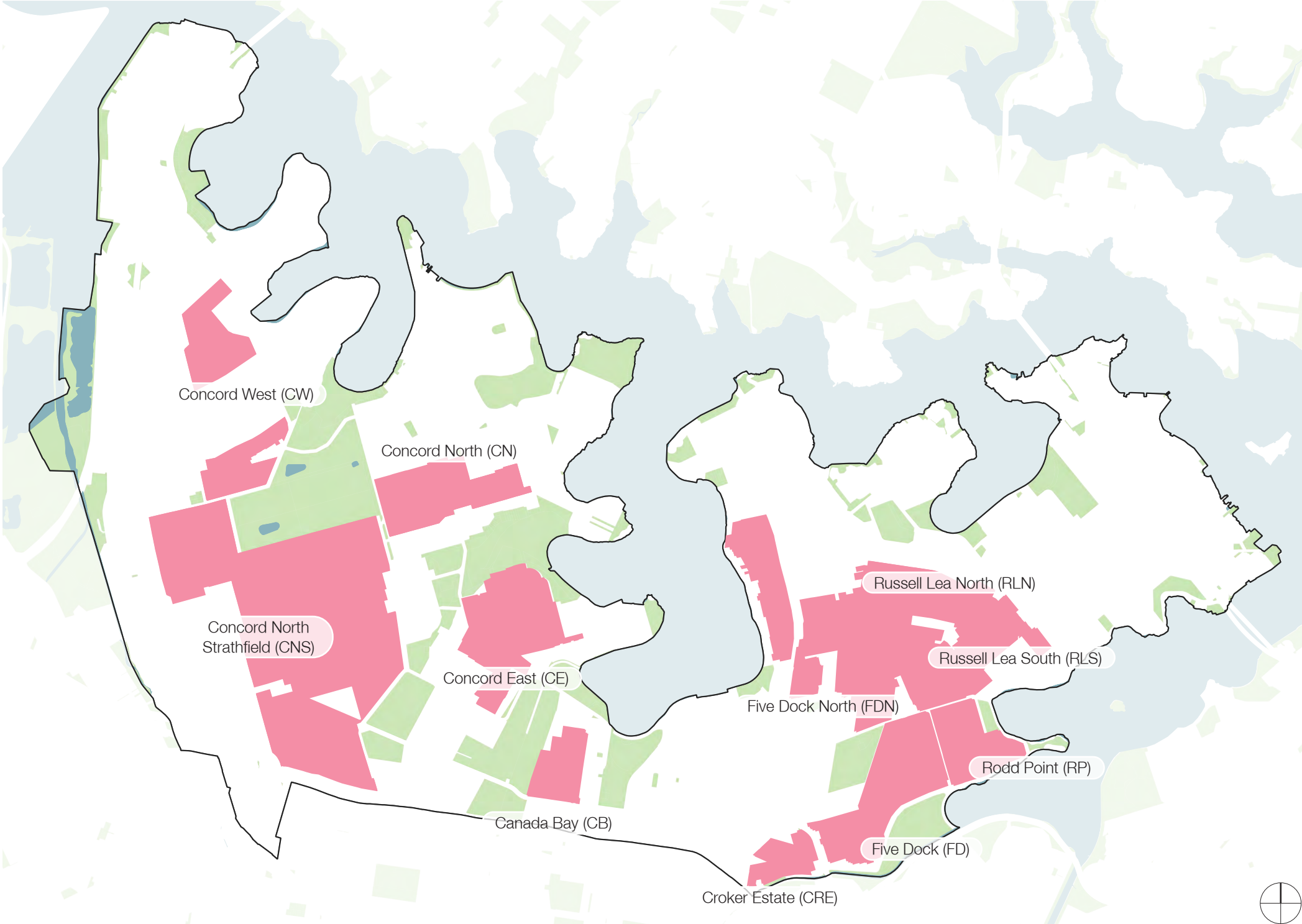


Figure 05: Local Character Areas identified in Council's previous DCP formed a starting point for this review.

Strategic & Policy Review

2.1 Overview

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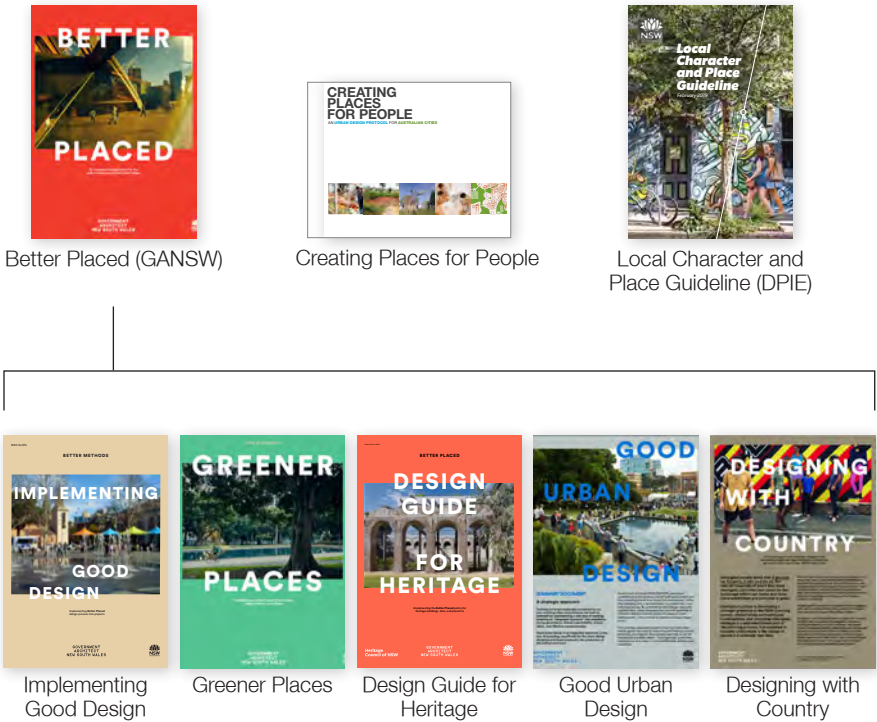
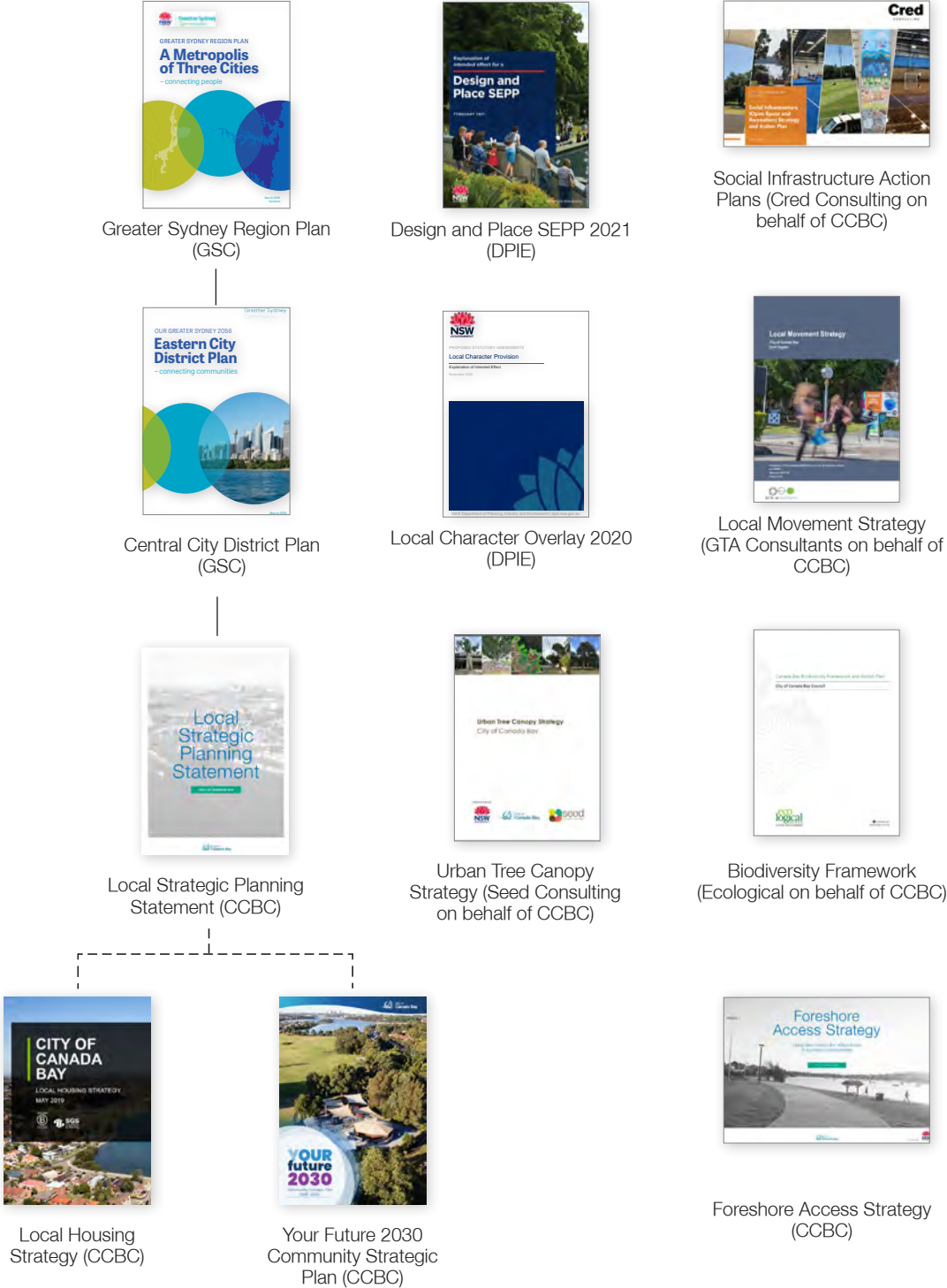
The strategic framework that underpins this study brings together an understanding of what is collectively sought for the future of the LGA. These are provided from a range of government policies and strategies with best practice processes, enabling the best social, economic, and environmental outcomes.

A thorough understanding of existing government strategies and policies will establish the base assumptions and drivers for the project. The character analysis and statements resulting from this study will become a vehicle to inform the extent of change by combining aspirations for the future local character of the LGA, with the policy and planning framework that supports this.

The policies and plans shown to the right have been considered as part of the strategic framework for the Canada Bay LGA. Select documents have been explored in more detail in the following pages.

Glossary of abbreviations:

- GSC: Greater Sydney Commission
- CCBC: City of Canada Bay Council
- GANSW: Government Architect NSW
- DPIE: NSW Department of Planning, Industry and Environment



2.2 Eastern City District Plan (2018)

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The **Eastern City District Plan** (the Plan) is part of the Greater Sydney Commission’s regional 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 City of Canada Bay is located within the Eastern City District, sitting at the north-western edge of a District comprising eight Local Government Areas (LGAs).

The City of Canada Bay contains and is located in proximity to a number of urban renewal precincts, including under-utilised corridorlands adjoining Parramatta Road as well as Rhodes East, and the strategic centre of Burwood. There are also major infrastructure drivers that are rapidly transforming the character of many of the areas within the LGA, including Sydney Metro West, that will provide stations at Five Dock, Burwood North (Concord) and North Strathfield.

The Eastern City District Plan sets out a range of actions aimed at delivering the Plan’s 20 Priorities and draws from the strategies set out in the Regional Plan. Of these actions, the most significant for the LGA 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.

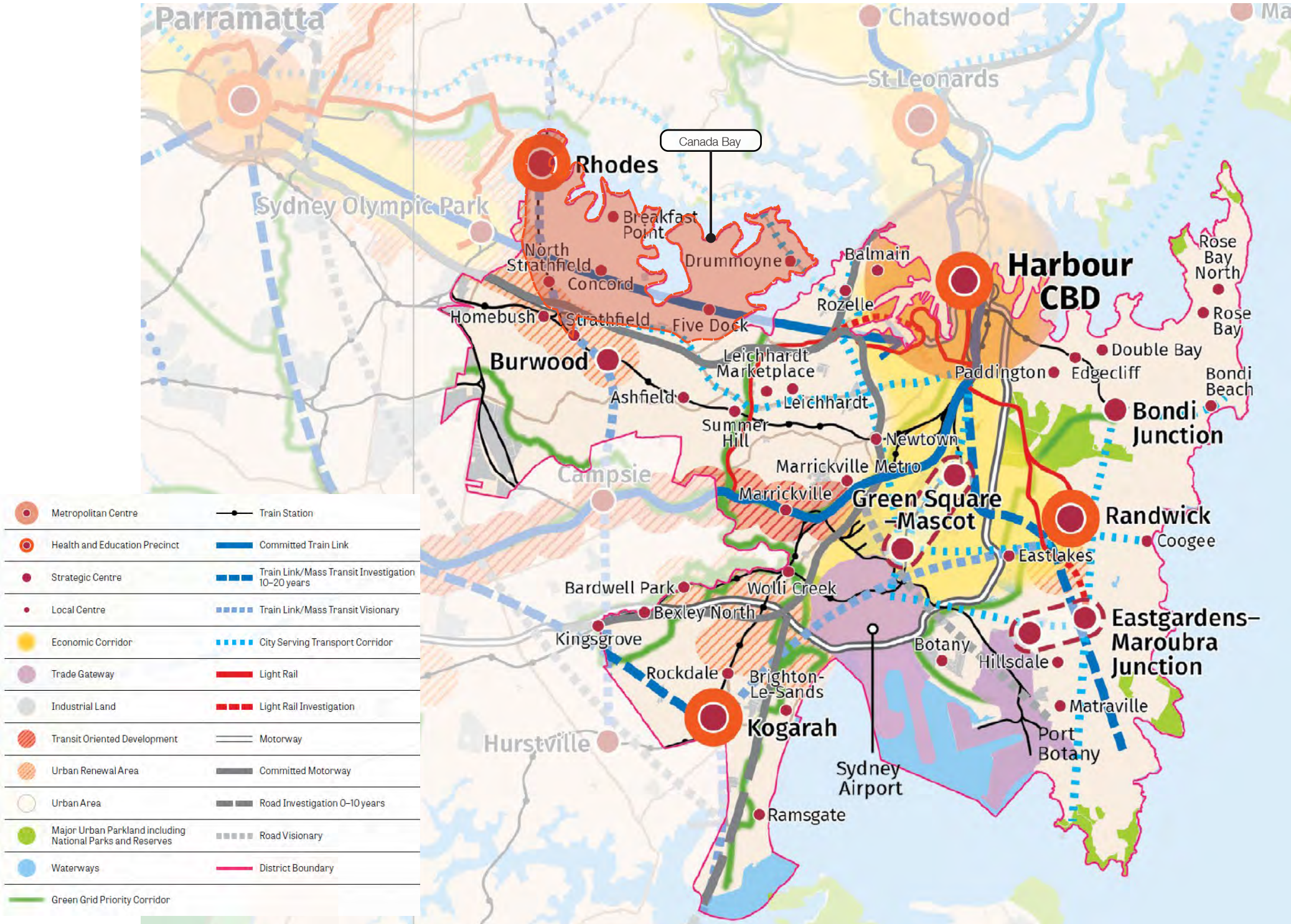


Figure 06: Excerpt from the Eastern City District Plan

2.3 Design Guidance & Strategies

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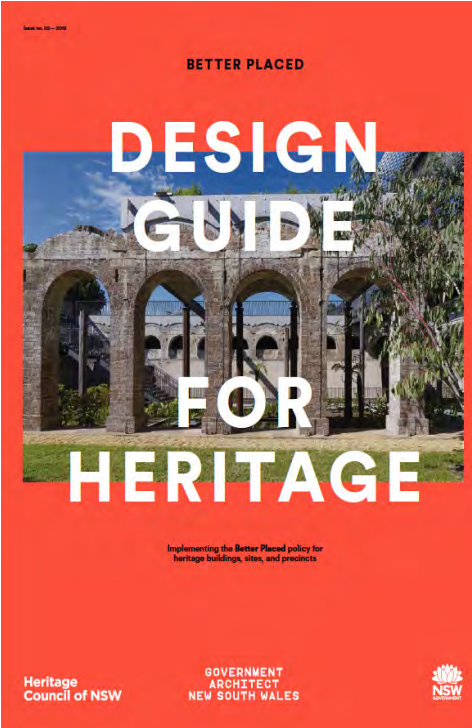
Better Placed
Provides a framework for examining places and establishing a conceptual basis for proposal review

- Provide environmentally responsive and sustainable options to ensure adaptability and durability of a place.
- Establish safe, comfortable, and liveable places to ensure areas are useable for the community.
- Inclusive approaches that recognise diverse demographics and connectivity to create rich character and qualities within communities.
- Highly functional and efficient resolutions that are fit for purpose promoting optimal use to remain well-utilised.
- Generate ongoing value for communities by building upon and leveraging existing places to increase its social, economic, and environmental benefit.



Greener Places
The importance of green spaces and the approach to integrating them into broader connected networks

- Generate sustainable green infrastructure that provides amenity to communities whilst offsetting climate change.
- Generate interconnected open spaces that connect town centres, public transport hubs, rivers, creeks, employment, and residential areas for a holistic approach.
- Promotion of nature as the driver to create high functioning urban environments.
- Deliver multifunctional green infrastructure that provide various services simultaneously.
- Encourage involvement of diverse parties to ensure development and policies are well implemented to address the needs of a broad demographic.



Heritage Study
Guidelines for preserving, restoring and integrating heritage into spaces, buildings and precincts.

- Identify local character to establish the contextual influences of places, for new developments to be sympathetic to underlying heritage significance.
- New developments should be respectful in bulk and scale within heritage areas, allowing the maintenance of local character and existing qualities.
- Be responsive to its historic context and informed by extensive analysis of existing urban characteristics and patterns of development.
- Maintain and adapt heritage places to provide significant environmental benefit to reduce energy consumption.
- Promote rich and vibrant neighbourhoods with well-maintained heritage sites to create a strong sense of place.



Designing with Country
Create inclusive and layered design through the integration of more country-centres approaches

- Create a holistic approach between Aboriginal and Non-Aboriginal communities to recognise and respect sites of significance..
- Develop mutually beneficial relationships with Country to establish greater connections to places and surroundings.
- Learn from Country by reawakening memories of cultural landscapes to better engage with place.
- Engage with Country by understanding sustainable living principles that can be better integrated in contemporary contexts.
- Intergenerational interactions have the potential to generate design solutions for complex challenges relating to place.

2.4 Government Architect NSW (GANSW) Green Grid

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The Greater Sydney Green Grid is a long-term vision for a network of high quality green spaces that connect communities to the natural landscape. It includes tree-lined streets, waterways, bushland corridors, parks and open spaces linked to centres, public transport and public places.

The Canada Bay Local Government Area can be found within the Central District of the Green Grid. Projects within this District are categorised into the following uses and their encapsulating principles:

- The Recreation Grid: Increase access to open space; Encourage sustainable transport connections and promote active living; Create a high quality and active public realm.
- The Ecological Grid: Conserve the natural environment; Adapt to climate extremes, improve air quality, and increase urban greening; Promote green skills, improve management, maintenance and sustainable greenspace design.
- The Hydrological Grid: Utilise the network quality of the hydrological system; Increase environmental quality; Reduce infrastructure risk; Reveal the unique character of Sydney's waterscapes; Reframe waterways as connectors not barriers.

The strategic projects found within, or intersecting with the LGA are listed as follows:

- 04: Sydney Harbour Foreshore and Parramatta River Walk
- 07: Parramatta Road Urban Renewal Corridor
- 22: Rhodes and Concord Open Space and Hospital Precincts
- 24: Powells Creek and Mason Park, Strathfield
- 28: Cooks River to Homebush Bay Green Link
- 31: Burwood Green Link: Burwood Park to Hen and Chicken Bay
- 32: St Lukes Park and Concord Oval Green Link
- 33: Sydney Harbour Bays Green Links: Balmain and Rozelle

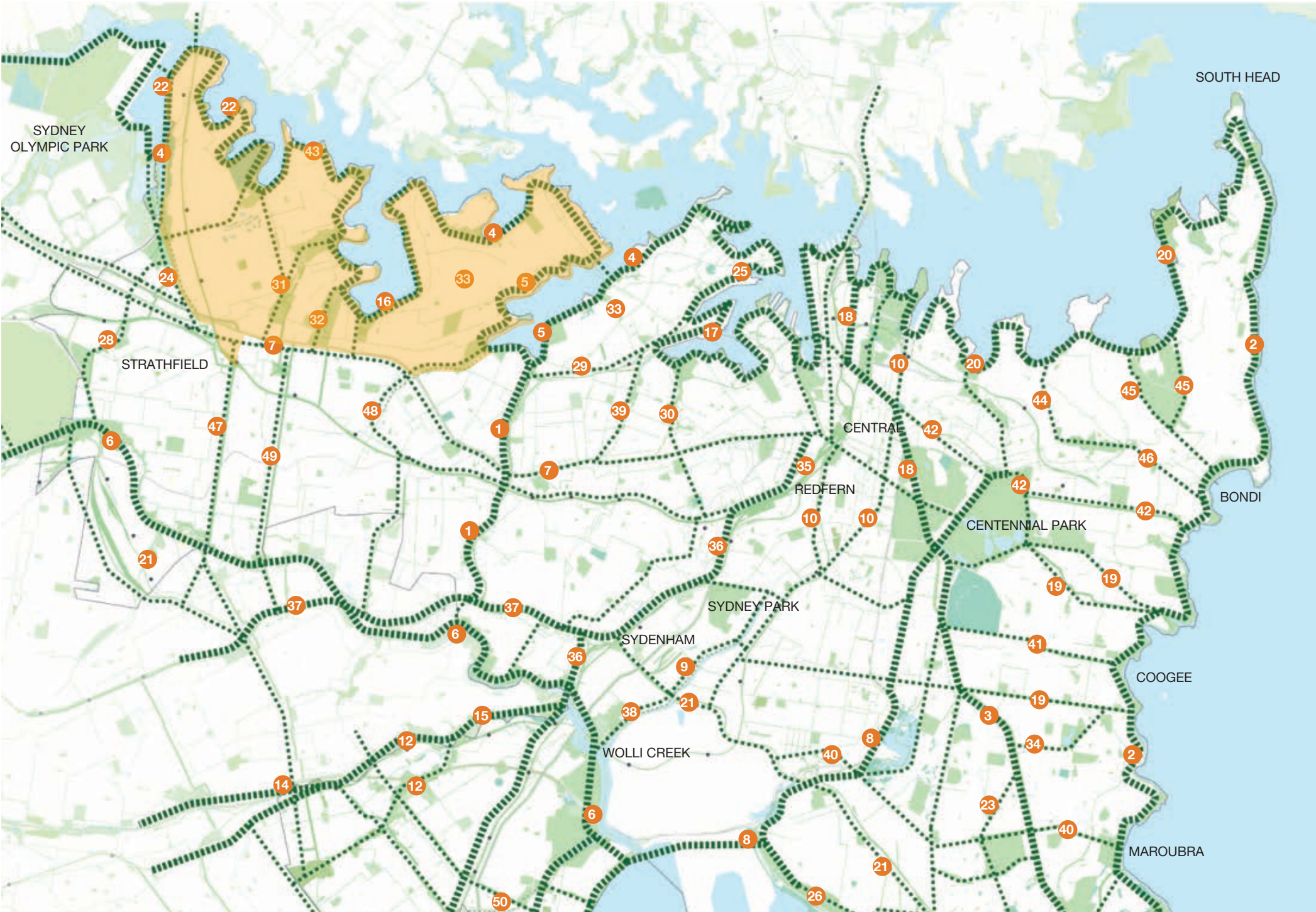
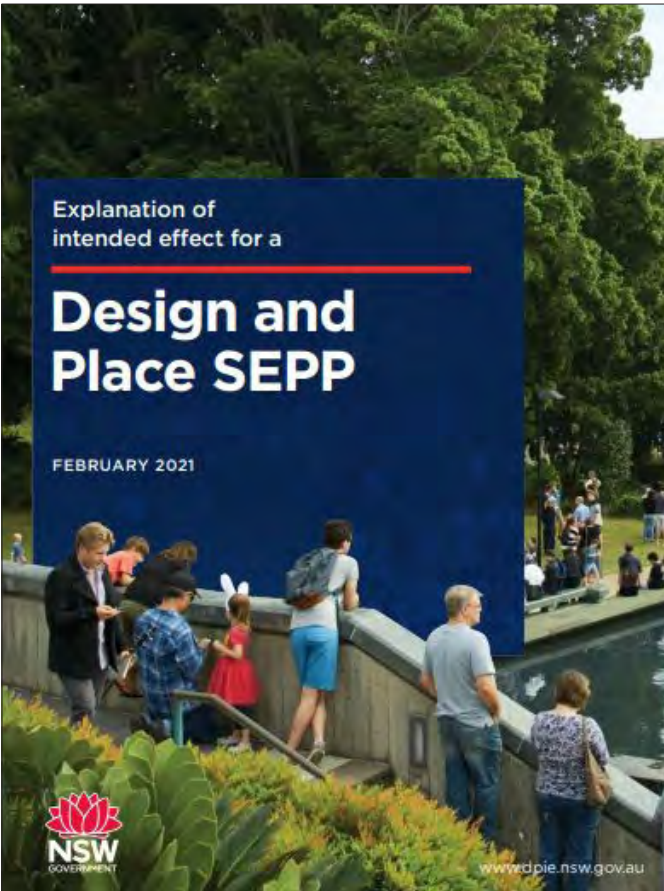


Figure 07: Excerpt from the Central District Green Grid (pg 19)

2.5 State Environmental Planning Policies (SEPP)

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Design and Place SEPP (2021)
Department of Planning, Industry and Environment (DPIE)



The Design and Place SEPP (the SEPP), currently being prepared by DPIE, is part of a broader review of all SEPPs that aims to simplify and consolidate how to deliver good design across NSW. Two existing SEPPs will be repealed and replaced into the SEPP, with relevant provisions transferred across from SEPP No 65 – Design Quality of Residential Apartment Development and SEPP (Building Sustainability Index: BASIX) 2004. The development of the SEPP will be complemented by revisions to the existing Apartment Design Guide (ADG)

and the development of a new Urban Design Guide (UDG) and Design Review Guide (DRG).

The proposed Design and Place SEPP is framed around five guiding principles. These principles aim to deliver healthy and prosperous places that support the wellbeing of people, communities and Country. These include:

Principle 1: *Design places with beauty and character that people feel proud to belong to.*

Principle 2: *Design inviting public spaces to support engaged communities.*

Principle 3: *Design productive and connected places to enable thriving communities.*

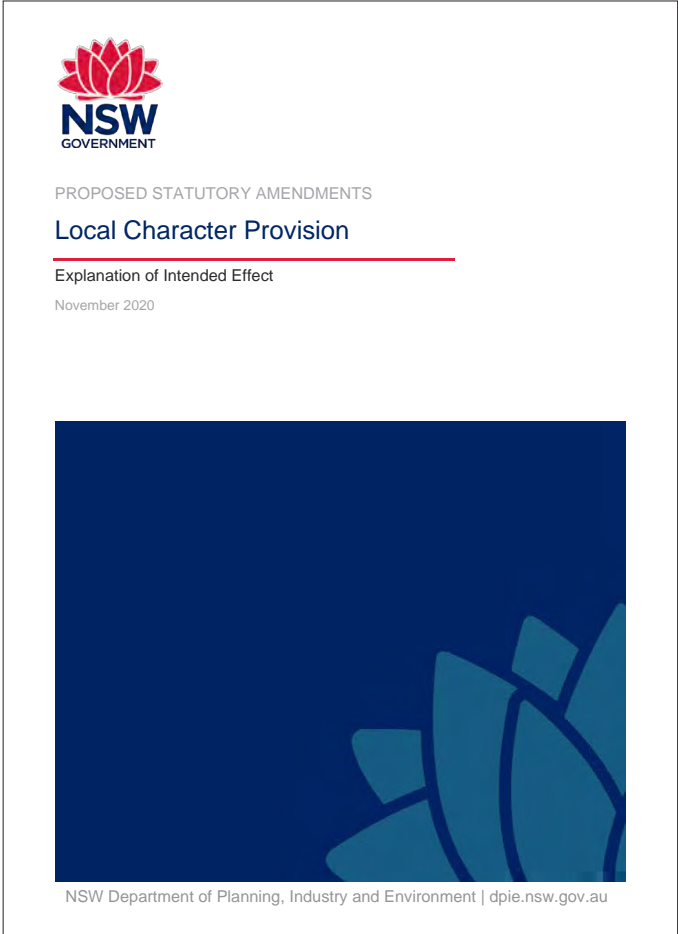
Principle 4: *Design sustainable and greener places for the wellbeing of people and the environment.*

Principle 5: *Design resilient and diverse places for enduring communities.*

The principles have been developed to align with local best practice and foundational work established within the GANSW documents *Better Placed* and *Greener Places*, in addition to many important policy papers from industry and academic groups.

Before being finalised, the Draft Design and Place SEPP will be exhibited for at least six weeks in late 2021. Drafting and exhibition of the revised ADG, BASIX, and new Urban Design Guide (UDG) (as well as other guidance identified to support the Design and Place SEPP) is also proposed for late 2021.

Local Character Overlay (2020)
Department of Planning, Industry and Environment (DPIE)



DPIE has developed a local character overlay and draft local character clause that will allow councils to insert a reference to local character in their Local Environmental Plan (LEP) via a Local Character Statement and map.

The intended effect of the policy is to create a framework for the identification and consideration of local character in the planning system. The framework will allow councils to amend their LEPs to give legislative weight to local character areas.

The proposed provision will allow a council to adopt a map overlay which identifies the boundaries of a local character area and requires the council to consider its local character statement when assessing development applications.

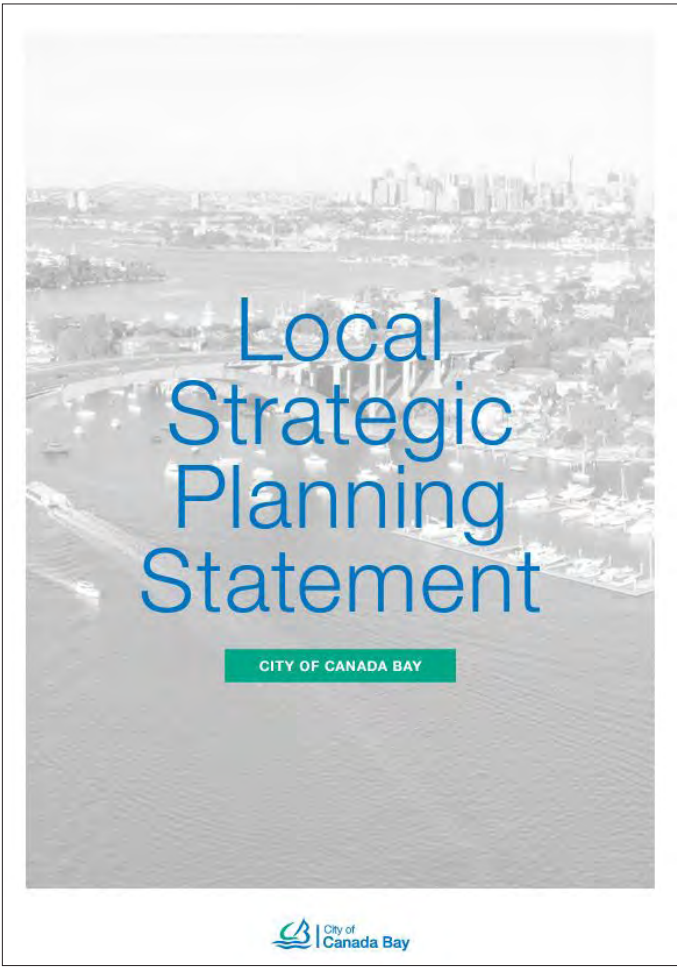
The local character statement must be developed in accordance with the *Local Character and Place Guideline 2019* and describe an area's existing character and detail its desired future character. In doing so, it should set out how future growth will be consistent with the identified character.

- The objectives of the proposed provision are to:
- Provide a consistent way for councils to elevate local character into their LEPs.
 - Empower development controls within the DCP with regard to proposed development within the character area.
 - Be mandatory for councils seeking to exclude limited local character areas from the Low Rise Housing Diversity Code.

2.7 City of Canada Bay Council

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Local Strategic Planning Statement (LSPS)
City of Canada Bay



On 25 March 2020, the Greater Sydney Commission (GSC) endorsed the Canada Bay Local Strategic Planning Statement (LSPS).

The LSPS is the core strategic land-use planning document for the City of Canada Bay Council. It guides how Council will create and enhance the character of centres and neighbourhoods into the future and sets out a 20-year vision with planning priorities and actions for land use planning

to ensure the LGA is diverse in its landscapes, people and businesses whilst preserving and enhancing its lifestyle. Importantly, the LSPS sets out Council’s vision for how the LGA will respond to significant residential growth and dwelling forecasts to 2026 and 2036.

A total of 19 planning priorities are detailed across four themes: Infrastructure and collaboration, Liveability, Productivity and Sustainability. The themes and planning priorities have been informed by the Eastern City District Plan, ensuring the LSPS aligns with the regional planning framework established by the NSW Government and Greater Sydney Commission (GSC).

The themes and priorities outlined within the LSPS include:

- 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 7

Create vibrant places that respect local heritage and character.

MAP 10: CHARACTER AREAS & HERITAGE CONSERVATION AREAS

Actions

7.1 Prepare and implement the Place Plans for Mortlake and the proposed Kings Bay Centre in the Parramatta Road Corridor.

7.2 Seek DPIE endorsement of Local Character Statements, including desired future character statements, as part of the endorsement of the Local Housing Strategy. These should consider:

- the staged introduction of Local Character Statements to align with infrastructure delivery;
- areas identified for change, including Planned Precincts and other localities undergoing renewal; and
- areas identified for investigation on Map 10, due to having been identified as having distinctive urban form and character to be retained and protected (Local Character Areas).

7.3 Seek an exclusion for Complying Development under the Housing Code and Low Rise Medium Density Housing Code in Local Character Areas.

7.4 Finalise and implement an Aboriginal Cultural Heritage Study to contribute to the conservation and management of Aboriginal Cultural Heritage.

7.5 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.

7.6 Review and update inventory sheets for heritage items, the statements of significance for heritage conservation areas and the contributory status of each property within a conservation area.

7.7 Seek inclusion of 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.

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The following table provides a summary of the four themes outlined in the LSPS and their related planning priorities. Additionally, it also frames each priority with regards to timeframe and the actions that are relevant to this study.

Infrastructure and collaboration		Liveability					Productivity		
Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6	Priority 7	Priority 8	Priority 9	Priority 10
Planning for a city that is supported by infrastructure	Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development	Providing community services and facilities to meet people’s changing needs	Foster safe, healthy, creative, culturally rich and socially connected communities	Provide housing supply, choice and affordability in key locations	Provide high quality planning and urban design outcomes for key sites and precincts	Create vibrant places that respect local heritage and character	Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital	Enhance employment and economic opportunities in Local Centres	Identify opportunities to support urban support services
Medium	Low	Medium	Medium	High	Low	High	Low	Low	Low
<ul style="list-style-type: none">• A subpoint of action 1.3 is to deliver social infrastructure, high quality public domain and local open space.• Action 1.7 Work with Local Aboriginal Land Council to ensure needs are identified and considered	<ul style="list-style-type: none">• Priority 2 is focussed on the Rhodes Planned Precinct, which is not involved with this study.	<ul style="list-style-type: none">• Action 3.1 Finalise and implement the Canada Bay Social Infrastructure (Community Facilities) Strategy.• This priority recognises that social infrastructure is varied across the LGA in terms of accessibility, with areas such as North Strathfield identifies as areas requiring improved walkability to open space.	<ul style="list-style-type: none">• A subpoint of Action 4.1 is a minimisation of impacts of air and noise pollution on new development from road and rail corridors• Action 4.3 seeks to investigate opportunities to foster creative participation throughout Canada Bay, with emphasis on the creation of a network of creative and cultural spaces.	<ul style="list-style-type: none">• Action 5.3 Outside of the identified renewal areas, development is to be compatible with the character and prevailing density of established neighbourhoods.• Action 5.4 Investigate changes to the planning framework to encourage a greater diversity of dwellings within the immediate vicinity of Concord West station, Majors Bay Road (Concord), North Strathfield station and Five Dock Town Centre.	<ul style="list-style-type: none">• This priority is concerned with specific sites within the LGA	<ul style="list-style-type: none">• This priority underpins the purpose of this study - see further commentary on previous page.	<ul style="list-style-type: none">• This priority focuses on the Rhodes precinct, and is not directly involved with this study	<ul style="list-style-type: none">• The focus of Priority 9 concerns retail and business developments in town centres with zoning other than low density residential	<ul style="list-style-type: none">• The focus of Priority 10 involves development in relation to Parramatta Road, and future mixed use compatibility.

Productivity (Continued)		Sustainability						
Priority 11	Priority 12	Priority 13	Priority 14	Priority 15	Priority 16	Priority 17	Priority 18	Priority 19
Identify land use opportunities and implications arising from Sydney Metro West	Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport	Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways	Protect and enhance bushland and biodiversity	Protect and enhance scenic and cultural landscapes	Increase urban tree canopy and deliver Green Grid connections	Deliver high quality open space and recreation facilities	Reduce carbon emissions and manage energy, water and waste efficiently	Adapt to the impacts of urban and natural hazards and climate change
Medium	High	Medium	Medium	High	High	Medium	Medium	Medium
<ul style="list-style-type: none">A sub-point under Action 11.1 is to identify opportunities and preferences for new and / or improved areas of open space within, adjacent to or surrounding the new Metro locations	<ul style="list-style-type: none">Action 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.	<ul style="list-style-type: none">Action 13.3 Map and reference key habitat areas and priority corridors for iconic species in the Parramatta River catchment within Council's LEPAction 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.	<ul style="list-style-type: none">Action 14.2 Review the land use zones and environmental controls in the Canada Bay Local Environmental Plan and Development Control Plan to ensure that significant remnant habitats are retained to protect endangered flora and fauna, and improve habitat connectivity.	<ul style="list-style-type: none">Action 15.1 Ensure that land use change in foreshore and peninsula localities does not have a significant adverse impact upon views to and from Parramatta River and Sydney Harbour, from within and outside the LGA.	<ul style="list-style-type: none">Action 16.3 Increase the urban tree canopy on private land by amending the Canada Bay Development Control Plan to:<ul style="list-style-type: none">include appropriate controls to protect trees	<ul style="list-style-type: none">A sub-point under Action 17.1 the planning and delivery of new open space in conjunction with land use change in North Strathfield, Concord West and along the Parramatta Road Corridor	<ul style="list-style-type: none">Action 18.6 Prepare a Guideline to inform the implementation of green infrastructure as part of development, with consideration given to green roofs and passive design strategies	<ul style="list-style-type: none">Action 19.1 Implement flood related planning controls in accordance with the recommendations of the Concord West Precinct Flood Study

Local Housing Strategy (2019)

City of Canada Bay



The Local Housing Strategy (LHS) estimates an additional dwelling capacity of 3,800 dwellings to 2026 and 12,500 to 2036, while outlining areas for for urban renewal and future housing growth. These proposed areas will see a proposed diversification in housing typologies to provide opportunities for increased dwelling densities appropriate to their location, as well as dwelling affordability.

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

Low Density Residential Opportunities and Constraints

The LHS identifies various catchments in which the prescribed character areas are located within. Various opportunities and potential constraints have been identified in relation to low density residential development. A consistent theme of potential subdivision with respect to the character has become established.

Concord and Concord West

1. Some opportunities in the form of single lot subdivisions which would add one dwelling per lot.
2. Large heritage precinct near Majors Bay Reserve. Some other heritage precincts also scattered throughout.

Five Dock

3. Some opportunities for semi-detached development to the west and north of this area.

Rodd Point and Russell Lea

4. Some opportunities for semi-detached development to the west and north of this area.
5. The southern part of this character area is constrained by small lots (under 450sqm).

Wareemba

6. Some opportunities in the form of single lot subdivisions which would add one dwelling per lot.
7. All developments need to respect existing character which means even two storey town houses would need to be consistent with the established single storey streetscape.

North Strathfield:

8. Some opportunity for minor subdivisions and semi-detached dwelling developments

Community Strategic Plan 2018-2030 (2018)

City of Canada Bay



The Community Strategic Plan (CSP) was adopted by Council in 2018. The Plan communicates the communities priorities, including its long term vision and coordinated direction for the LGA that addresses a range of planning, community and environmental issues. It is designed to inform all future strategies and policy work undertaken by Council.

With regards to future development, the CSP identifies the following community desires with regards to housing and character:

- Consideration of sustainability for new developments.
- The amenity, design and attractiveness of new development and renewal areas to fit in with existing suburbs.
- A balance in housing mix with appropriate transitions between.

The CSP outlines a number of goals and strategies to be delivered within the five themes listed below, determined from feedback arising from community engagement. These goals and devliery strategies function as a guide as to how long term outcomes can be achieved:

- Theme 1: Inclusive, involved and prosperous
 - Goal 1.3 - Our sense of place and of belonging is strong with our diversity respected and celebrated and local heritage and character promoted in friendly village neighbourhoods and vibrant and prosperous centres.
- Theme 2: Environmentally responsible
- Theme 3: Easy to get around
- Theme 4: Engaged and future focussed
- Theme 5: Visionary, smart and accountable

In addition, the CSP identifies 'Recurring Themes for our Future'. Specifically, the theme of 'Friendly Village Ambience' remains highly relevant to the study areas. The focus of this theme includes:

- Our area's local character and friendly village ambience are highly valued.
- The friendly interactions that community members have in their neighbourhoods, at parks and local centres are seen to be central to our area's atmosphere.
- Many expressed concern that highrise developments are eroding our character. Protecting heritage buildings and significant trees, and providing more 'green and open' spaces are considered critical to maintaining character.

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

City of Canada Bay



The Open Space and Recreation Strategy and Action Plan (the Plan) was prepared in 2019, recognising the growing population of the Canada Bay LGA and the need for equitable access to open space and recreation opportunities. The Plan provides evidence to support Council’s planning over the short term (2021), medium term (2026) and long term (2036), with the aim of providing a coordinated approach to planning and delivering social infrastructure for the community at a variety of levels.

The Plan was developed in response to Council’s Community Strategic Plan (CSP), as well as various regional and district plans that have all identified the need to deliver a network of diverse, accessible and high quality open space connected to the Green Grid that meets community needs. It also begins to identify a deliverable action plan to inform Council’s budgeting process, as well as the operational and resourcing plans for open space and recreation facilities, programs and services.

The recreation priorities as identified for the general LGA, as well as areas related to or within the Local Character Areas are summarised on this page.

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:
- 4. All dwellings should be within 400m of open space of at least 0.3ha, and
- 5. All high density dwellings should also be within 200m of open space of at least 0.1ha
- 6. Require on-site accessible communal open space, including ground floor open space in new residential developments
- 7. Investigate opportunities for recreation, quiet contemplation and play in natural areas, particularly for people living in higher density.

North Strathfield

- 8. Improved connections along Powells Creek Corridor and Parramatta Road (2026)
- 9. Review planning for Strathfield Triangle (2026)
- 10. New open space close to future Metro station (minimum 0.3ha) to support increased population (2036)
- 11. Streetscape improvements connecting from residential areas along the train line in Concord, and Concord West, to Henley Park, Central Park and the Walkers Estate.
- 12. Deliver Green Grid connections as part of the Parramatta Road Corridor Transformation Strategy

Concord

- 13. Green Grid recreation trails from Goddard Park to Massey Park Golf Course, and Concord Oval to Barnwell Park Golf Course (2026)
- 14. Informal recreation opportunities in local open space to support future Metro station and increased population (2036)

- 15. New outdoor recreation courts at Concord Oval (2026)
- 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
- 18. Concord West
- 19. New open space (minimum 0.3ha) to support increased population (2036)
- 20. Master plan for connections from Parramatta Road along Powell’s Creek - Victoria Avenue Public School and Homebush Bay Circuit.

Wareemba and Rodd Point

- 21. Improved connections to open space for older population (2026)

Five Dock

- 22. Improved connections along Iron Cove Creek from Parramatta Road (2036)
- 23. New open space in town centre (minimum 0.3ha) to support increased population including from future Metro station (2036)
- 24. Streetscape improvements to improve walkability to village centres e.g. Five Dock Town Centre to Timbrell Park,
- 25. Expanded indoor recreation at Five Dock Leisure Centre to complement facility proposed at Concord Oval 2026)
- 26. Expansion of Fred Kelly Place (2026)
- 27. New youth recreation area (2026)

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

City of Canada Bay



Similar to the Open Space and Recreation Strategy and Action Plan, the Social Infrastructure Community Strategy and Action Plan was prepared in 2019, recognising the growing population of the Canada Bay LGA and the need for equitable access to community facilities, services and programs. It once again supports Council's planning over the short, medium and long term with regards to these services.

Council's Community Strategic Plan (CSP) states that residents will have *"full access to high quality services that facilitate inclusive participation in community life"* and *"a diverse range of opportunities to engage in lifelong learning that promotes health and wellbeing."* A priority as identified in the Eastern City District Plan is also to provide services and facilities to meet people's changing needs, including the optimisation of publicly available land for community use.

The social infrastructure priorities as identified for the general LGA, as well as areas related to or within the Local Character Areas are summarised on this page.

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.
4. Investigate shared use or temporary uses of underutilised Council owned buildings for temporary or pop up arts and cultural uses
5. Prepare a Social Sustainability Strategy to inform future services and programs for delivery within our community facilities, public spaces and parks that aligns with our community's changing needs and interests.

North Strathfield

6. Priority area for future high school classrooms.
7. Deliver a new 400m² local multi-purpose community venue (1,101m² by 2036), near future metro station
8. Youth services and programs and services and programs for culturally diverse residents
9. Communal spaces within new high density apartments.

Concord West

10. Improvements to DAS57 cultural facility
11. Improve governance and implementation of the existing shared use arrangements for use of community hall at Victoria Avenue Public School.
12. Programs for seniors including older Italian residents
13. Increased primary and high school capacity (2036)
14. Increased senior's housing (2036)

Concord

15. Priority area for future high school classrooms. Increased capacity of Concord High School to address growth
16. Redevelopment of Concord Community Centre. Address the existing lack of a staffed district level multi-purpose community centre through the delivery of a 1,200m² 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 and Canada Bay

17. Local multi-purpose community venue in town centre (1,256m² by 2036)
18. Increase seniors housing
19. 684m² additional library floor space required in the Five Dock/Drummoyne catchment
20. Plan for increased supply of seniors housing to support older people to age in place within the neighbourhoods where they are connected.
21. Spaces to provide services and programs for children, families, youth and seniors. Communal rooms to be provided within future high density developments.

Wareemba

22. Programs and services for seniors.
23. Increased housing for seniors (2036).

Rodd Point

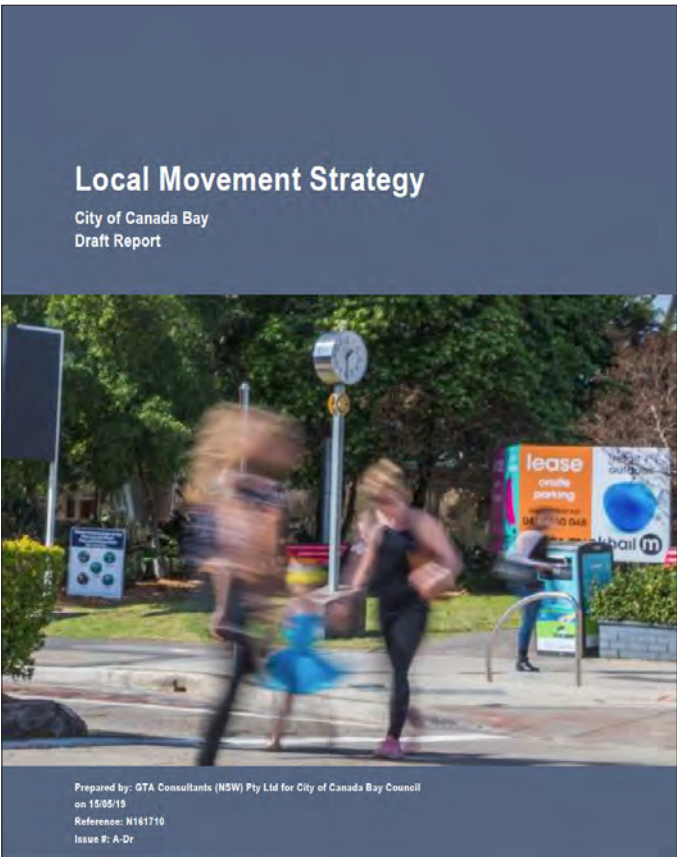
24. Programs and services for seniors.
25. New multipurpose community centre + co-located library-link (to address 600m2 gap in Five Dock library catchment).

2.8 City of Canada Bay - Access and Movement

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Local Movement Strategy (2019)

City of Canada Bay



The Local Movement Strategy (the Strategy) was prepared as a response to the vision and objectives set out in the Local Strategic Planning Statement (LSPS) and Community Strategic Plan (CSP). These documents provide a framework for future land use planning, as well as ensuring that planning for land use and transport occurs in an integrated manner that will ultimately reduce private car use.

The Strategy aims to address the above framework and suggests actions to manage the changing nature of transport in the LGA into the future. It provides an overview of the existing transport network in the Canada Bay, relevant opportunities and constraints, as well as outlining future transport and land use trends and changes. It also presents a series of actions per travel mode that support overarching

strategic objectives across the LGA. The key objectives of the Strategy are listed as follows:

- 1. **A sustainable Canada Bay**
 - Well serviced by public transport
 - Centres are designed for shared movement of vehicles, bicycles and pedestrians, as appropriate.
- 2. **A liveable Canada Bay**
 - The local character of the area’s suburbs and local centres is preserved and enhanced.
- 3. **A Canada Bay that is safe and healthy**
 - There are good transport options for children travelling to and from school, particularly public transport options
- 4. **A Canada Bay that is accessible and equitable for all**
 - Transport and land-use planning are integrated.
- 5. **A prosperous Canada Bay**
 - Service hubs are well connected including shopping centres, town centres, Concord Hospital and job centres.

The Strategy expands on the above objectives into a series of actions, which establish some decision-making principles for how and where changes might possibly occur across the LGA, rather than nominating specific locations. A summary of the actions to be investigated under various transport mode categories are outlined on this page.

Active Transport

1. Improve walking and cycling connections to town centres, train stations and future Metro station e.g additional pedestrian crossings at Lyons Road.
2. Provide safe walking and cycling facilities by investigating new opportunities.
3. Investigate safe cycling routes within 1km of schools through new or improved facilities
4. Provide a legible, connected and accessible cycle network through completing missing links e.g south side of Queens Street.
5. Widen shared paths or separate pedestrian and cycling spaces.

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.

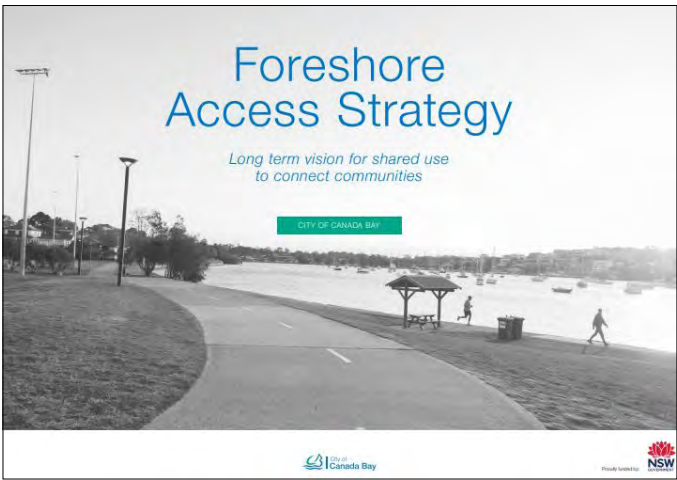
Road Network

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.

Foreshore Access Strategy (2020)
City of Canada Bay



As part of a significant review of Council’s planning framework, the Foreshore Access Strategy (the Strategy) was prepared alongside a number of other strategies (also outlined in this document) to guide the review and changes to the Local Environmental Plan (LEP) and Development Control Plan (DCP). The Strategy highlights existing foreshore access within the LGA and provides a guide to the protection, improvement, and access to these areas in the future.

The deficit of open space within the LGA has already been identified in other strategies such as the Open Space and Recreation Strategy (see page 17). Improving connectivity and foreshore access is one such solution that can help address these gaps The Strategy also aims to:

- Provide Council with a coordinated approach to foreshore access in the LGA, which has previously occurred in a piecemeal, site by site manner
- Aid Council in the prioritisation of foreshore access projects amongst constraints such as budgets
- Identify high priority projects that are able to connect to growing communities and transport routes

The Strategy outlines the overarching vision for the LGA to “expand and improve access to the foreshore, along a continuous publicly accessible corridor”. It outlines three focus areas to deliver this vision, as well as a series of actions and goals tailored to each. Whilst the specific priority locations detailed in the Strategy are not located in any of the prescribed Local Character Areas (LCAs), they encompass a degree of overlap with the wider Green Grid project, which intersects with the LCAs considered as part of this study. These areas include:

1. Rhodes and Concord Open Space and Hospital Precincts
2. Powells Creek and Mason Park, Strathfield
3. Burwood Green Link: Burwood Park to Hen and Chicken Bay
4. St Lukes Park and Concord Oval Green Link

The three focus areas and associated goals are outlined below

Focus Area 1: Increase connectivity and the amount of publicly accessible foreshore

1. Provide foreshore access in new redevelopment areas adjacent to the Parramatta River.
2. Work with various stakeholders to increase public access to the foreshore.
3. Deliver new foreshore paths
4. Create new connections between existing paths and places

Focus Area 2: Improving what we have: access, safety and amenity

5. Increase access to the foreshore and provide access for all
6. Improved safety of existing foreshore paths and spaces
7. Upgrade the quality of existing pedestrian / cycle paths and parks in priority locations
8. Improve the connection between the foreshore, cycle routes, the green grid and public transport

Focus Area 3: Promote, protect, and celebrate our foreshore trails and places

9. Increase awareness through promotion of foreshore recreation trails and activities
10. Improve wayfinding to and along the foreshore- upgrade the quality of existing pedestrian / cycle paths and parks in priority locations
11. Improve public access to and along the foreshore, without adversely impacting on watercourses, wetlands, riparian lands, protected habitats or remnant vegetation.



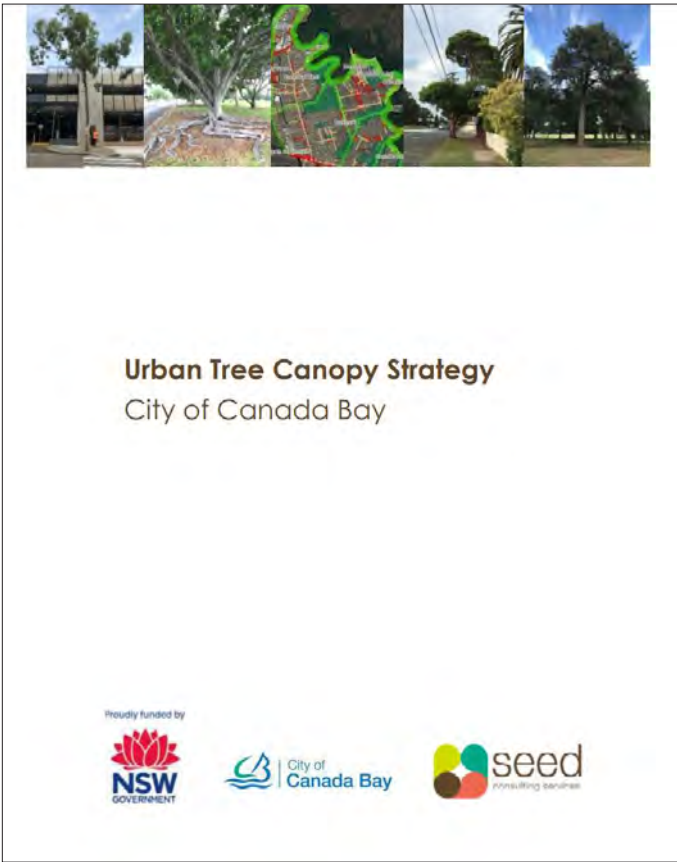
Figure 08: Excerpt from the Foreshore Access Strategy (pg 23)

2.9 City of Canada Bay - Public Domain & Environment

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Urban Tree Canopy Strategy (2019)

City of Canada Bay



The Urban Tree Canopy Strategy was prepared to inform the development of the revised Local Environmental Plan (LEP), as well as to present Council's vision, priorities and actions to managing the urban forest into the future. The objectives of the Strategy are as follows:

- Present the vision and objectives for growing and protecting the urban forest
- Identify targets and time frames for growing the urban tree canopy
- Describe the planning context relevant to managing the urban forest
- Develop a rigorous baseline that can be established to measure progress in canopy growth in the LGA;
- Identify specific actions and implementation mechanisms

for growing and protecting the urban forest and related resource implications, including priority planting areas as well as approaches to engaging with the community; and

- Describe the ongoing monitoring and review arrangements to assess the effectiveness of proposed actions at meeting the objectives of the Strategy

The Strategy also undertakes a detailed analysis of current land cover, assessment of tree canopy and plantable space, and future planting priorities for the overall LGA, as well as each suburb within Canada Bay. This data is able to provide a concise overview of the landscape qualities of each LCA, and ascertaining their contributions to local character. The statistics are listed as follows.

Overall

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 km2 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.

Concord

6. Concord is the largest suburb, comprising 25% of the Council area and dominated by impervious cover (48%) and unplantable 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. Concord East and Concord North are identified as LCAs within the Concord Area.

Concord West

9. Comprises below average proportions of impervious tree canopy cover (50.52%).
10. Over 20% of the suburb is covered by tree canopy, with a higher than average proportion of tree canopy.

Canada Bay

11. Comprises 1.6% of the Council area and is dominated by impervious surfaces (56%)
12. Canada Bay has slightly higher than average impervious cover, with most of this falling on private land.
13. Less than 20% of the suburb is covered by tree canopy, which is lower than average across suburbs.
14. Canopy cover occurs equally across public and private land, making it vulnerable to canopy loss should urban in-fill occur.

Five Dock

15. Comprises 12.3% of the Council area and has a higher than average proportion of impervious cover (62%) and unplantable space (8%).
16. 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.
17. Some streets within Five Dock are identified as high priority streets for tree planting. Crocker Estate LCA lies within the Five Dock Area

Wareemba

18. Comprises 1.6% of the Council area and is dominated by impervious cover (73%)
19. Lower than average tree canopy, plantable and unplantable space
20. Less than 10% of the suburb is covered by tree canopy with more falling on private land.
21. Wareemba West is a LCA identified to be within the Wareemba Area.

Russell Lea

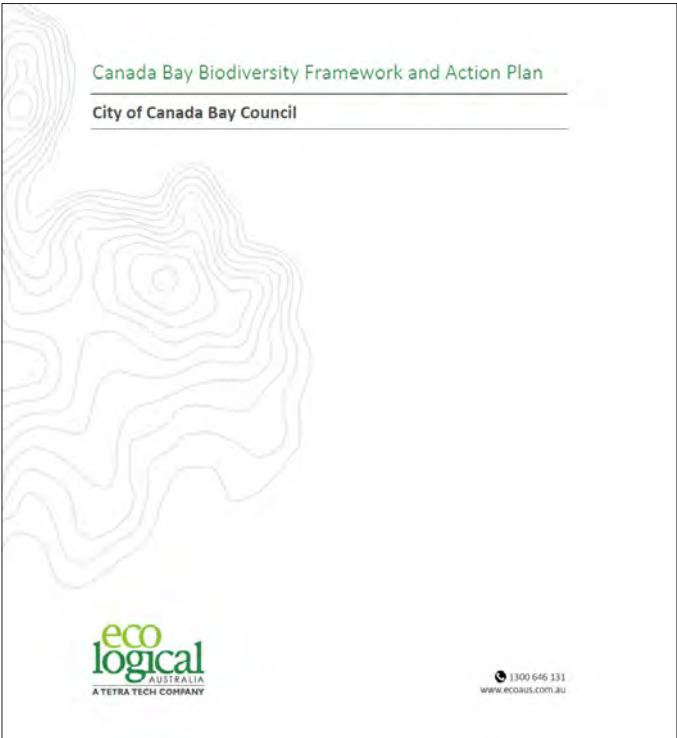
22. Russell Lea comprises 5.1% of the Council area and is dominated by impervious cover (63%)
23. Russell Lea has a higher-than-average proportion of impervious cover, and a lower-than-average proportion of tree canopy, plantable space, and unplantable space.
24. Less than 20% of the suburb is covered by tree canopy, with almost half as much canopy falling on public than private land.

Rodd Point

25. Comprises 1.9% of the Council area and is dominated by impervious cover (61%).
26. Rodd Point has a higher-than-average proportion of impervious cover and plantable space. .
27. Less than 20% of the suburb is covered by tree canopy, with almost twice as much canopy falling on public than private land.

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Canada Bay Biodiversity Framework (2019)
City of Canada Bay



The Biodiversity Framework and Action Plan (the Plan) supports Council’s Local Strategic Planning Statement (LSPS), which sets out the 20 year vision for land use in the Local Government Area (LGA). The Plan provides a framework for the management, enhancement and protection of natural areas and biodiversity within the LGA, based on six interconnected themes of native vegetation, urban waterways and foreshores, corridors and connectivity, public spaces, urban habitat and green infrastructure.

The Plan is supported by international, national, state and local policy that will drive the development of a biodiversity plan at the local level. The Plan then provides the capacity to reinforce regional connections and enhance local corridors, allowing for flexibility to embrace any future infrastructure and development.

The strategy has identified various sites as priorities for greater ecological connectivity and linkages. The following have been identified as sites in proximity to the LCAs under analysis:

North Strathfield

- Powells Creek Reserve ecological connectivity as a high priority

Concord

- Queen Elizabeth Park, Cintra Park, St Luke’s Park, Goddard Park ecological connectivity as a high priority
- Strathfield North Public School to Brays Bay including Concord Golf Course, Yaralla and Rivendell peninsulas

Five Dock

- Timbrell Park ecological connectivity as a high priority
- Iron Cove to Hen and Chicken Bay as a priority for ecological corridors and connectivity: Parramatta to Rodd Point/ Nield Park via Five Dock Park, Five Dock Park to Nield Park, Taplin Park and The Esplanade

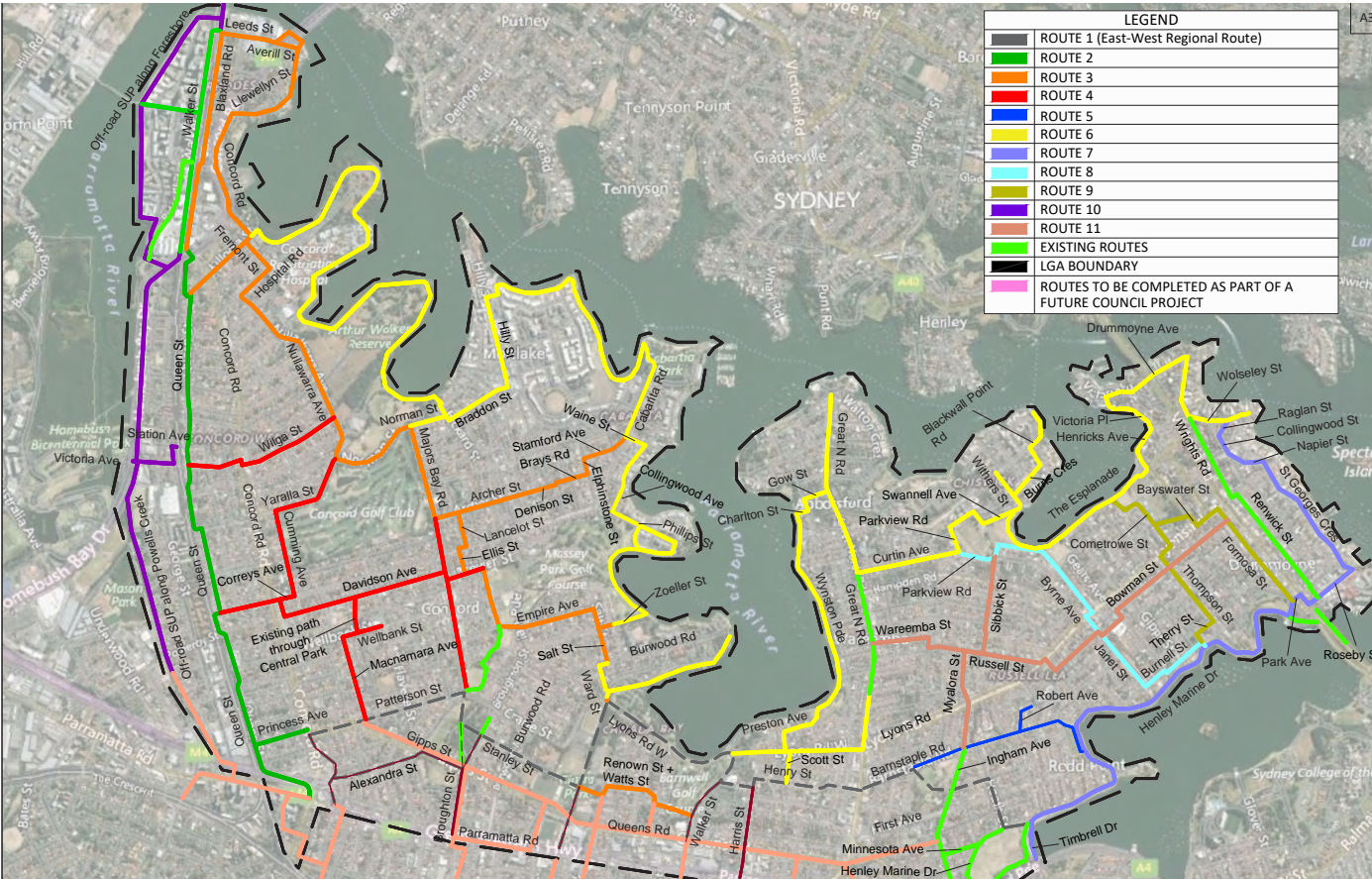
Concord West

- Dame Eadith Walker Estate and Arthur Walker Reserve as an opportunity for ecological expansion and greater increase in native vegetation.
- East West Link via home gardens and street verges, street planning to enhance the remnant eucalypts, Red Mahogany and Grey Ironbark in backyards and hedges providing habitat for small birds.

Canada Bay

- Kings Bay to Cintra Park via Barnwell Park Golf Course in proximity to the LCA, to provide greater linkages.

Canada Bay Draft Bike Plan (2019)
City of Canada Bay



Key Objectives

The City of Canada Bay Council has provided a draft proposal for an amended future Bike Plan for Canada Bay. As part of the analysis of Local Character Areas, a key defining feature is the connectivity, access and walkability of the areas, as places that are quiet with limited vehicular movement, with cycling becoming a favourable mode of transport, to maintain such qualities.

The proposed draft Bike Plan, consists of various routes that are interconnected for optimal accessibility. The proposed routes relevant to the LCAs include:

- Route 2
- Route 3
- Route 4
- Route 6
- Route 8
- Route 10
- Route 11

Local Character Areas - Planning proposal overview (2019-2020)

3

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Local Character Areas - Planning proposal overview (2019-2020)

3.1 Overview

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In February 2019, Council commenced the process to introduce Local Character Areas (LCAs) into the Canada Bay Local Environmental Plan (CBLEP) 2013 via the LSPS Planning Proposal.

On 28 April 2020, Council's LSPS Planning Proposal (PP_2020_CANAD_001_00) was given Gateway approval to be publicly exhibited, on condition that the LCAs were removed prior to exhibition, including references to Council's intention to seek a separate exemption for these areas from complying development under the Housing Code and the new Low Rise Housing Diversity Code within the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP). One reason given was the absence of policy certainty at a State level for local character in Local Environment Plans.

On 29 June 2020, the Minister for Planning and Public Spaces gave Council approval to progress the LCAs as an LEP overlay and to have the areas exempted from application of the Codes SEPP. Council was required to ensure consistency with the DPIE Local Character and Place Guideline 2019.

On 10 July 2020, the Department of Planning, Infrastructure and Environment (DPIE) clarified the nature of the issues raised in the Gateway determination report that pertained to the proposed LCAs. This enabled Council to move forward with this Local Character Areas (Type 3) planning proposal.

In October 2020, Council prepared and submitted to DPIE for Gateway determination, a planning proposal titled Local Character Area (Type 3 LCA - To be maintained).

The Proposal seeks to amend the CBLEP 2013 to give effect to the Eastern Sydney District Plan and the Canada Bay Local Strategic Planning Statement (LSPS) by introducing LCAs that have character that is to be maintained (Type 3 LCA), less all Heritage Conservation Areas and areas zoned other than R2 and RE1. The planning proposal seeks to amend the CBLEP 2013 by introducing a new clause and associated maps.

The planning proposal also seeks to amend the Housing Code and the Low Rise Housing Diversity Code to exempt these areas from application of the Codes.

The Proposal is currently with DPIE for assessment and awaiting the outcome of this Study, which may lead to amendments to the Proposal and draft Local Character Statements.

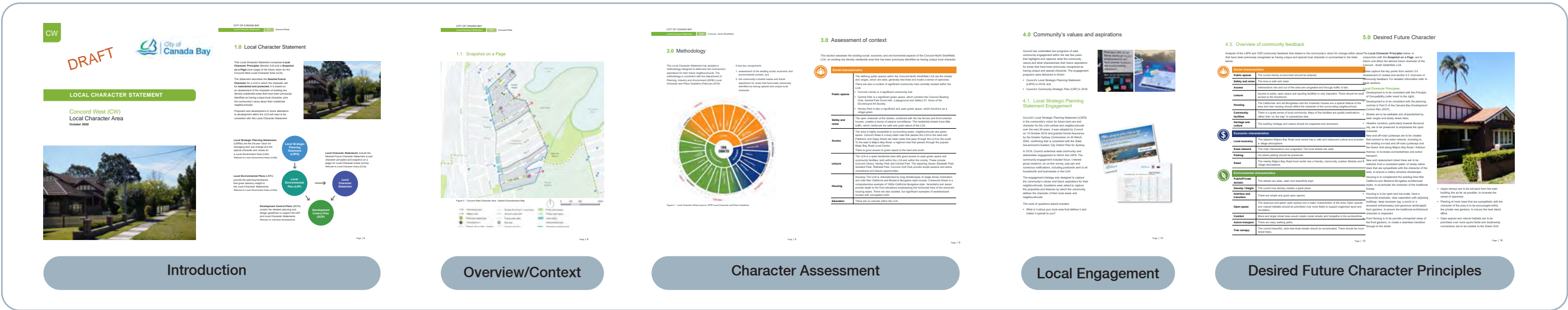
The objective of the Proposal was to maintain the character of areas with recognised distinctive character traits. The proposal's intended outcome is to identify character within the prescribed LCA's, and ensure all future development will maintain the area's distinctiveness.

As part of this process the Canada Bay Local Housing Strategy (LHS), was a technical study developed to inform the LSPS. The LHS identified the LCAs with their current boundaries (as per Council's DCP Appendix) and sought to support the reinstatement of the protection that the DCP had given them.

These Local Character Areas are identified as:


- 1. Concord West (CW) - two sites
- 2. Concord - North Strathfield (CNS)
- 3. Concord North (CN)
- 4. Concord East (CE)
- 5. Canada Bay (CB)
- 6. Wareemba West (WW)
- 7. Russell Lee (RL)
- 8. Croker Estate (CRE)
- 9. Five Dock North (FDN)
- 10. Five Dock (FD)
- 11. Rodd Point (RP)

Structure of the Local Character Statements




3.2 Broad findings in Desired Future Character across the LCAs


The principles outlined below demonstrate the key elements and characteristics prevalent across all the draft LCAs, and form a significant basis to the features which identify each of the precincts as special areas. The following draft Local Character Statements have been extracted from the planning proposal, which utilised the Canada Bay DCP LCAs as foundations for the work, but was further informed by documents including the LSPS, LHS, community engagement and additional assessment of the study areas consistent with the Local Character and Place Guide.




Federation homes - commonly referred in the strategy throughout all of the LCAs, often take on the 'Californian Bungalow form'




The 'principle of compatibility' for future development shown adjacent




Wider verges and canopy cover



Preservation of water views



Low fences with deep setbacks for adequate street engagement



Quiet residential areas with good solar access



Accessibility and connectivity to surrounding areas



Tree lined streets are a defining characteristic

Principle of CompatibilityInsert

Principle of Compatibility for areas in which the character will be maintained and protected

Compatibility means "capable of existing together in harmony", or being consistent. Compatibility cannot be defined in absolute terms, because it is dependent on and relative to context and setting.

Compatibility should not prevent change in a neighbourhood. But a compatible new building or alteration enhances the character of the area and respects the context by responding to the essential elements that make up the character of the neighbourhood. Compatibility creates a sense of cohesiveness, with old and new buildings coexisting harmoniously together in their man-made and natural surroundings. It is created by both the physical appearance of buildings plus how they physically and visually interface with their built and landscape setting.

Compatibility should be interpreted using today's materials and construction techniques, but the flexibility this provides should be applied to forms and materials to improve architectural compatibility. The main factors that contribute to harmonious neighbourhoods include the size, shape, and form of the houses, their architectural style, the relationship of each house to the street and nearby houses, and a consistent lot pattern and streetscape. Where there is a uniform building line, even small differences can destroy the unity. Buildings should reflect the traditional side setbacks, roof form, façade articulation and materials.

Compatibility should also respect the amenity and enjoyment of other residents. Privacy must not be compromised for the sake of compatibility. The impacts of increased size, scale and massing of new construction on neighbouring properties should be harmonious and should not constrain the development potential of surrounding sites, but without limiting a homeowner's ability to make improvements and expand a house, within the parameters of this principle, to meet changing needs.

The principle of Compatibility is carried across all of the LCS's and is applied as a principle of the 'Desired future character' in each report.

Source. Taken from NSW LEC Planning Principle for Compatibility of proposal with surrounding development and international best case examples.

Concord West (CW)

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Figure 2 Concord West Character Area - Spatial Characteristics Map

Social Characteristics

- There is direct access to Concord Hospital at the north-eastern boundary of the LCA.
- The LCA is a quiet residential area with good access to adjoining open green space and playing fields. These include playing fields at Majors Bay Reserve on the southeastern boundary, Concord Golf Club on the southern boundary, and the Walker Estate on the eastern boundary. The Walker Estate and Majors Bay Reserve provide ample passive and active recreational and leisure opportunities.
- The urban character dates back to the first subdivision of the Yaralla Park Estate in 1920, which created the tree-lined 25 metre wide The Drive. Further subdivisions and development occurred in quick succession through the 1920s creating a rare architectural homogeneity.
- the area is a sub-division of the original Yaralla Estate and is representative of Concord's major development period in the 1920s. It contains one of the best preserved examples of Inter-War streetscapes in the Council area and some of the Sydney region's best examples of typical 1920s bungalows, including some outstanding rows.
- The area has access to public buses and an on-demand bus service. No bus route operate through the area itself, which reinforces the quiet residential nature. The area has access to Concord West rail station to the west.

Environmental Characteristics

- There are no parks within the LCA.
- Private open space consists of private front gardens, which are generally dominated by lawns with low shrubs and side driveways. Generous back yards also provide private open space and generally contain lawn, trees and the occasional swimming pool, reminiscent of the area's suburban heritage.
- The area is not generally walkable due to the length of the blocks. Future opportunities to increase walkability should be encouraged.
- There is an on-road bike lane to the east. Council intends to investigate future cycling connection possibilities.
- The area is relatively flat and slopes gently northwards and southwards away from The Drive. Cross-streets generally have views of the Walker Estate and other streets generally terminate with a view of housing.
- The Drive and Mepunga Street are notable tree-lined local streets, although the trees are of only medium-height and offer minimal shade.
- Few houses have significant trees in the back yards. Whilst this is consistent with the unique Inter-War character of the area, the planting of shady native trees that are sympathetic with the character of the area should be encouraged to reduce the summertime urban heat.

Economic Characteristics

- Majors Bay Road is a significant and popular local centre to the south-east, outside of the LCA.
- There is a well-defined road hierarchy. Local roads generally run east west, with north-south roads being relatively narrow. No freight routes run through the LCA.
- There are no retail centres within the LCA. This accentuates the LCA as a residential only area.

Concord - North Strathfield (CNS)

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Figure 2 Concord - North Strathfield Character Area - Spatial Characteristics Map

Social Characteristics

- There are also a number of significant community hubs centrally located within the LCA:
 - Concord Library is a significant community hub.
 - Central Park is a significant green space, which contains the Concord Bowling Club, Central Park Scout Hall, a playground and Gallery 57, home of the Drummoyne Art Society.
 - Henley Park is also a significant and open green space, which functions as a village green.
- The adjoining Queen Elizabeth Park, Goddard Park, Rothwell Park, Concord Golf Club provide ample passive and active recreational and leisure opportunities.
- The area has access to public buses and an on-demand bus service. The area also has access to North Strathfield rail station to the west.

Environmental Characteristics

- The LCA is composed of long straight residential streets that generally run either east-west or north-south. However, Churchill Crescent is a significant exception.
- There are two significant parks in the character area, Henley Park and Central Park.
- Due to the length of the blocks, the area is not generally walkable.
- Future opportunities to increase the walkability of the area should be encouraged.
- There is an on-road bike lane along Patterson Street, which connects with Elizabeth Park to the east.
- The LCA is notable for its tree-lined streets, with Castlereagh Street and Addison Avenue being significant examples.

Economic Characteristics

- The LCA is an entirely residential area and contains no local centres or shops.
- However, the LCA is book-ended by Concord Road neighbourhood shops on the western side and Majors Bay Road Local Centre on the eastern side.
- Local roads generally run east west, with the exception of Flavelle Street, which is a major access route to Concord library.
- Concord Road is a significant freight corridor.
- There are no retail centres within the LCA. This accentuates the LCA as a residential area surrounded by local and neighbourhood centres.

Concord North (CN)

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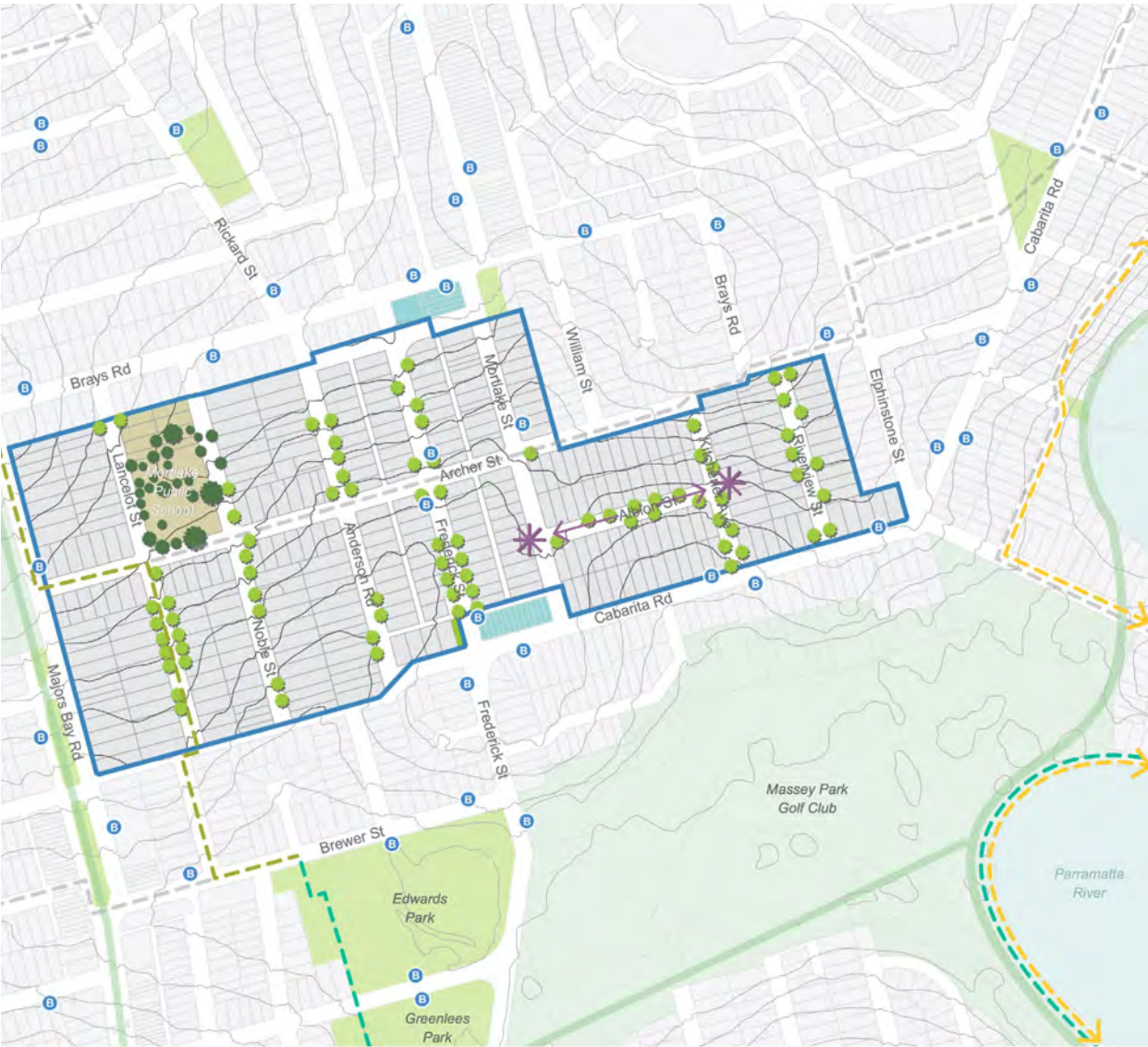


Figure 2 Concord North Character Area - Spatial Characteristics Map

Social Characteristics

- The area is located on one of Canada Bay's many peninsulas and has good access to the immediate surrounding neighbourhoods and green space. The LCA functions as a major gateway to the suburbs located at the end of the peninsular to the north.
- To the west is Majors Bay Road, a regional road that passes through the popular Majors Bay Road Local Centre. There is good access to green space to the west and south.
- The LCA is a quiet residential area with good access to adjoining open green space and playing fields. These include Concord Golf Club on the western boundary, and Massey Golf Club and Edwards Park playing fields to the south.
- The urban character of the area dates back to the first subdivision of the MacDonald Estate in 1859 smaller lots. Subsequent subdivisions and development was strongly influenced by the establishment of the Australian Gas Light Company at Mortlake in 1886, which began the large-scale industrialisation of Concord and worker's housing development.
- The area has access to public buses and an on-demand bus service.

Environmental Characteristics

- The LCA is composed of straight residential streets, which generally run north-south and are bisected by Archer/Denison Street running east-west.
- There are three pocket parks within the LCA, Cabarita Road Reserve, Anderson Road Reserve and Van Hee Street Closure.
- The LCA is walkable due to the easy walking distances between cross-streets and to neighbourhood shops and parks. There is an on-road bike lane along Majors Bay Road to the west. Council will investigate future cycling connection possibilities.
- The area is relatively flat and slopes gently towards the south.
- The LCA is notable for its tree-lined streets, particularly around Mortlake Public School. The school contains remnant Sydney Turpentine Ironbark Forest, which is a protected endangered species and critical habitat for native wildlife. The whole school site is classified as high management priority under Council's Biodiversity Framework 2019.

Economic Characteristics

- The LCA is a wholly residential area and contains no local centres or shops.
- However, the LCA is book-ended by neighbourhood shops on the northern side on Brays Road and on the southern side in Tramway Lane.
- There is a well-defined road hierarchy. Local roads generally run north-south.
- There are no retail centres within the LCA. This accentuates the LCA as a residential area surrounded by local and neighbourhood centres.

Concord East (CE)

DRAFT



Figure 2 Concord East Character Area - Spatial Characteristics Map

Social Characteristics

- The area has good access to surrounding areas, neighbourhoods and green space. To the south is a regional road. The area also functions as the main gateway to the residential areas to the east.
- There is direct access to significant green space to the north and east, and more green space further to the south.
- There is one pocket park, Corby Reserve, at the end of a cul-de-sac. However, the area has direct access to Massey Park Golf Club to the north, Greenlees Park to the west and Sanders reserve and the Parramatta River foreshore to the east. There is also good access to Barnwell Park Golf Club and St Luke's Park to the south.
- Concord Community Centre is the location of the Concord Community Garden, a community-based enterprise committed to sharing knowledge and experience and promoting public understanding of sustainable environmental practices.
- The urban character dates back to the first subdivision in 1906 and continued to 1946. Much of the development of the area took place in the Inter-War period, assisted by the proximity to industry at Exile Bay, which included a timber mill. In 1946 swamp land was reclaimed to form Massey Park golf course, which opened as the Riverside Social Club in 1953, followed by Massey Park Golf Club in 1946.

Environmental Characteristics

- There is only one small pocket park within the LCA, in an isolated location.
- The character is generally fairly walkable due to the easy walking distances between cross-streets and to local parks. There are no local shops within easy walking distance. However, there is an on-road bike lane to the north. Council intends to investigate future cycling connection possibilities.
- The area is generally level and slopes gently in all directions away from the LCA, which has distant views in all directions.

Economic Characteristics

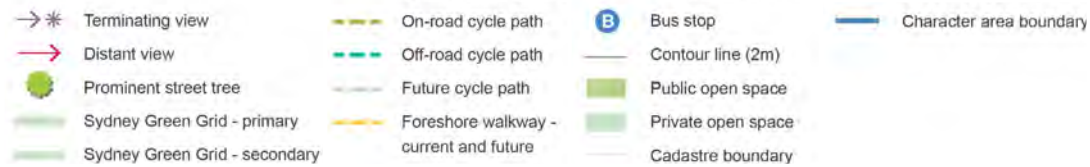
- The LCA is a wholly residential area and contains no local centres or shops.
- There is an informal road hierarchy, with the main access roads passing diagonally through the character area. Local roads run both north-south and east-west. The northern edge of the LCA is formed by a series of cul-de-sacs. No freight routes run through the area.
- There are no retail centres within the LCA, the nearest being the Majors Bay Road centre a short distance to the west.

Canada Bay (CB)

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Figure 2 Canada Bay Character Area - Spatial Characteristics Map



Social Characteristics

- The area is highly accessible from the north and south to surrounding areas and green space. The LCA is bookended between a state road to the south and a regional road to the north. The area is also in close proximity to Parramatta Road, a major state road.
- The area is directly accessible to significant green space to the west and, more remotely, to the north and east.
- The area is a quiet residential area, extremely well serviced by leisure facilities. There are no parks within the LCA, but Cintra Park is directly accessible to the west. The park is home to the Inner Western Suburbs Netball Association and the FX Tennis Academy, which both offer year-round activities and competition
- Further west are several playing fields at St Lukes Oval and St Lukes Park, the Sydney All Breeds Dog Training Club and Concord Community Centre and community garden. To the east is Barnwell Park Golf Club, a significant active green space, and the Five Dock Leisure Centre.
- The urban character of the area dates back to 1791 when a bush track to Parramatta was created, but development of the present suburb began in earnest in the Inter-War period. The 1970s and 1980s saw some development of small cul-de-sacs on the east and western edges and development at the northern ends of Walker Streets and Bayview Road.

Economic Characteristics

- The LCA is a wholly residential area and contains no local centres or shops.
- The nearest local centre is Five Dock to the east, which is a significant and popular local centre that provides a wide range of services and facilities and which is known for its village character.
- There is a well-defined road hierarchy. The LCA is book-ended by the regional roads of Queen Street on the southern edge and Lyons Road to the north.
- No freight routes run through the area, although the nearby Parramatta Road is a significant freight corridor.
- There are no retail centres within the LCA, the nearest being the Five Dock centre to the east.

Environmental Characteristics

- The LCA is composed is relatively long straight streets, with the section on the western side composed of a series of cul-de-sacs.
- There are no parks within the character area. However, the streets on the western side terminate at Cintra Park and St Lukes Park, a significant area of open space.
- Due to the length of the main north-south access roads, the area is not generally walkable. However, Parramatta Road and the Kings Bay precinct of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is within walking distance of the southern end of the LCA. Future opportunities to increase the walkability of the area should be encouraged and Council intends to investigate future cycling connection possibilities.
- The area is generally level and slopes gently northwards to Hen and Chicken Bay.
- There are westerly views towards Cintra Park along all the streets on the western side.
- The southern portion of Walker Street is tree-lined with mature canopy trees.
- A number of houses on the eastern side of the LCA also have significant trees in the back yards.

Wareemba West (WW)

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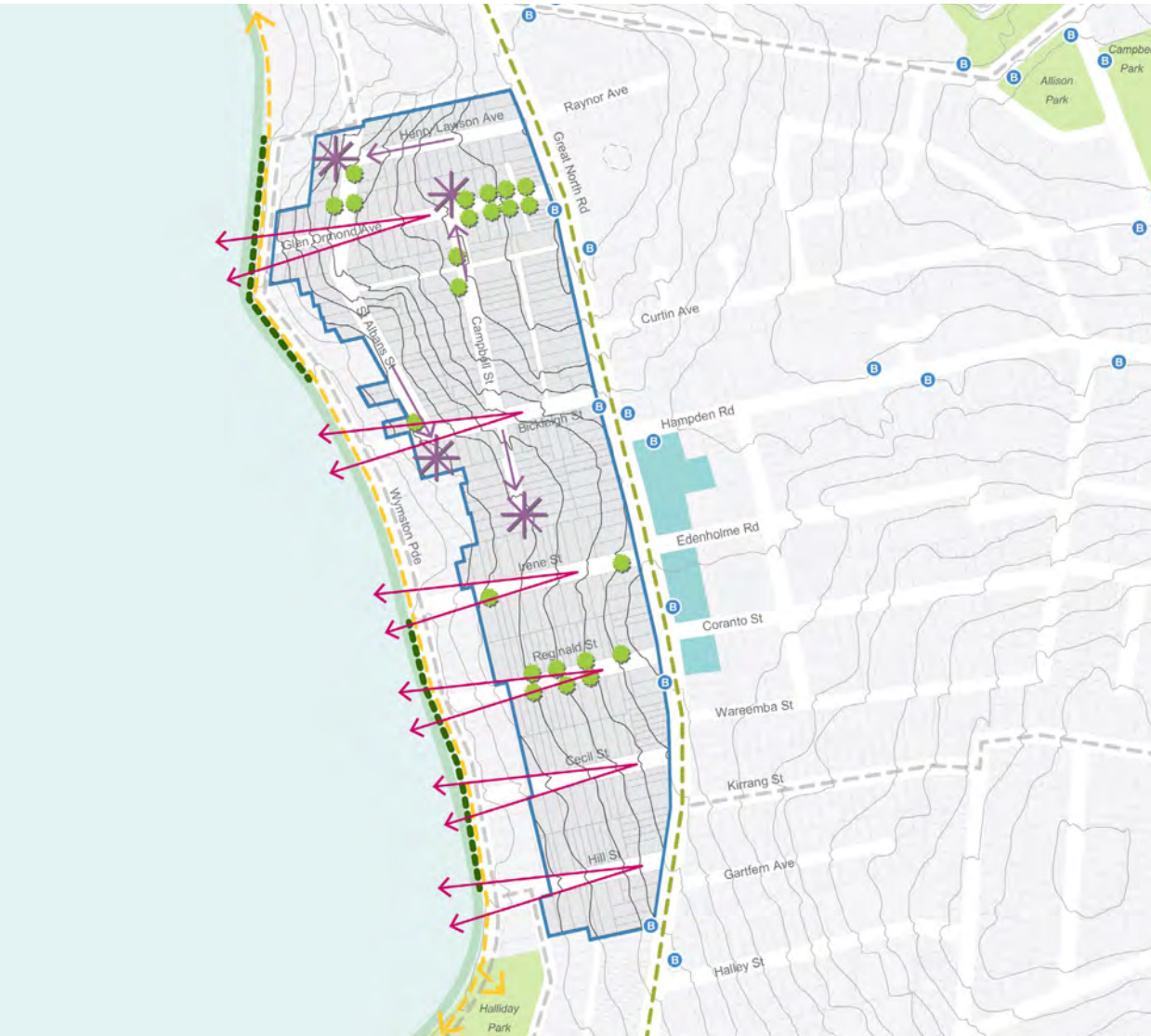


Figure 2 Wareemba West Character Area - Spatial Characteristics Map

- | | | |
|-------------------------------|--|--------------------------------|
| →✱ Terminating view | Future cycle path | Environmentally sensitive land |
| → Distant view | Foreshore walkway - current and future | Public open space |
| ● Prominent street tree | Bus stop | Local shops |
| — Sydney Green Grid - primary | — Cadastre boundary | — Contour line (2m) |
| — On-road cycle path | — Character area boundary | |

Social Characteristics

- The defining public spaces within the Wareemba West LCA are the streets and verges, which are generally wide and have views to the water, which evokes a sense of openness.
- The area has good access to surrounding areas and neighbourhoods. It is bounded by Great North Road, a regional road that leads to the end of the peninsular and the Abbotsford ferry wharf. Lyons Road, a state / regional road, is a short distance to the south.
- The area has poor access to green space, although it has good access to the harbour and the harbour walkway to the west.
- The LCA is a quiet residential area with good access to the harbour foreshore and Wymston Parade Walkway. There are no parks within the character area, but Halliday Park is located to the south.
- The roofscape is a notable characteristic and has a rhythm that steps down from Great North Road to Hen and Chicken Bay, due to the slope of the land toward to the waterfront.
- The urban character dates back to the marking out of the Great North Road through the 1,500 acre Five Dock Farm in 1828 to connect to the Bedlam Ferry punt at the end of the road. This was followed by the first subdivision of Five Dock Farm for large allotments in 1837.
- The area has access to public buses.

Economic Characteristics

- The LCA is a wholly residential area and contains no local centres or shops.
- However, the Wareemba local centre is located on Great North Road and is easily accessible. The nearest significant local centre is Five Dock to the south.
- Great North Road, the main access road, runs north-south, while local roads generally run east-west down to the water.

Environmental Characteristics

- There are no parks within the LCA.
- The LCA is walkable due to the easy walking distances between cross-streets, proximity of neighbourhood shops, and access along the foreshore. There is an on-road bike lane along Great North Road, connecting the LCA to Five Dock.
- The area slopes westwards towards the harbour at Hen and Chicken Bay, providing significant views of the harbour.
- Some of the local streets are tree-lined, although the trees are generally small to medium in height and offer minimal shade.

Russell Lea (RL)

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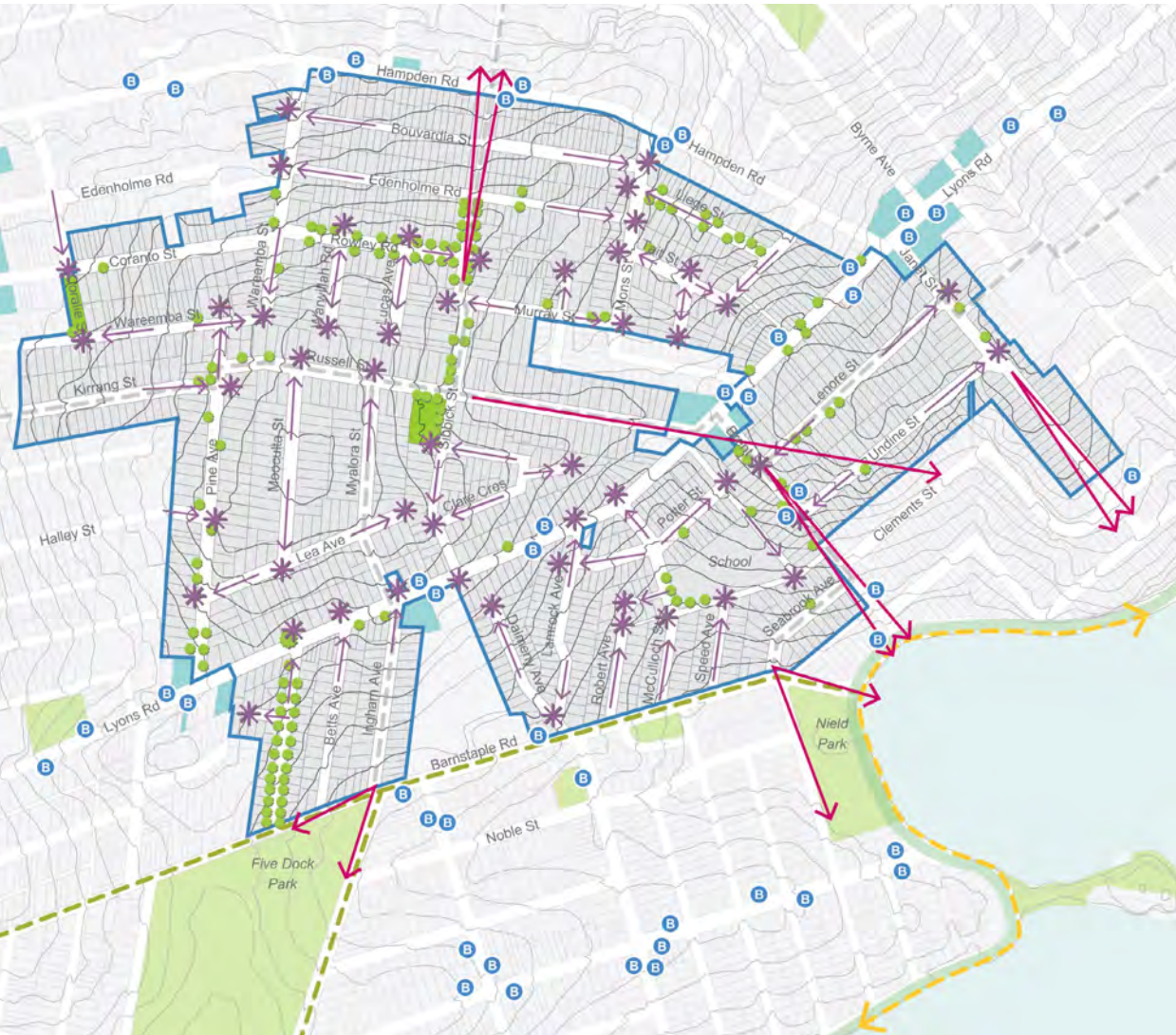


Figure 2 Russell Lea Character Area - Spatial Characteristics Map

Social Characteristics

- There are there are two public reserves within the LCA:
- Sibbick Street Reserve is a centrally located reserve that, due to the absence of areas of public open space within this part of the LGA, is significant and important. Without this reserve many more homes in Russell Lea and Wareemba would be without access to open green space within 400 metres.
- Coralie Reserve is a small park located on the western edge of the LCA. It includes a small playground.
- Russell Lea Public School is also located within the character area, but it is not publicly accessible.
- The area is highly accessible to surrounding areas and neighbourhoods. Lyons Road functions as a significant connector route between Parramatta Road to the southwest and Victoria Road to the northeast.
- The area has poor access to green space, with Sibbick Reserve the rare exception. However, the LCA has access to Five Dock Park and Nield Park to the south.
- The urban character of the area dates back to the first subdivision of Five Dock Farm in 1837. However, the 130 acre 'Erina' Estate remained until it was subdivided in 1919. Subdivision and development in the Federation and Inter-War periods was encouraged by new tram and ferry services.
- The area is well serviced by public buses.

Environmental Characteristics

- The area is composed of straight residential streets, many of which intersect diagonally, creating some triangular blocks. This configuration contributes to the unique character of the Russell Lea LCA.
- There is limited open space within the LCA.
- Sibbick Street Reserve evokes a 'village green' and includes magnificent mature canopy trees and a well-used playground.
- The LCA is walkable due to the easy walking distances between cross-streets and proximity to bus stops.
- There are no designated bike lanes within the character area.
- The area is generally undulating and slopes away from a high point near Sibbick Street Reserve.
- There are significant views of the harbour along Russell Street from this point. There are also significant views of the harbour along Brent and Janet Streets.
- A small number of local streets are tree-lined with significant canopy trees. Russell Lea Public School contains remnant Sydney Turpentine Ironbark Forest, which is a protected endangered ecological community (EEC) and critical habitat for native wildlife.
- The whole school site is classified as high management priority under Council's Biodiversity Framework 2019.

Economic Characteristics

- Neighbourhoods centres and local shops are distributed amongst the LCA, including dotted along Lyons Road, Hampden Road and the Wareemba shops to the west on Great North Road.
- The main access road is Lyons Road, a State road that runs east-west through the character area.
- Hampden Road and Great North Road are both Regional roads that define the northern and western edges of the LCA.
- Lyons Road is a significant freight corridor.
- There are several small clusters of shops along Lyons Road within the LCA.
- Five Dock town centre is the nearest significant centre

Five Dock North (FDN)

DRAFT



Figure 2 Five Dock North Character Area - Spatial Characteristics Map



Social Characteristics

- Streets are generally tree-lined and relatively narrow with wider verges that evoke a sense of openness.
- The character area has good access to surrounding areas, neighbourhoods and green space. Great North Road, on the western edge is a regional road that provides access to Lyons Road and the residential areas to the north. Long cul-de-sacs are a characteristic of the LCA and only Halley Street is a through-road.
- The area has relatively good access to nearby green space, the foreshore and the foreshore walkway.
- The area is a quiet residential area with no parks or community facilities.
- The urban character dates back to the marking out of the Great North Road through Five Dock Farm in 1828, followed by its first subdivision in 1837.
- The area is well serviced by public buses along Great North Road and nearby Lyons Road.

Economic Characteristics

- The LCA is a wholly residential area and contains no local centres or shops.
- To the south is Five Dock town centre, a popular local centre that is known for its village character.
- There is a well-defined road hierarchy, with Great North Road running north-south and connecting all the local roads.
- Only Halley Street has through connectivity.
- There are no retail centres within the LCA. The nearest centre is the Five Dock town centre.

Environmental Characteristics

- The LCA is composed of straight residential streets and elongated residential lots.
- The medium density housing at the eastern end of the residential cul-de-sacs is generally screened from the main streetscape.
- There are no parks within the LCA.
- Due to the length of the blocks and the predominance of cul-de-sacs, the area is not generally walkable.
- However, the northern edge of Five Dock town centre is within easy walking distance. Future opportunities to increase the walkability of the area should be encouraged.
- The LCA is connected to Five Dock town centre via an on-road bike lane on Great North Road.
- The LCA slopes gently westwards towards the harbour at Hen and Chicken Bay.
- There are views of the harbour along all most of the local streets.

Rodd Point (RP)

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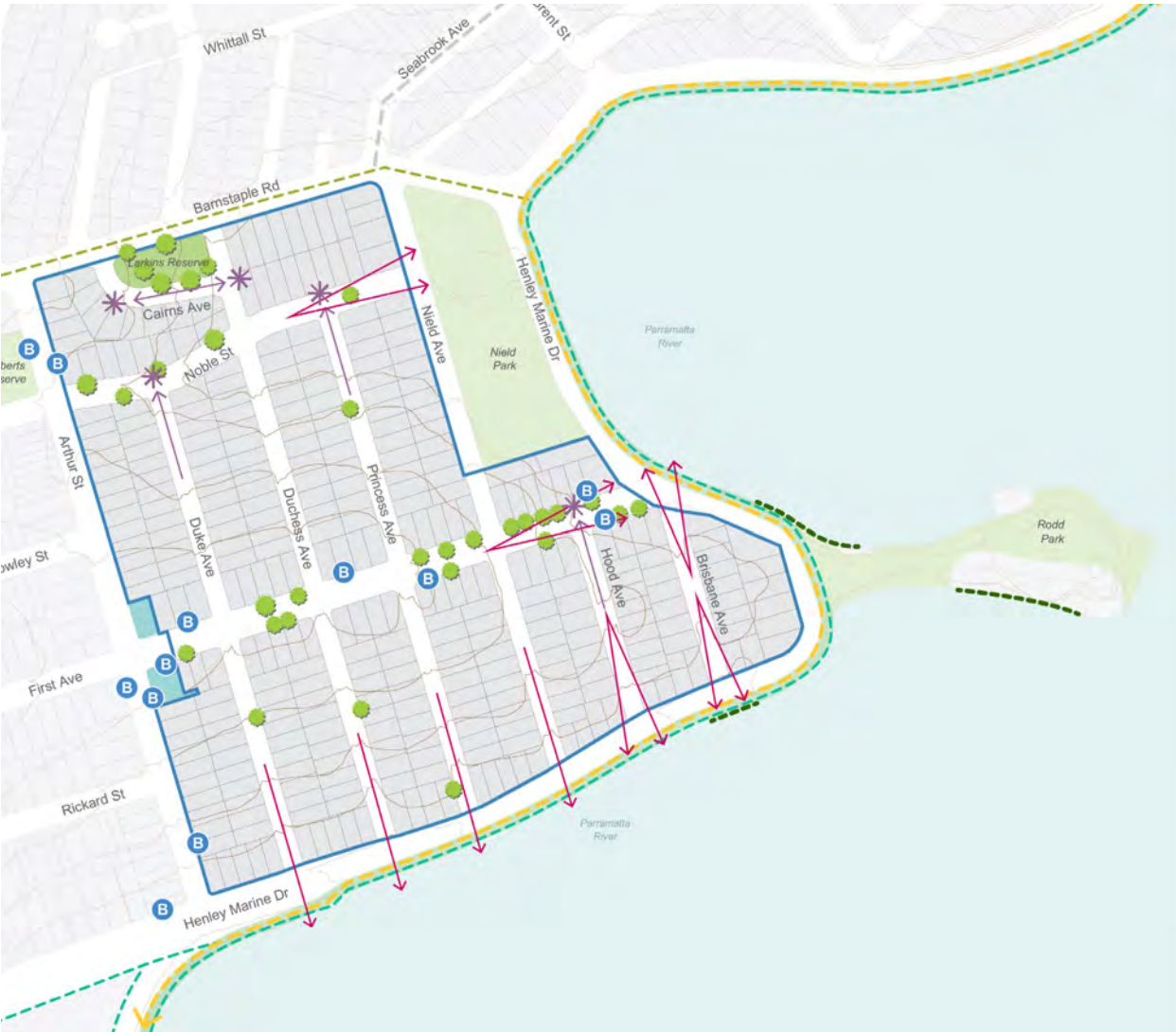


Figure 2 Rodd Point Character Area - Spatial Characteristics Map

Social Characteristics

- Larkins Reserve is a local open space at the northern edge. The adjoining Nield Park and Rodd Park are significant public spaces to the east.
- The character area has good access to surrounding areas, neighbourhoods and green space. The eastern boundary of the character area is formed by Henley Marine Drive, a regional road. This provides connections through to two state roads, the M4 motorway to the south and Lyons Road to the north.
- The area has relatively good access to nearby green space, the foreshore and the foreshore walkway.
- The area is characterised as a quiet residential area with good access to adjoining open green space and playing fields, including Nield Park and Rodd Park on the eastern edge.
- The urban character dates back to the first subdivision of Five Dock Farm in 1837.
- The first of these subdivisions was the area south of First Avenue in 1907, with the area to the north subsequently subdivided in a series from 1930 onwards.
- The area is well serviced by public buses, which run through the LCA along First Avenue and adjoining Arthur Street.

Economic Characteristics

- There is a small cluster of local shops at the western edge.
- The nearest significant local centre is Five Dock town centre to the west.
- There is a well-defined road hierarchy. First Avenue, which runs through the LCA, and Barnstaple Road to the north, connect directly to Five Dock town centre.
- No freight routes run through the area.

Environmental Characteristics

- The LCA is composed of straight residential streets, with the exception of Henley Marine Drive which forms curves around the LCAs eastern edge. The residential lots are elongated.
- Larkins Reserve is a local park at the northern edge of the LCA.
- The area is walkable due to the easy walking distances between cross-streets, to local parks and to the local shops in Arthur Street.
- There is an on-road bike lane along Arthur Street, which connects to the Bay Run and Henley Marine Drive, which both provide off-road bike paths.
- The LCA slopes gently eastwards from a high point at the north-western corner of the LCA. There are significant views along First Avenue towards the city.

Croker Estate (CRE)

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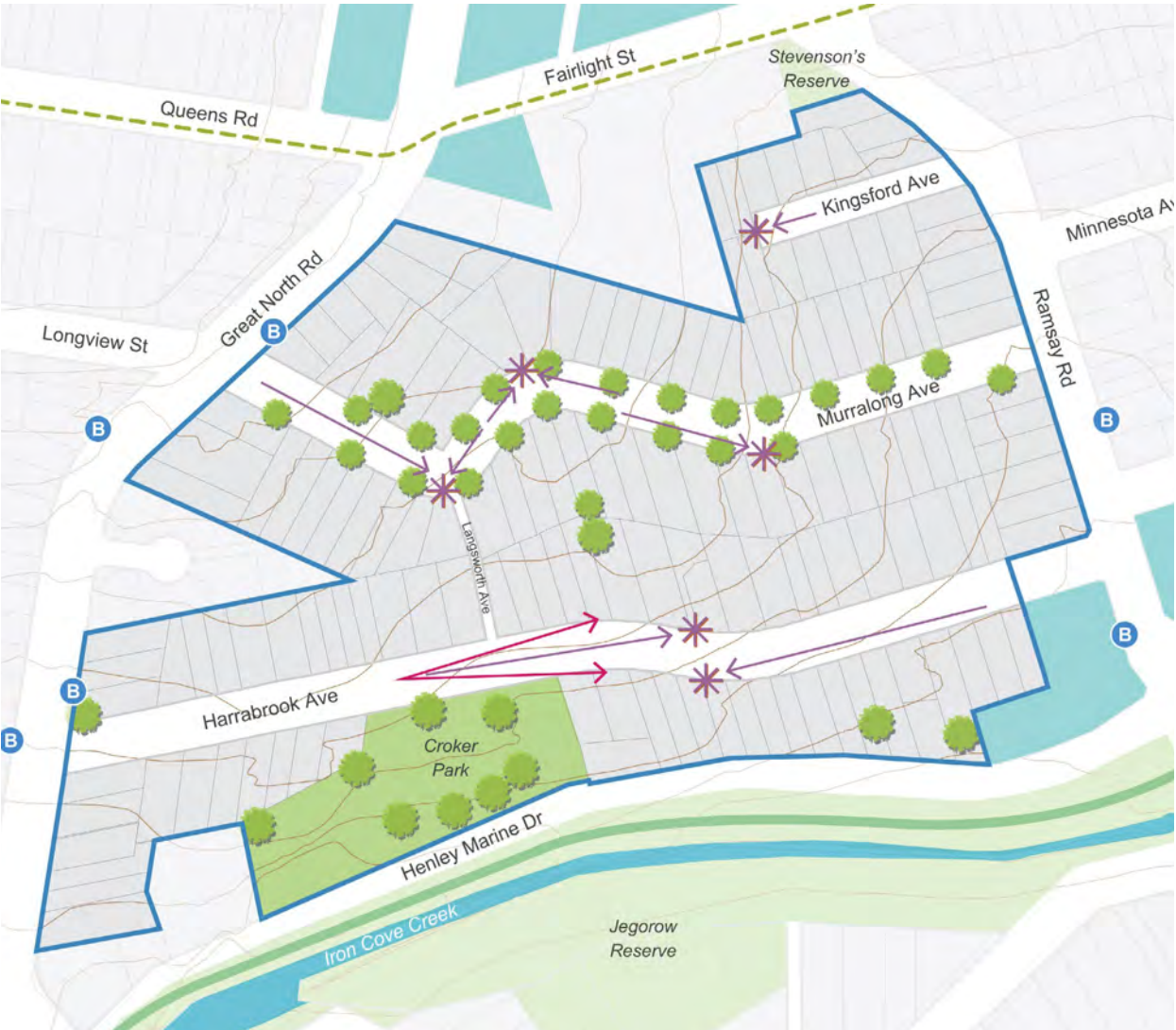


Figure 2 Croker Estate Character Area - Spatial Characteristics Map

Social Characteristics

- The LCA is characterised by the serpentine streets, particularly Murralong Avenue, which is tree-lined and incorporates tight bends. Croker Park is a locally significant park within the LCA on the southern boundary.
- The LCA has good access to surrounding areas, neighbourhoods and green space. There is a pedestrian accessway through the LCA that links the northern section to the southern section and Croker Park, which then links through to green space at Timbrell Park.
- The area is bounded by Great North Road, Ramsay Road and Henley Marine Drive.
- Great North Road is a state road that links directly to Parramatta Road. Ramsay Road is a state roads that links through to the M4 via the A4. Henley Marine Drive is a locally significant local road that connects to Parramatta Road and to Bay Run.
- The area has good access to Timbrell Park to the west, a significant park with playing fields, and to the Bay Run, a regionally popular walkway around the harbour foreshore.
- The urban character dates back to the first subdivision of Five Dock Farm in 1837, when land was subdivided into large lots and, later, into smaller building lots.
- The area is relatively well serviced by public buses along Great North Road, Ramsay Road and Parramatta Road.

Economic Characteristics

- There is a well-defined road hierarchy, with Great North Road, Ramsay Road and Henley Marine Drive delineating the edges of the LCA. Great North Road and Parramatta Road are significant freight corridors.
- The nearest centre is the Five Dock town centre, a popular local centre well known for its village character.
- There is also a small cluster of local shops to the south-east of the LCA.

Environmental Characteristics

- The LCA is composed of two relatively long curved residential streets that run east-west.
- Murralong Avenue is characterised by its curve and bends, as well as boulevard of street trees.
- Croker Park is a significant local park within the LCA and easily accessible from within the LCA via a pedestrian access way.
- Stevenson Reserve is a small reserve to the north, containing a commemorative monument, 'La Famiglia'.
- The LCA is walkable, as streets generally cut across the steep contours.
- Walkability is also assisted by the mature street trees providing shade and amenity along Murralong Avenue.
- Five Dock town centre is within easy walking distance.
- There are no designated bike lanes within the character area.
- The area slopes significantly down towards Iron Cove Creek to the south.
- Murralong Avenue is a notable tree-lined street with significant mature canopy trees.

Five Dock (FD)

DRAFT



Figure 2 Five Dock Character Area - Spatial Characteristics Map

Social Characteristics

- Roberts Reserve is a small reserve within the north-eastern corner of the LCA.
- However, Five Dock Park adjoins the western edge and Timbrell Park adjoins the southern edge. These are significant public spaces and areas of open green space.
- The LCA has good access to surrounding areas, neighbourhoods and green space. Henley Marine Drive on the southern edge and Ramsay Road to the west connect through to the M4 via the A4.
- Henley Marine Drive also connects the LCA to Parramatta Road to the west and the Bay Run to the east.
- The area has good access to significant green space at Five Dock Park and Timbrell Park.
- The LCA is a quiet residential area with good access to adjoining open green space and playing fields, including Five Dock Park and Timbrell Park. Roberts Reserve is a local park that includes a playground.
- The LCA also adjoins the Bay Run, a regionally popular walkway circuit around the harbour foreshore.
- The urban character of the area dates back to the first subdivision of Five Dock Farm in 1837.
- The area is well serviced by public buses, which include several routes that run through the LCA along First Avenue and Heath Street, and along Arthur Street.
- The western section is also serviced by an on-demand bus service.

Economic Characteristics

- The LCA is an entirely residential area and contains no local centres or shops.
- However, Five Dock town centre is a significant local centre that is within walking distance to the west.
- There is a relatively well-defined road hierarchy. First Avenue, and Barnstaple Road to the north, provide direct access to Five Dock town centre.

Environmental Characteristics

- The LCA is generally composed of straight residential streets. However, the symmetry is notably broken by Henley Marine Drive, which frames the southern edge of the LCA, and Ingham Avenue frames the diagonal northwestern edge of the LCA.
- This asymmetry contributes to the unique character of the Five Dock LCA.
- Roberts Reserve is the only local park within the LCA and is a significant feature, evoking a ‘village green’.
- The LCA is walkable due to the easy walking distances between cross-streets and to nearby parks and shops.
- There is an on-road bike lane along Arthur Street, which connects to the Bay Run and Henley Marine Drive, both providing off-road bike paths.
- The area is generally undulating away from Five Dock Park to the east and south.
- There are significant views of the city along First Avenue.
- A number of streets within the LCA have significant, mature canopy trees providing shade and amenity.



In 2009, Council undertook a comprehensive assessment of local character in the Canada Bay LGA.

This work formed the evidence-base for an addition to the Canada Bay DCP, Appendix E – Character Areas in August 2009. However, in February 2017, Council adopted an amended DCP that removed Appendix E – Character Areas.

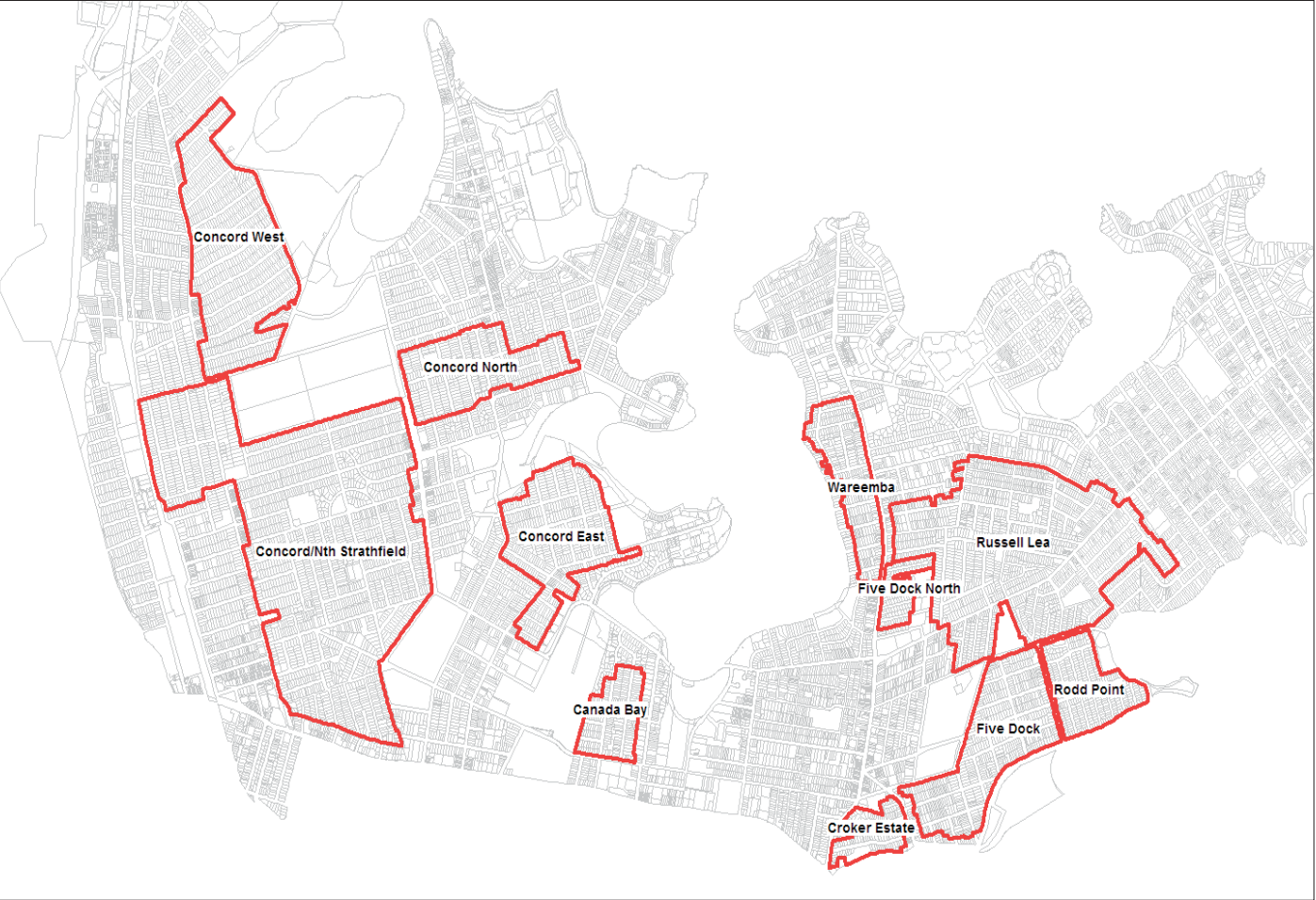
This decision was made given the implications of Complying Development under the Housing Code undermining the established character of the Character Areas and there being limited statutory mechanisms available to Council to protect local character outside of Heritage Conservation Areas.

A review of Appendix E – Character Areas, is provided below.

Key Objectives

The City of Canada Bay Council DCP Appendix E identified the character area sites within the LGA. The character areas identified included Concord West, Concord North Strathfield, Concord North, Concord East, Canada Bay, Wareemba, Croker Estate, Five Dock North, Five Dock, Russell Lea and Rodd Point, as shown adjacent. Each character statement focused on:

- Background
- Physical Character
- Desired Future Character
- Design Guidelines (Streetscape and Landscape, Scale, Building Form, Materials and Colour, Garages and Driveways)



Appendix E – Character Areas, identified the following objectives for those identified LCAs:

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| <ul style="list-style-type: none">• Background<ul style="list-style-type: none">• Inter-War Period development• Californian Bungalow Style dwellings• Physical Character<ul style="list-style-type: none">• One of Sydney's best precincts of Inter-War housing with the California Bungalow style dominating the central streets.• Low fences and gardens dominated with low shrubs• Verandahs and eaves provide depth to the front elevations emphasising the horizontal lines of the dominant housing styles. | <ul style="list-style-type: none">• Desired Future Character<ul style="list-style-type: none">• New development should relate to the dominant Inter-War character• Two storey development should be carefully designed to retain the open quality of the streetscape.• Retain space between houses.• Fencing should be kept low allowing views into the front gardens• Design Guidelines<ul style="list-style-type: none">• Setbacks from the street and side boundaries should relate to adjacent development | <ul style="list-style-type: none">• Street trees should be retained in any new development.• Emphasis should be on single storey development with two storey development set back from the main building line• Materials should continue the use of masonry construction with red and dark natural toned brickwork being the dominant wall material• Garages should be located well behind the building line.• Driveways should be single width |
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