

Hear the speakers and join the conversation in an extended Q&A session in this public meeting.

SPEAKERS:



Jamie Parker MP
Greens Spokesperson for Planning and Heritage



Jenny Leong MP
Greens Spokesperson for Housing and Homelessness (including Renters)



Charles Jago, Greens Councillor on City of Canada Bay Council



Ned Cutcher, Greens candidate for Burwood Council



Event MC: Pauline Tyrrell, former Deputy Mayor of Canada Bay Council

RSVP

Registrations are now open. Please RSVP asap for this COVID-safe event. There are only limited spaces available so reserve your place soon at [Bit.Ly/CBGMeeting1](https://bit.ly/CBGMeeting1) . You can also follow the link at canadabaygreens.org/overdevelopment

CAUSES OF OVERDEVELOPMENT

过度开发的原因

The NSW Government has tilted the planning rules in favour of developers and greater development, and have removed many of councils' powers:

- ◆ Large developments go to government panels
- ◆ The NSW government must approve all key council planning documents, and imposes changes on them.
- ◆ The government sets compulsory targets for councils to approve new dwellings. It requires Canada Bay Council to approve a target of 21,150 new dwellings between 2016 and 2021. Yet councils are starved of the funds to build infrastructure for the growing population.
- ◆ Councillors no longer approve developments. Decisions are now made by a "local" panel appointed from a list of government approved experts, who must follow government rules. Council appoints one community representative who can be outvoted.
- ◆ The rules for "complying development" and "exempt development" reduce the time for approvals, but can also create inappropriate development.

The Greens want a complete overhaul of NSW planning laws to reflect the interests of residents and the environment, rather than following the dictates of developers.

MORE INFO

For more information:

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You are invited...
PUBLIC MEETING
on
OVERDEVELOPMENT
in Canada Bay
and Burwood

过度开发公众会议

*Meet the speakers,
hear what's happening
and express your views*

Concord Community Centre

1A Gipps Street, Concord
(50 m from Burwood Road)

10th March 2021
7.30 - 9.00 pm



"If we want a liveable city that isn't overwhelmed by rows of apartment blocks linked by traffic-jammed private motorways, we must fix the rigged planning system."

"Our planning system has little vision for the future, no voice from the community and prioritises profit. It's time for that to change."

David Shoebridge MLC

OVERDEVELOPMENT: LOCATIONS

1. RHODES EAST

In the area between the railway line and Concord Road north of Mary Street East in Rhodes, the NSW Government has announced plans for 4,200 dwellings in place of the existing 200 dwellings, plus additional new dwellings west of the railway line – a 75% increase in the population. The government's transport proposals (including a ferry wharf) are inadequate for current use, let alone the future needs of Rhodes and Wentworth Point residents.

2. NORTH STRATHFIELD & CONCORD WEST

The NSW Government plans show a tenfold increase in dwellings in the Homebush PRCUTS precinct shown in areas 2 & 3 on this map, with 2 including the Bakehouse Quarter, Concord West north of Pomeroy Street, and other parts of Homebush in the Strathfield Council area. The owners of the Bakehouse Quarter intend to redevelop a significant part of the area between Parramatta Road and Pomeroy Street. "Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed"…* This was promised in 2016 but still not delivered. Meanwhile, major overdevelopment continues to be approved.

The area north of Pomeroy Street is only accessible to motor vehicles through George Street, which will cause increased traffic problems. Medium residential development is occurring on sites previously used for industry. The largest current site is 7 Concord Ave with 266 apartments proposed on flood prone land, awaiting an outcome from the Eastern Planning Panel.

The new Metro station at North Strathfield, connecting to the existing rail line, will be used to justify substantial additional development.

3. STRATHFIELD TRIANGLE

The Strathfield triangle is that part of Canada Bay Council LGA south of Parramatta Road. The area between Leicester Ave and the railway line will include high-rise of at least 20 to 30 storeys. This area has less open space and fewer services than other parts of Canada Bay LGA.

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY (PRCUTS)

The NSW Government's Parramatta Road Corridor Urban Transformation Strategy (issued in 2016) plans to substantially increase housing density along Parramatta Road from Parramatta to Sydney CBD. The PRCUTS precincts of Homebush, Concord/Burwood and Kings Bay (shown in purple) have not yet been rezoned (also pending a traffic study*), but are *expected to feature rezoning with high rise and medium density like Burwood and Rhodes*.

Billed as a visionary exercise, key elements of PRCUTS like the Rapid Transit twice promised along Parramatta Road to Burwood have been watered down or simply disappeared. Completion of cycling routes has been delegated to councils, and has run into conflict with parking.

The implementation plan specifies 5% affordable housing in each precinct. Other precincts outside our area include Granville, Auburn, Taverners Hill, Leichhardt and Camperdown.

4 & 5. BURWOOD/CONCORD & KINGS BAY

The NSW Government plans a fourfold increase in the Burwood/Concord PRCUTS precinct stretching from Concord Primary and High Schools down to Burwood Park, connecting Parramatta Road to the Burwood CBD. Kings Bay will increase tenfold. Both will include areas of high-rise and medium density, plus more local changes when rezoned.

A number of 20 storey buildings now dominate the Burwood town centre skyline. A recent rezoning along the rail corridor allows towers of up to 42 storeys. Burwood Council wants to expand the town centre, especially north towards Parramatta Road and the coming Metro West station at Concord Oval. Other highrise projects are also planned around Liverpool Road and Henley Park.

6. FIVE DOCK

While Five Dock has been kept to medium density in areas around Great North Road in the Five Dock CBD, pressure will mount for greater density due to the new Metro station at Fred Kelly Place. The Metro will also expand Five Dock's role as a transport hub for buses.

* Parramatta Road Corridor Urban Transformation Implementation Plan 2016 – 2023, pages 27, 31 & 35 (available online)