

**ITEM 9.3 CITY OF CANADA BAY DRAFT PLANNING STUDIES - NORTH STRATHFIELD, CONCORD AND FIVE DOCK METRO PRECINCTS - REPORT ON SUBMISSIONS****Reporting Manager** Manager Strategic Planning

- Attachments:**
1. Attachment 1 - Report on Submissions - Sydney Metro West Planning Study - Exhibition 2 (*Provided in Attachment Booklet*) [⇨](#)
  2. Attachment 2 - Canada Bay Metro Public Exhibition Outcomes of Survey Report (*Provided in Attachment Booklet*) [⇨](#)
  3. Attachment 3 - Draft CCB Sydney Metro Local Planning Study Stage 3 - Five Dock (*Provided in Attachment Booklet*) [⇨](#)
  4. Attachment 4 - Draft Sydney Metro Local Planning Study Stage 3 - Concord (*Provided in Attachment Booklet*) [⇨](#)
  5. Attachment 5 - Draft Sydney Metro Local Planning Study Stage 3 - North Strathfield (*Provided in Attachment Booklet*) [⇨](#)
  6. Attachment 6 - Draft Sydney Metro West Planning Study Stage 1 Background and Strategic Context Review (*Provided in Attachment Booklet*) [⇨](#)
  7. Attachment 7 - Draft CCB Urban Design Framework Stage 3 (*Provided in Attachment Booklet*) [⇨](#)
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*Note: This item was submitted to the Council Meeting on 18 April 2023. As there was a lack of quorum for this item at the April Council Meeting, this item has been resubmitted to the 16 May 2023 Council Meeting.*

**RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING****Five Dock**

That:

1. Council note the Report on Submissions, provided at Attachment 1 and Survey Report provided at Attachment 2.
2. The draft Planning Study for Five Dock, provided at Attachment 3, be adopted.
3. A Planning Proposal and draft Development Control Plan be prepared for Five Dock Planning Study Area.

**Concord Oval/Burwood North**

That:

1. Council note the Report on Submissions, provided at Attachment 1 and Survey Report provided at Attachment 2.
2. The draft Planning Study for Concord Oval/Burwood-North, provided at Attachment 4, be adopted.

**North Strathfield**

That:

1. Council note the Report on Submissions, provided at Attachment 1 and Survey Report provided at Attachment 2.
  2. The draft Planning Study for North Strathfield, provided at Attachment 5, be adopted.
  3. A Planning Proposal and draft Development Control Plan be prepared for North Strathfield Planning Study Area.
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## PURPOSE

To report on the outcome of the public exhibition of draft Planning Studies (formerly referred to as Local Character Statements), to adopt the draft documents and to seek endorsement to commence the preparation of a Planning Proposal.

## EXECUTIVE SUMMARY

The NSW Government announced Sydney Metro West in 2016 and construction started in 2020. Three stations will be located in the City of Canada Bay in the suburbs of North Strathfield, Five Dock and Concord Oval/Burwood North.

Sydney Metro West is a significant infrastructure project that will improve how people move around the City of Canada Bay and its surrounds. Council has an opportunity to influence the extent of change around station locations and to ensure the community is consulted from an early stage.

Initial engagement was undertaken by Council in November and December 2020 to understand the community's aspirations for each station precinct. Feedback from the engagement was used to prepare draft Planning Studies, and a second round of engagement was undertaken from 19 April 2022 to 31 May 2022 to seek feedback and submissions from the community.

The draft Planning Studies have now been updated with consideration given to the matters raised in the feedback and submissions received through the 2022 engagement.

This report provides a summary of the feedback and submissions received and outlines amendments to the draft Planning Studies arising from the engagement. It is recommended that the draft Planning Studies be adopted, and work commence on the preparation of a Planning Proposal and a draft Development Control Plan.

## STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 3: Vibrant Urban Living

Goal VUL 1: Creative vibrant local village centres and community hubs

Goal VUL 4: Ensure the built environment respect the unique neighbourhood character and responds deftly to evolving community needs

Direction 4: Infrastructure and Transport

Goal IT 3: Encourage active and accessible transport opportunities

## BACKGROUND/DISCUSSION

A key action arising from the *Canada Bay Local Strategic Planning Statement* adopted by Council in October 2019, set out the following:

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

The LSPS requires the local planning study to include/address, *inter alia*:

- preparation of desired future character statements in consultation with the community;
- identify opportunities for new and/or improved public domain improvements and areas of open space within, or surrounding the new Metro locations;
- establish preferred land uses and built form outcomes within and around the new Metro locations;

- consider opportunities for a diverse range of housing consistent with the desired future character of the area;
- ensure that the employment functions and services around station locations are supported and enhanced;
- identify the need for any further studies.

On 21 July 2020, Council resolved to commence a process to engage with the community so as to inform the preparation of draft Planning Studies for land within the immediate vicinity of proposed metro stations within the City of Canada Bay.

On 15 March 2022, Council resolved that the draft Planning Studies be placed on public exhibition and a further report be provided to Council on the outcome of the community engagement including recommended changes and actions. The outcome of this engagement is the subject of this report.

In September 2022, the Greater Cities Commission released *The Six Cities Region Discussion Paper*. The Discussion Paper outlined the Commission's emerging thinking on how planning for Sydney may be progressed and implemented in upcoming revisions to the *Greater Sydney Region Plan* and the *Eastern City District Plan*. These documents are important as they inform planning decisions at a local level. The Discussion Paper identified a number of priorities of relevance to planning around metro stations:

- 3.3 *The Region Plan and City Plans will identify priority housing areas proximate to existing and future transport hubs over the first 10 years of the Plans to ensure supply is increased and development is supported by appropriate infrastructure. This will include diverse and affordable housing adjacent to the roll out of fast rail and metro stations, rapid transit stations and innovation districts*
- 3.4 *The Region and City Plans will prioritise areas for housing developments that are connected to transport hubs and supported by local infrastructure.*
- 4.1 *The City Plans will identify precincts and centres with the most potential to support delivery of housing targets, in line with existing and planned infrastructure. Key locations will be close to stations and transport hubs.*

### *Community Engagement*

The exhibition package was publicly exhibited from 19 April 2022 to 31 May 2022 on Council's community engagement platform, *Collaborate*, for 28 days. Letters were also sent to landowners and residents advising of the public exhibition. Exhibition details are provided below:

- *Letter* - A notification letter was sent to over 6,500 landowners and residents to advise them of the exhibition. The letters to landowners were personally addressed and sent to the owner's postal address.
- *Facebook* - A Facebook post reached 5,430 readers, resulting in 684 engagements, consisting of 13 reactions, 4 comments and 2 shares.

A total of 329 viewers clicked on the link to Council's website containing the exhibited documents.

- *Instagram* - An Instagram post reached 904 readers with 984 impressions, meaning that some people viewed the post more than once.
- *Collaborate* - A notification email was also sent to all users who were following the *Collaborate* page from the round 1 exhibition. There were 3,746 views to the Collaborate Page by 2,478 visitors. Of those, 154 made a contribution via the surveys that were provided. There are now 90 people following the project page for updates.

### *Outcomes of Community Engagement*

A total of 154 surveys were completed on *Collaborate* and 101 written submissions were received during the exhibition period.

The *Report on Submissions* at Attachment 1 and *Canada Bay Metro Public Exhibition Outcomes of Survey Report* at Attachment 2 provide a detailed analysis of the engagement that was undertaken and the comments that were received.

The feedback varied within each precinct and across the three precincts. The key concerns raised by written submissions and the online survey are summarised in the *Report on Submissions*.

#### *Changes to draft Planning Studies*

Comments received have been reviewed and a number of amendments have been made to the draft Planning Studies as outlined in the *Report on Submissions*. An overview of primary changes to the desired sub-precinct character areas are summarised below. Where references is made to a sub-precinct, these areas relate to the numbers shown on the precinct maps provided under each station location.

#### **Five Dock** (Figure 1)

- Sub-precinct 2 - The draft Planning Study has been revised to recommend a 5 storey height limit (reduced from 6) in the “*Transition sub-precinct*”, being the land located generally between East and West Streets. This height limit will enable an improved transition in building scale between the seven (7) storeys proposed along Great North Road and the two to three storeys proposed to the west.
- The block bounded by Garfield St, School Lane, Lancelot St, and West St has been included in sub-precinct 2 due to its proximity to the metro station and the separation of this block from other properties.
- Sub-precinct 3 - The maximum building height in the *School and residential sub-precinct* has been revised from three storeys to two storeys (8.5m) or three storeys (9.0m) where multi-dwelling housing (terraces) are provided. This approach will enable development to occur incrementally over time and in a manner that will enable the scale of development to complement the existing buildings.

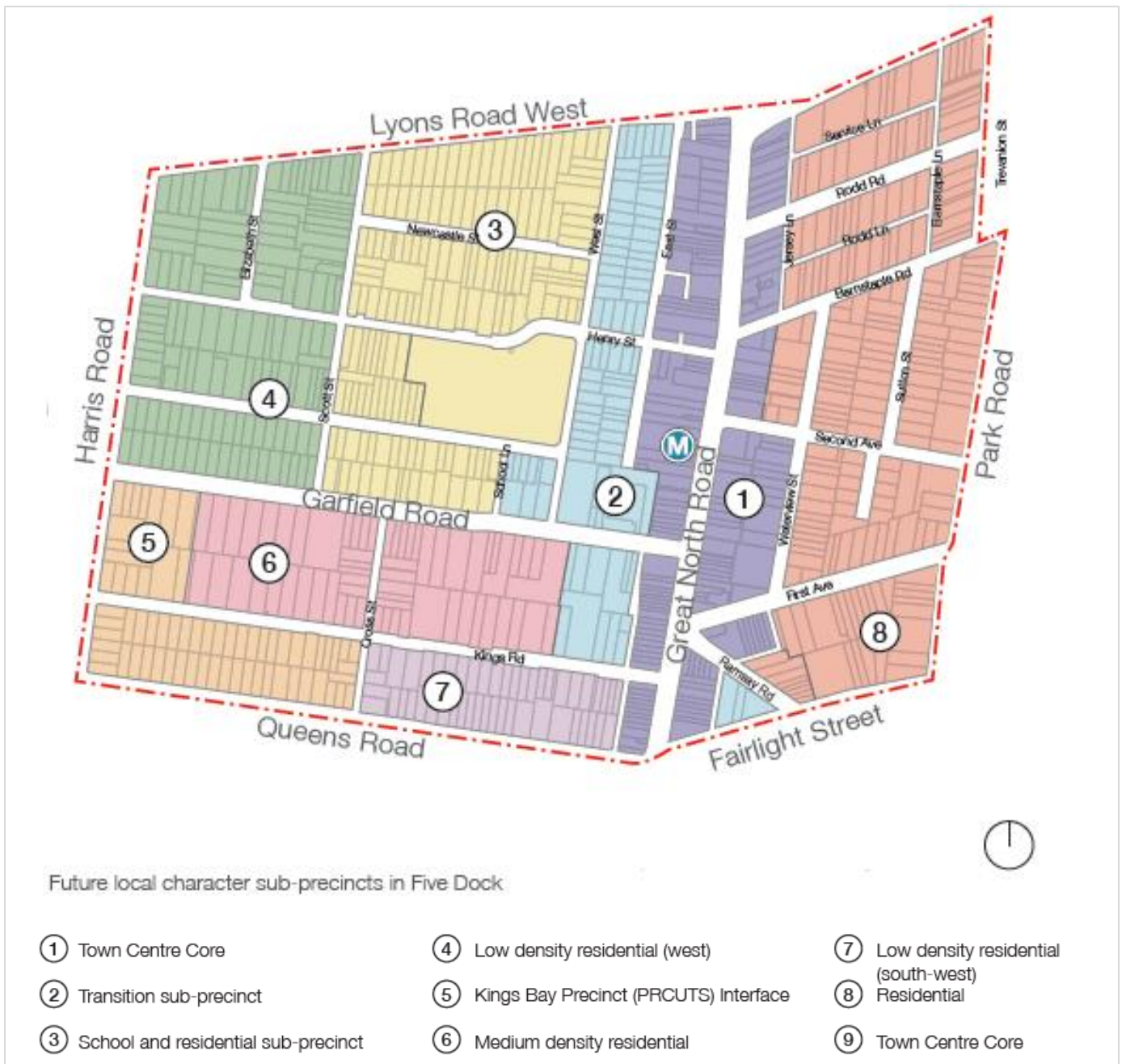


Figure 1 – Five Dock

**Concord Oval/Burwood North (Figure 2)**

- The draft Planning Study for Concord/Burwood North has been revised to more closely align with the outcomes contained within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), including the now finalised Stage 1 PRCUTS Planning Proposal. Changes to planning controls in this precinct will be progressed through a Planning Proposal for Stage 2 of PRCUTS.
- Sub-precinct 4 - The “*Low density residential (north of Gipps Street)*” has been revised from three storeys to state that the height limit will be two storeys (8.5m) or three storeys (9.0m) where multi-dwelling housing (terraces) are provided. This approach will enable development to occur incrementally over time and in a manner that will enable the scale of development to complement the existing buildings.



Future local character sub-precincts in Concord

- |                                      |                            |
|--------------------------------------|----------------------------|
| ① Parramatta direct interface        | ④ Low density residential  |
| ② High density residential and plaza | ⑤ In-fill area residential |
| ③ In-fill Area residential           | ⑥ St Luke Anglican Church  |

Figure 2 - Concord Oval/Burwood North

### North Strathfield (Figure 3)

- Sub-precinct 1 & 3 - The *Mixed-use sub-precinct* and *School District* have been revised from 10 storeys to 8 storeys, consistent with the maximum height for a mixed-use development in PRCUTS.
- Sub-precinct 2 - The northern boundary of the “*Residential (lower west)*” has been revised to Pomeroy St, with the land to the north of Pomeroy Street now being located in sub-precinct 4. This will limit the extent of five storey buildings and reduces the overall density in response to community feedback.
- Sub-precinct 4 - The “*Low density residential (upper west)*” boundary has been extended south to Pomeroy Street, and to the north to include lots fronting Argonne Street, Conway Avenue and Rothwell Avenue. This will enable a coordinated approach to the development of all land

on the western side of George Street. The height limit has been amended from no change (two storey) to three to four storeys in response to community feedback.

- Sub-precinct 6 - On the eastern side of the railway line, the southern boundary of sub-precinct 6 has been relocated north to Gracemere St. This allows the Gracemere St /Beronga St block to be included in sub-precinct 7 which will enable a zoning change from low density to medium density and facilitate two to three storey (terrace) development. This approach will avoid this block being isolated between a low-density area to the north and medium density to the south.
- Sub-precinct 7 - The current/proposed medium density in sub-precinct 7 has been extended to the south to include land north of Princess Avenue. This will avoid isolating the Nelson Road to Napier Street block. Future development will be subject to a height limit of 8.5m (two storeys) or 9.0m where terraces are provided.
- Sub-precinct 9 - A new sub-precinct has been introduced, known as "*Land subject to flooding*". The Powells Creek Flood Study, adopted by Council on 6 December 2022 identified a number of properties as being flood prone. NSW Local Planning Direction 4.1 – Flooding states that planning proposals must not contain provisions that apply to a flood planning area that will permit a significant increase in the development and/or density of the land. As such, properties that are likely to be significantly impacted by flooding (in sub-precinct 2 and 4) have been placed within their own sub-precinct (sub-precinct 9) and existing planning controls will be retained.



Figure 3 – North Strathfield



The revised Planning Studies are provided at Attachments 3, 4 and 5, the Stage 1 Background and Strategic Context Review is at Attachment 6 and the revised Stage 3 Urban Design Framework is provided at Attachment 7.

#### *Status of Local Character Statements*

The Local Character Statement components of the draft Planning Studies were prepared in accordance with the *Local Character and Place Guideline* published by the NSW Department of Planning and Environment (DPE). Despite the previous commitment of DPE to local character areas, their policy position has changed, and DPE is no longer supportive of inclusion of local character area planning controls in Local Environmental Plans. For this reason, the draft Local Character Statements have been renamed as Planning Studies and will be used to inform the preparation of a Planning Proposal.

Should a Planning Proposal be prepared, further investigations/studies will be required to ensure that all relevant matters are given sufficient consideration and can be successfully translated into planning controls. Proposed studies include an Urban Design Master Plan, a Public Domain Plan, Traffic/Transport study, Feasibility testing, Tree canopy study, Sustainability strategy, Community infrastructure strategy and Development Control Plan.

#### *Conclusion*

The draft Planning Studies were publicly exhibited, and the submissions received have been assessed.

The documents have been revised to respond to a range of matters raised in submissions.

It is recommended that the package of amended documents be adopted, and that work commence on background investigation/studies to inform the preparation of a Planning Proposal and draft Development Control Plan.

### **TIMING AND RISK CONSIDERATIONS**

It is important that this work progress to ensure that Council is able to have input into future change around metro stations. Should there be a delay, there is a risk that individual landowners may submit Planning Proposals and/or the NSW Department of Planning and Environment may commence their own planning for land surrounding transport hubs.

Subsequent to Council endorsement of the draft Local Planning Studies and accompanying documents, additional studies will be undertaken to inform the preparation of a Planning Proposal.

Any Planning Proposal and Draft Development Control Plan that are prepared would be the subject of further consultation and engagement.

### **FINANCIAL CONSIDERATIONS**

A budget has been allocated to enable the preparation of a detailed Urban Design Masterplan, and studies associated with the requirements of a planning proposal in the financial years of 2022/23 and 2023/24.

### **LEGISLATIVE AND POLICY CONSIDERATIONS**

This report also relates to the implementation of the *Canada Bay Local Strategic Planning Statement* (LSPS) and reviewing planning controls near metro stations is consistent with the Greater Cities Commission's priority to increase housing supply near transport hubs.

All engagement undertaken to date has been non-statutory and further statutory public exhibitions will occur should a Planning Proposal and draft Development Control Plan be prepared.