

# Draft Central District Plan

Co-creating a Greater Sydney

November 2016

DRAFT



# How to be involved

This draft District Plan sets out priorities and actions for Greater Sydney's Central District, which includes the local government areas of Bayside, Burwood, Canada Bay, Inner West, Randwick, Strathfield, the City of Sydney, Waverley and Woollahra. It has been developed by the Greater Sydney Commission.

This draft District Plan is on formal public exhibition until the end of March 2017, and will be finalised towards the end of 2017 to allow as many people as possible to provide input.

You can read the entire draft District Plan at [www.greater.sydney](http://www.greater.sydney) and send feedback:

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[engagement@gsc.nsw.gov.au](mailto:engagement@gsc.nsw.gov.au)

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Draft Central District Plan  
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Before making a submission, please read our privacy statement at [www.greater.sydney/privacy](http://www.greater.sydney/privacy)

For more information visit [www.greater.sydney](http://www.greater.sydney) call us on 1800 617 681 or email [engagement@gsc.nsw.gov.au](mailto:engagement@gsc.nsw.gov.au)

This document was updated on 21 December 2016 to address typographical errors and production faults. A detailed list of the errata can be found at [www.greater.sydney/content/publications](http://www.greater.sydney/content/publications)

## Draft Central District Plan Exhibition



You can view these supporting components, as well as *Our vision – Towards our Greater Sydney 2056*, our proposed 40-year vision for Greater Sydney, at [www.greater.sydney](http://www.greater.sydney).

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## Chief Commissioner's Foreword

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On behalf of the Commissioners and staff of the Greater Sydney Commission, I acknowledge the traditional owners of the lands that include the Central District.

We acknowledge the living culture of the traditional custodians of these lands, recognise that they have occupied and cared for this country over countless generations, and celebrate their continuing contribution to the life of Greater Sydney.

This draft District Plan sets out a vision, priorities and actions for the development of the Central District of Greater Sydney.

The Central District, particularly Sydney City, is the engine room of Greater Sydney's economy. Of the District's 904,500 jobs, 496,100 of these are in Sydney City. Almost half of these (45%) are in the finance, professional, business and knowledge sectors.

The Central District is fundamentally important to the future success and prosperity of Greater Sydney, New South Wales and Australia. To remain globally competitive, we need the District to be a magnet for skilled people from around the world and innovative ideas from the edge of global thinking. The District must be a powerhouse of creativity and innovation at all levels.

The world's greatest cities are prosperous and great places to live and work. With the Central District's population growing from almost one million in 2016 to approximately 1.34 million by 2036, we need to plan for jobs, housing and essential services such as health and education. We need to adequately monitor and plan for demographic changes, such as strong growth in the proportions of children and the frail aged.

We will advocate for effective infrastructure to keep pace with population growth. We will support the coordination of every area of government activity and delivery – transport, infrastructure, land use, housing, health, education, heritage and environment. We will work positively with the private sector and local government.

By taking a leadership role, we can make sure that public resources and expertise are brought together to create a more productive, liveable, resilient and sustainable Greater Sydney.

I thank everyone from the community, industry, councils, government and the many stakeholder groups who have spoken to us and contributed their ideas and wisdom to develop this draft District Plan.

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**I encourage everyone to take time to review this draft District Plan and provide feedback. Your suggestions, comments and opinions will be crucial in developing this draft District Plan, making it a living and working document to guide the Central District's future.**

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**Lucy Hughes Turnbull AO**  
Chief Commissioner





## District Commissioner's Foreword

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Sydney's Central District is centred on the Sydney City but stretches from beachside suburbs in the east, to Botany and Rockdale in the south, through the inner west and across to Strathfield, Burwood and Canada Bay.

It's the powerhouse of the NSW economy — home to commercial towers, financial and professional services, as well as a growing urban population attracted to all that the inner city has to offer.

Like major cities around the world, Sydney City is undergoing considerable renewal, with large-scale urban transformation projects such as Darling Harbour and Barangaroo in the city's heart, and planning well underway for the renewal of the Bays Precinct, Central to Eveleigh and Parramatta Road.

With change will come the need for smarter planning that protects the District's strong European and Aboriginal heritage, greens our streets and neighbourhoods to make them better places to live, and provides a greater variety of transport options, housing types and contemporary places to work.

Smarter planning also means progressive reduction in carbon emissions, potable water use and waste, as well as the upgrading of the District's grey grid of ageing infrastructure.

Our planning will nurture and engage with the District's contemporary arts and culture — using talent and creativity to animate our public spaces, and providing a diversity of arts infrastructure and workspaces for artists and creatives.

The Central District needs a plan that will provide a framework to ensure it continues to provide the jobs needed to be economically sustainable, as well as the necessary social and transport infrastructure, and a diversity of housing. At the same time we must ensure the District's environmental sustainability and resilience into the future.

This draft District Plan is part of a conversation between all of us who live and work here, about how we can come together to create the kind of Central District we want.

It provides a starting point for discussion that will inform the final District Plan, and I'm keen for as many people as possible to join the discussion to help shape the decisions that will drive the District's future.

**Maria Atkinson AM**  
**Central District Commissioner**









# Our vision - Central District 2036

20-year vision, priorities and actions for the Central District

**Home to the globally competitive Sydney City and liveable neighbourhoods, the Central District comprises natural attractions and iconic built places including Sydney Harbour, the east coast beaches, parks and rivers. Its cosmopolitan and vibrant urban communities range from the highest density suburbs in Australia to some quintessential historic neighbourhoods.**

By 2036, our vision is for the Central District to be a global sustainability leader, managing growth while maintaining and enhancing the District's liveability, productivity and attractiveness for residents and visitors.

It will remain an attractive place to live, with an increased diversity of housing choices that cater for all groups including people who live on their own, older residents, group households and families. Growth and development will allow improvements to public areas and better walking, cycling and public transport connections across the District. Cultural and environmental heritage will be celebrated.

Better east to west connections will come with the integration of major transport projects. The District's many centres and key places will be enlivened, with facilities and services that support vibrant day and night activities. Our planning will celebrate the District's Aboriginal heritage and support the goal of growing the first economy of Aboriginal economic prosperity, including visitor experience. We will foster diversity and build on the District's natural and cultural features.

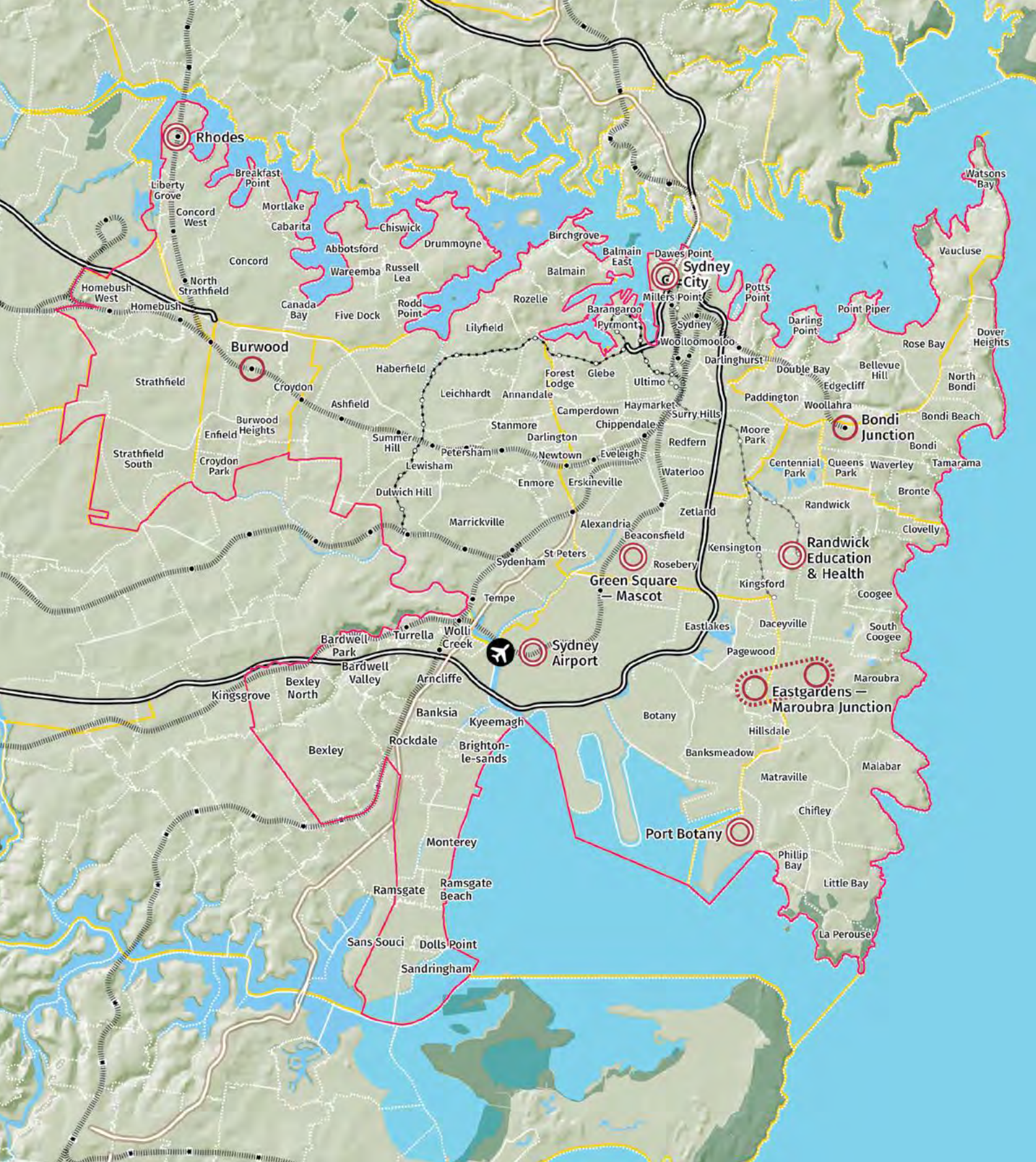
By 2036, the Central District will be a model of sustainable planning and development. Transport networks will support the efficient movement of goods and services into and across the District, building on the Sydney Metro Northwest, Sydney Metro City & Southwest and the CBD and South East Light Rail.

Our open space and centres will be better connected. The quality of the District's waterways will be improved, and green connections will extend to the coast, along the Harbour and to rivers – adding spaces to enhance movement, sports and biodiversity. The District will develop better ways to mitigate the impacts of climate change on our key infrastructure and assets.

Improvements across the District will strengthen global competitiveness, increase productivity and continue to provide a high quality of life for residents. We will support and grow knowledge and enterprise precincts within the District, particularly in Randwick, and from the Australian Technology Park through to The Bays Precinct, encompassing North Eveleigh, Chippendale, Camperdown, Ultimo and Pyrmont.

These knowledge precincts and the potential links of four universities – University of NSW, University of Sydney, University of Technology Sydney and the University of Notre Dame Australia – will solidify Australia's position as a leader in innovation. Investment and planning for employment and industrial lands will support local urban services, national and global offerings, and the needs of start-ups, the new creative economy and smart logistics.





## Central District

|  |                           |  |                             |  |          |
|--|---------------------------|--|-----------------------------|--|----------|
|  | Strategic Centre          |  | Suburb name and boundary    |  | Motorway |
|  | District Centre           |  | National Parks and Reserves |  | Highway  |
|  | District Boundary         |  | Waterways                   |  |          |
|  | Local Government Boundary |  | Railway                     |  |          |



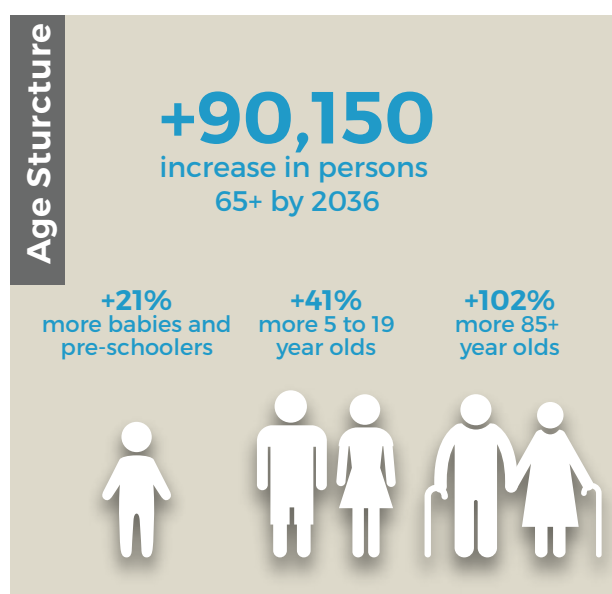
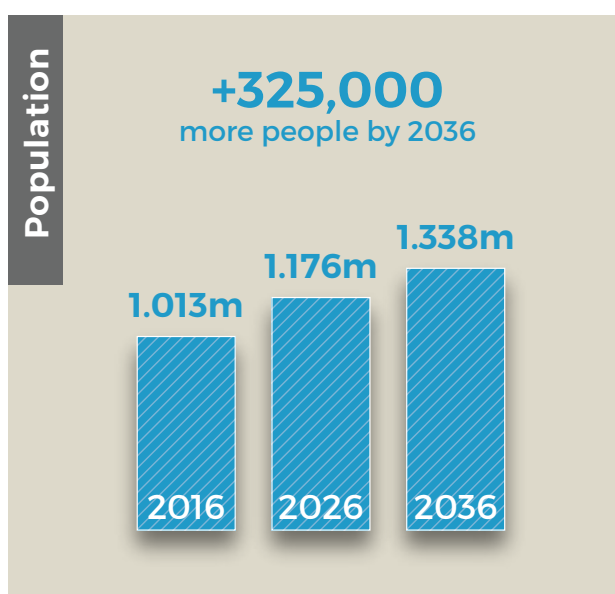
## Central: Priorities and actions

This draft District Plan identifies priorities and actions to realise the vision for the District. This section lists the overarching priorities that will inform strategic planning and summarises the actions outlined in each chapter.

Action tables in this section identify outcomes, lead agencies and partner agencies (partners). Further detail on the priorities is included throughout this draft District Plan in terms of implementation and monitoring priorities (Chapter 1) and productivity, liveability and sustainability priorities (Chapters 3, 4 and 5 respectively).

### Implementation and monitoring actions (Chapter 1)

| Action                                                                     | Outcome                                                                                                                                             | Lead agency | Partners                 |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------|
| IM1: Align land use planning and infrastructure planning                   | Inform the NSW Government's infrastructure decision-making                                                                                          | GSC         | INSW, TfNSW, NSW Health, |
| IM2: Develop a framework to monitor growth and change in Greater Sydney    | Inform the ongoing actions and infrastructure investments of Government required to deliver <i>A Plan for Growing Sydney</i> and the District Plans | GSC         | -                        |
| IM3: Develop an interactive information hub - the Greater Sydney Dashboard | Enhance the community's understanding of the performance and characteristics of Greater Sydney                                                      | GSC         | -                        |
| IM4: Report on local planning                                              | Improve the understanding of the effectiveness of District Plans in delivering on the stated priorities and actions                                 | GSC         | Councils                 |



## Productivity priorities and actions (Chapter 3)

The proposed priorities and actions for a productive Central District focus on planning and investment in Sydney City as well as knowledge-intensive innovation areas, especially in the health and education super precincts at Randwick and Ultimo-Camperdown. They focus on the emerging and future needs of industrial activities and urban services, particularly those linked to Sydney Airport and Port Botany and support for a variety of industries: from start-ups and the new economy to the tourism industry. Urban transformation projects and a focus on local centres and services will provide more jobs and services closer to where people live.

The overarching priorities are:

- Driving the growth of the Eastern City
- Enhancing the Eastern City's role as a global leader
- Planning for job target ranges for strategic and district centres
- Growing economic activity in centres
- Improving 30-minute access to jobs and services
- Managing Sydney's trade gateways

## Productivity Actions

| Action                                                                                            | Outcome                                                                                                        | Lead agency | Partners              |
|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------|-----------------------|
| P1: Develop and implement an economic development strategy for the Eastern City                   | Increase total jobs and proportion of health and education and knowledge and professional services jobs        | Dol         | GSC, Jobs for NSW, AA |
| P2: Plan for the growth of Camperdown-Ultimo as a health and education super precinct             | Increase in total jobs and increase in total health and education and knowledge and professional services jobs | GSC         | NSW Health, Council   |
| P3: Maximise opportunities for smart jobs in the Randwick health and education super-precinct     | Increase in total jobs and increase in total health and education and knowledge and professional services jobs | GSC         | NSW Health            |
| P4: Grow and manage the visitor economy including Aboriginal experiences                          | Contribute to increased visitation                                                                             | GSC         | Destination NSW, DPC  |
| P5: Develop better understanding of the value and operation of employment and urban services land | Increase in total jobs                                                                                         | GSC         | Councils              |
| P6: Identify opportunities to grow and better connect the south east area of the Central District | Options for mass transit south of Kingsford                                                                    | TfNSW       | -                     |
| P7: Investigate opportunities to enhance east-west public transport connections                   | Options for east-west public transport connections                                                             | TfNSW       | -                     |
| P8: Improve connections and amenity along the WestConnex corridor                                 | Increase walking and cycling connectivity and increased open space provision                                   | TfNSW       | -                     |

## Liveability priorities and actions (Chapter 4)

The proposed priorities and actions for a liveable Central District are based on the District's dynamic urban network of unique places, safe neighbourhoods and vibrant communities. The many opportunities of globally-recognised Sydney City will filter through to a better quality of life for residents, workers, visitors and students. The District includes a larger concentration of 25-34 year olds and a diversity and complexity of communities – these assets will be fostered alongside the planning for more housing and employment opportunities and investment in public transport, walking and cycling.

The overarching priorities are:

- Improving housing choice
- Improving housing diversity and affordability
- Coordinating and monitoring housing outcomes and demographic trends
- Creating great places
- Fostering cohesive communities
- Responding to people's need for services

## Liveability Actions

| Action                                                                                                         | Outcome                                                                                             | Lead agency | Partners                            |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------|-------------------------------------|
| L1: Prepare local housing strategies                                                                           | Increase in diversity of housing choice                                                             | Councils    | -                                   |
| L2: Identify the opportunities to create the capacity to deliver 20-year strategic housing supply targets      | Creation of housing capacity                                                                        | GSC         | Councils, DPE                       |
| L3: Councils to increase housing capacity across the District                                                  | Creation of housing capacity and increase in diversity of housing choice                            | Councils    | -                                   |
| L4: Encourage housing diversity                                                                                | Increase in diversity of housing choice                                                             | DPE         | -                                   |
| L5: Independently assess need and viability                                                                    | Increase in affordable rental housing                                                               | GSC         | Industry, CHPs, DPE                 |
| L6: Support councils to achieve additional affordable housing                                                  | Increase in affordable housing                                                                      | GSC         | Councils, DPE                       |
| L7: Provide guidance on Affordable Rental Housing Targets                                                      | Increase in affordable rental housing                                                               | GSC         | DPE, Councils, State agencies, CHPs |
| L8: Undertake broad approaches to facilitate affordable housing                                                | Increase in affordable housing                                                                      | GSC         | Councils, Industry, CHPs            |
| L9: Coordinate infrastructure planning and delivery for growing communities                                    | Change in industry perceptions (surveyed)                                                           | GSC         | DPE                                 |
| L10: Provide data and projections on population and dwellings for local government areas across Greater Sydney | Contribute to more informed infrastructure investment decisions, strategic planning and plan making | DPE         | -                                   |

### Liveability Actions (continued)

|                                                                                                                    |                                                                                                            |                 |                                          |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-----------------|------------------------------------------|
| L11: Provide design-led planning to support high quality urban design                                              | Contribute to improved sustainability, productivity and liveability outcomes                               | OGA             | GSC                                      |
| L12: Develop guidelines for safe and healthy built environments                                                    | Contribute to improved health outcomes and increased walking and cycling                                   | GSC             | DPE                                      |
| L13: Conserve and enhance environmental heritage including Aboriginal, European and natural                        | Identification and protection of heritage elements                                                         | OEH, DPE, AA    | GSC, Councils                            |
| L14: Develop a Central District sport and recreation participation strategy and sport and recreation facility plan | Contribute to informed decision making for sport and recreation infrastructure and increased participation | Office of Sport | Councils                                 |
| L15: Support planning for shared spaces                                                                            | Increase in the provision of community facilities, including open space                                    | GSC, DoE        | State agencies, organisations, providers |
| L16: Support planning for school facilities                                                                        | Improved education infrastructure decision making                                                          | DPE             | NSW Property, DoE                        |
| L17: Support the provision of culturally appropriate services                                                      | Improved decision making with the Aboriginal community                                                     | GSC, AA         | -                                        |
| L18: Support planning for emergency services                                                                       | Contribute to improved decision making for emergency services operators                                    | DPE             | -                                        |
| L19: Support planning for cemeteries and crematoria                                                                | Improved decision making for new cemeteries                                                                | CCNSW           | -                                        |



## Sustainability priorities and actions (Chapter 5)

The proposed priorities and actions for a sustainable Central District balance the many different places with the District – it includes some of Australia's most densely populated areas and important infrastructure as well as some of its most recognised environmental assets, including Sydney Harbour foreshore, Botany Bay foreshore and the eastern suburb beaches and coastline. Its small pockets of native vegetation and the quality of its waterways and beaches will be protected and opportunities will be sought to transform the infrastructure grey grid into world-class

green and efficient infrastructure while also presenting innovative responses to the efficient use of water, energy and management of waste. The overarching priorities are:

- Enhancing the Central District in its landscape
- Protecting the District's waterways
- Managing coastal landscapes
- Protecting and enhancing biodiversity
- Delivering Sydney's Green Grid
- Creating an efficient Central District
- Planning for a resilient Central District

## Sustainability Actions

| Action                                                                                           | Outcome                                                                                  | Lead agency        | Partners                                       |
|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|--------------------|------------------------------------------------|
| S1: Review criteria for monitoring water quality and waterway health                             | Improved water quality and waterway health                                               | OEH                | GSC                                            |
| S2: Update information on areas of high environmental value                                      | Protection and management of areas of high environmental value                           | OEH, DPE           | Councils                                       |
| S3: Use funding programs to deliver the Central District Green Grid priorities                   | Delivery of the green grid priorities                                                    | GSC, TfNSW, OEH    | Councils                                       |
| S4: Develop support tools and methodologies for local open space planning                        | Improved utilisation of open space and increased provision of open space                 | GSC                | -                                              |
| S5: Identify opportunities for shared golf courses and open space                                | Increased provision of open space                                                        | GSC                | TfNSW, Office of Sport, Sydney Water, Councils |
| S6: Update the Urban Green Cover in NSW Technical Guidelines to respond to solar access to roofs | Protection of solar access to roofs                                                      | OEH, DPE           | -                                              |
| S7: Identify land for future waste reuse and recycling                                           | Identification of land for waste management                                              | EPA, DPE           | Councils                                       |
| S8: Embed the NSW Climate Change Policy Framework into local planning decisions                  | Contribute to energy efficiency, reduced emissions and improve environmental performance | GSC                | -                                              |
| S9: Support the development of initiatives for a sustainable low carbon future                   | Contribute to energy efficiency, reduced emissions and improve environmental performance | GSC, DPE, Councils | -                                              |
| S10: Support the development of environmental performance targets and benchmarks                 | Contribute to improved environmental performance                                         | GSC, DPE, Councils | -                                              |

| Action                                                                                                                             | Outcome                                          | Lead agency | Partners      |
|------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------|---------------|
| S11: Incorporate the mitigation of the urban heat island effect into planning for urban renewal projects and Priority Growth Areas | Contribute to reductions in ambient temperatures | DPE         | -             |
| S12: Review the guidelines for air quality and noise measures for development near rail corridors and busy roads                   | Improved land use and transport decision making  | EPA, DPE    | -             |
| S13: Identify and map potential high impact areas for noise and air pollution                                                      | Improved land use and transport decision making  | EPA         | DPE, Councils |

### Key:

|              |                                        |
|--------------|----------------------------------------|
| <b>AA</b>    | Aboriginal Affairs                     |
| <b>CCNSW</b> | Cemeteries and Crematoria NSW          |
| <b>CHPs</b>  | Community Housing Providers            |
| <b>DoE</b>   | Department of Education                |
| <b>DoI</b>   | Department of Industry                 |
| <b>DPE</b>   | Department of Planning and Environment |
| <b>EPA</b>   | Environment Protection Authority       |
| <b>GSC</b>   | Greater Sydney Commission              |
| <b>INSW</b>  | Infrastructure NSW                     |
| <b>OEH</b>   | Office of Environment and Heritage     |
| <b>OGA</b>   | Office of Government Architect         |
| <b>TfNSW</b> | Transport for NSW                      |

### Households

**+61,100**  
more single person  
households by 2036

**+44%** more  
single person  
households

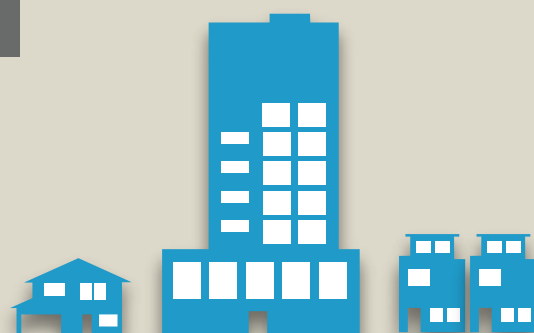


**+29%** Couples with  
children households



### Dwellings

**+46,550**  
more dwellings by 2021













# 1 Introduction

**This draft District Plan proposes a 20-year vision for the Central District, which includes the local government areas of Bayside, Burwood, Canada Bay, Inner West, Randwick, Strathfield, the City of Sydney, Waverley and Woollahra. It has been developed by the Greater Sydney Commission in consultation with State agencies, the community and with technical input from councils.**

The Central District is Greater Sydney's historic, economic and tourism heart. It stretches from the busy Sydney City around Sydney Cove and east to the beaches of Bondi, Coogee and Maroubra. Heading west and south, it includes important renewal areas such as The Bays Precinct, the corridor between Central to Eveleigh District, and along the Grand Parade to Sans Souci.

The District is on the precipice of great change as it solidifies its position as the nation's economic powerhouse.

Our work on this draft District Plan builds on the District's characteristics, while drawing on a robust body of technical material that looks into Greater Sydney's changing demographics, economy, housing, open spaces and many other characteristics. It also incorporates feedback garnered through our #GreaterSydney engagement during 2016.

We see this draft District Plan as a first step in the planning for the Central District. We want as many people as possible to continue to engage with us as we work to develop the draft District Plan further towards finalisation at the end of 2017.

We intend to achieve this by building collaboration and listening into everything we do.

## **#GreaterSydney: Insights from the community**

Our conversations with the community through our #GreaterSydney engagement have provided valuable insights into what the community values about the District and what people want to see changed. We have sought to encapsulate these inputs into this draft District Plan.

The feedback highlighted that people want more jobs closer to where they live. There was strong support to improve public transport, expand transport to provide better connections between the eastern suburbs and inner west as well as improve transport access to Sydney City and the beaches. Suggestions include improving the cycle network and introducing initiatives to reduce car ownership as a means of reducing traffic congestion.

People want more affordable housing options closer to where they work and study. Any new development should enhance the appeal of the local area and deliver a diversity of housing. Increased capacity for schools and child care centres is required to support the growing population.

More open space is required and land should be retained close to Sydney City for employment, more recreational spaces and sporting facilities which are under pressure – to sustain the District's population into the future.

## 1.1 The role of district planning

Planning in Greater Sydney has traditionally happened at two levels. The NSW Government developed overarching plans that considered Greater Sydney's growing population, where people will live and what kind of jobs and transport they will need; while local government developed local environmental plans to identify how land can be used, including for housing, businesses and parks.

What has been missing is the district-level planning that connects local planning with the longer-term metropolitan planning for Greater Sydney. To facilitate this connection, Greater Sydney is designated into six Districts that represent neighbouring groups of council areas with similar features and common communities of interest. You can see a map of the six Districts at our website [www.greater.sydney](http://www.greater.sydney).

City planning is dynamic. In preparing this draft District Plan during 2016, we have been mindful of the changing technologies and evolving thinking that will impact Greater Sydney to 2036.

The city-making implications of issues such as driverless cars, emerging business trends, climate change and housing affordability will require further research and testing. For these reasons, this draft District Plan represents a moment in time but will, with your feedback and our commitment to ongoing research, be a living document to better navigate the issues influencing Greater Sydney to 2036.

The *Environmental Planning and Assessment Act 1979* (EP&A Act) requires each District Plan to:

- provide the basis for strategic planning in the District, having regard to economic, social and environmental matters
- establish planning priorities that are consistent with the objectives, strategies and actions of *A Plan for Growing Sydney*
- identify actions required to achieve those planning priorities.

This draft District Plan meets these requirements by:

- progressing the directions of *A Plan for Growing Sydney*
- identifying planning priorities for the District and the actions to achieve them.

This draft District Plan translates and tailors metropolitan planning priorities for each District by giving effect to the four goals of *A Plan for Growing Sydney*:

- Goal 1: A competitive economy with world-class services and transport
- Goal 2: A city of housing choice, with homes that meet our needs and lifestyles
- Goal 3: A great place to live with communities that are strong, healthy and well connected
- Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

To do this, this draft District Plan interweaves these goals by describing proposed priorities and actions for the District in terms of:

- A productive city (Goal 1)
- A liveable city (Goals 2 and 3)
- A sustainable city (Goals 3 and 4).

This draft District Plan is accompanied by a draft amendment to *A Plan for Growing Sydney*, as noted in Section 1.1.1 and detailed in Chapter 2.



This draft District Plan includes three chapters focusing on the means to enhance the District's productivity, sustainability and liveability in accordance with *A Plan for Growing Sydney* and the Commission's mandate.

Many elements discussed in these chapters are interrelated. For example, the issue of housing is as much about liveability as it is about productivity and sustainability; our planning for jobs is as important to a productive city as it is to liveable and sustainable city.

While we use chapters to discuss policy areas, we recognise that cohesive and vibrant cities have overlapping components and an integrated approach to city making is crucial to success.

*"It is not a vaguely idealistic plan. It has been based on proven facts, and if its authors have looked upward to the stars they have kept their feet upon the ground. We feel that it is a commonsense scheme, practical in its economics and finance."*

*"It recognises that, next to our people, the land is our greatest asset. Realisation of the Plan in measured stages will unlock the land for its best community use, so that present and future citizens may be able to meet the challenge of advances in technology, economics, social sciences and culture, and secure their benefits for all."*

*County of Cumberland Plan, 1948*

As noted above, legislation requires district planning to give consideration to the Greater Sydney Region Plan, currently *A Plan for Growing Sydney*. District planning must also consider priorities identified by the Minister for Planning and other relevant plans, strategies and NSW Government policies including:

- the Premier's and State Priorities (September 2015) that seek to create jobs, encourage business investment and increase housing supply
- the Ministerial Statement of Priorities (January 2016) that includes strategic planning for Parramatta, Penrith, Liverpool and Campbelltown
- updates to the State Infrastructure Plans for 2015/16 and 2016/17
- the Western Sydney City Deal (Memorandum of Understanding signed October 2016)
- the initiatives of Jobs for NSW.

These matters, which give greater clarity to Greater Sydney's strategic planning framework, combined with the evolving nature of Greater Sydney, emerging technologies and the complexity and dynamism of city planning, have generated new thinking in strategic planning for Greater Sydney.

### 1.1.1 Draft amendment to *A Plan for Growing Sydney*

To allow our planning for Greater Sydney to relate to our best understanding of the future, this draft District Plan introduces a longer-term, transformational focus on the patterns of development needed for Greater Sydney to be a productive, liveable and sustainable Global Sydney. This ambitious 40-year vision for Greater Sydney as a metropolis of three cities is detailed in Chapter 2.

This 40-year vision is a draft amendment to *A Plan for Growing Sydney*. It is on exhibition alongside this draft District Plan so that feedback around the concept of Greater Sydney as a metropolis of three cities can inform the review of *A Plan for Growing Sydney*. You can download a standalone version of the draft amendment, titled *Towards our Greater Sydney 2056* by visiting [www.greater.sydney](http://www.greater.sydney).

In this context, this draft District Plan foreshadows how the proposed amendment could influence planning for the District's productivity, liveability and sustainability while also giving effect to *A Plan for Growing Sydney*.

Concurrent with the review of *A Plan for Growing Sydney* in 2017, Transport for NSW will develop the Future Transport Strategy and Infrastructure NSW will review the State Infrastructure Strategy.

Given the important interconnected nature of these and other NSW Government strategies, the Commission, Transport for NSW and Infrastructure NSW will align work programs to the end of 2017 to include:

- inputs, assumptions and scenario analysis to inform the development of the plans and strategies
- events for community and stakeholder engagement
- timeframes for key milestones.

This approach will not only allow for a better and more integrated outcome for Greater Sydney but a more transparent approach for stakeholders.

### 1.1.2 What this draft District Plan means for local planning

As a document for discussion, this draft District Plan proposes actions that could influence how different levels of government plan for the District, and how public and private investment decisions are made — directly influencing growth and change.

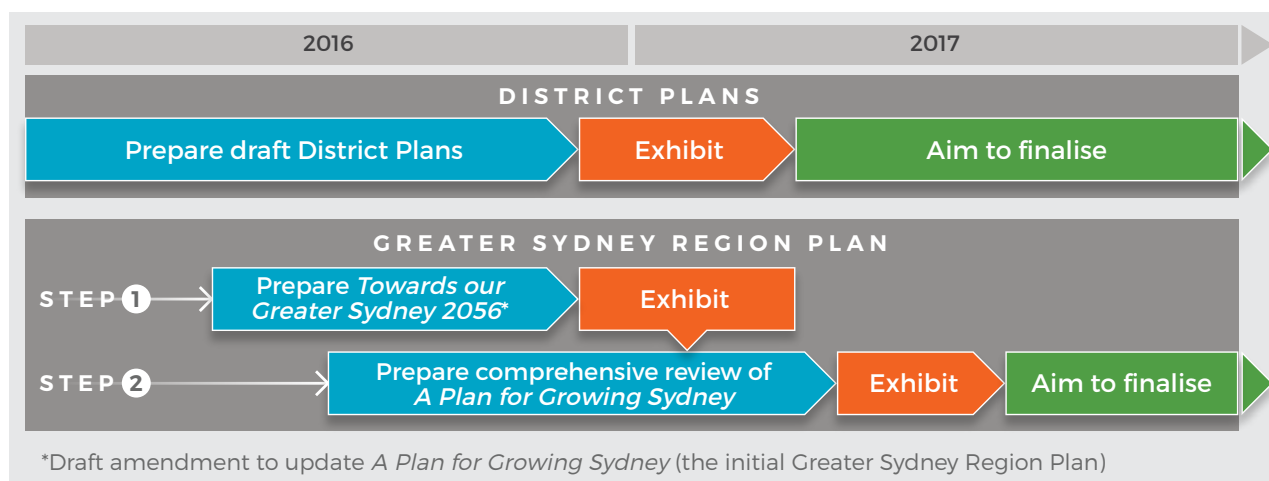
For local government, this draft District Plan will:

- inform the preparation of local environmental plans
- inform planning proposals
- guide strategic land use, transport and infrastructure planning across local government areas
- inform infrastructure planning.

Section 75A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) requires local environment plans to be updated to give effect to each District Plan as soon as practicable after a District Plan is made.

This process may require a comprehensive review or be staged to reflect the local government area priorities identified in each District Plan, and to allow for more targeted engagement on these priority areas. This approach will also help councils to manage resources.

Figure 1-1: The regional and district planning process (2016/2017)



Source: Greater Sydney Commission, 2016



### 1.1.3 Status of the draft District Plan

While councils are required to give effect to District Plans as soon as practicable after a District Plan is made, draft District Plans will guide the preparation of planning proposals under Part 3 of the Act. This is established by the Department of Planning and Environment's *Guide to Preparing Planning Proposals* (August 2016).

The Guide lists assessment criteria for a planning proposal, which include but are not limited to consideration of the strategic merit of the proposal, the site-specific merit of the proposal and consistency with strategic plans, including draft District Plans, State environmental planning policies and Ministerial directions.

Local environmental plans will continue to determine whether development is permitted or prohibited on land. While a draft District Plan or District Plan is not a mandatory matter for consideration in the determination of a development application, a consent authority may decide to consider a draft District Plan or District Plan to the extent it relates to the objects of the EP&A Act.

The inclusion of *Our vision – Towards our Greater Sydney 2056* in Chapter 2 of this draft District Plan foreshadows our research and the evolution of our thinking that will inform the review of *A Plan for Growing Sydney* during 2017. It does not replace the legal status of *A Plan for Growing Sydney* as the current Greater Sydney Region Plan.

#### Planning principles

*A Plan for Growing Sydney* identified three planning principles that remain current and underpin many of the priorities of this draft District Plan

#### **Principle 1: Increasing housing choice around all centres through urban renewal in established areas**

Increasing housing close to centres and stations makes it easier to walk or cycle to shops or services, and to travel to work or other centres; reduces traffic congestion; and makes our neighbourhoods more community oriented.

Increasing the variety of housing available makes it easier for people to find a home that suits their lifestyle, household size and their budget.

Locating new housing in centres delivers a range of economic, environmental and social benefits to the community. Research by the Organisation for Economic Cooperation and Development (OECD) has similarly found that productivity benefits arise from a more compact city.

#### **Principle 2: Stronger economic development in strategic centres and transport gateways**

Locating jobs in around 30 to 40 large centres across Greater Sydney provides the greatest benefits to the city's overall productivity. Greater Sydney's largest and most important

hubs for business and employment are 'strategic centres' and 'transport gateways'.

These locations will be an important focus for future growth because of their size, diversity of activities, their connections (mainly to the rail network), and the presence of major institutional activities such as health and education facilities or Greater Sydney's major airports and port.

#### **Principle 3: Connecting centres with a networked transport system**

The public transport network connects people to centres. In doing this, it connects people to jobs, education facilities, health centres and hospitals, and sporting, cultural and entertainment facilities.

Centres rely on efficient transport to serve their customers, support their growing business and freight functions, and to connect to the global economy.

Efficient links within centres improves convenience for customers, and efficient links into centres and between centres helps people to get to jobs, schools, universities, shops and leisure activities.

Making it easy to get to centres and offering a range of services at centres makes them a focal point for the community and increases prospects for economic growth and job creation.

## 1.2 Implementation

The final District Plan will be formally reviewed every five years, but as a living document, we plan to update it more regularly in response to new government infrastructure, policies, emerging trends or other factors influencing its currency.

### 1.2.1 Managing implementation

This draft District Plan identifies a number of implementation mechanisms.

|                                                                                                                    |                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>Existing actions</p>         | Existing government policies and actions that may be improved through stronger collaboration or the clarity provided from district-level planning.                                                                                                                      |
|  <p>Our actions</p>              | New actions that will be the Commission's responsibility to lead and deliver.                                                                                                                                                                                           |
|  <p>New collaborations</p>       | New collaborations that the Commission will lead and deliver in partnership with local government and/or State agencies.                                                                                                                                                |
|  <p>NSW Government actions</p> | New actions that are the responsibility of State agencies, with the relevant agency identified.                                                                                                                                                                         |
|  <p>Planning Priorities</p>    | Priorities designed to provide guidance for strategic planning or plan-making by the relevant planning authority.                                                                                                                                                       |
|  <p>Collaboration areas</p>    | Specific parts of Greater Sydney identified as Collaboration Areas, where a significant productivity, liveability or sustainability outcome is achieved through the collaboration of different levels of government and in some cases the private sector or landowners. |

As the Commission is an independent agency, some actions and priorities included within this draft District Plan may not be NSW Government policy and may be subject to a business plan.

### 1.2.2 Planning for land use and infrastructure

As Greater Sydney grows, we need to more efficiently and effectively align land use planning and infrastructure investment. This is one of our key objectives. It forms the basis of the work we have commenced with State and local government to identify the infrastructure required to deliver this draft District Plan and prioritise it by place and time.

Our insights, as described within this draft District Plan, are drawn from our knowledge of:

- existing NSW Government infrastructure commitments and existing investigation areas for new housing
- forecasts in terms of population increases and locations where growth is anticipated, including jobs in centres
- annual monitoring of changes in development activities across Greater Sydney, with a primary focus on housing.

With these insights, we can provide greater clarity around the future location of new land uses in Greater Sydney. This feeds into the planning for infrastructure, from city-shaping infrastructure such as new rail lines that are usually planned by the NSW Government, to local infrastructure such as local roads or parks and community facilities that are usually planned by councils.

For NSW Government infrastructure planning, we will utilise our cross-agency Infrastructure Delivery Committee to facilitate collaboration on infrastructure issues across districts and Greater Sydney. We will also develop an Annual Infrastructure Priority List for the NSW Government to inform decision-making on infrastructure provision at a State, district and local level.

For local government infrastructure planning, our insights into expected and actual growth in housing can present an opportunity for councils to align their capital programs and infrastructure scheduling, and collaborate across council or district boundaries as required. This will assist the timely delivery of infrastructure, make the best use public resources, and could ultimately lead to stronger coordination between State and local planning for infrastructure and land uses.



### Action IM1: Align land use planning and infrastructure planning

To support the efficient and effective alignment of land use planning and infrastructure:

- the Commission will prepare an Annual Infrastructure Priority List in conjunction with Infrastructure NSW to support the productivity, liveability and sustainability of the District as it grows, consistent with Action 1.11.6 of *A Plan for Growing Sydney*.

### 1.2.3 Infrastructure funding and delivery

Infrastructure is presently funded through a range of mechanisms:

- The NSW Government Budget including:
  - agency programs for education, health and transport
  - funding programs such as the Housing Acceleration Fund, Metropolitan Greenspace Program and Environmental Trust
- Australian Government funding
- State infrastructure contributions
- local infrastructure investment
- local development contributions and associated programs
- voluntary planning agreements.

In addition to these mechanisms is the concept of value capture or 'sharing'. Value sharing uses part of the economic uplift that new infrastructure and planning generates to help fund that infrastructure. New transport infrastructure, for example, can unlock a number of 'benefit streams', including direct transport benefits such as reduced travel times, and wider benefits such as reduced congestion and lower fuel consumption.

When new or upgraded infrastructure is provided in an area, many of these benefits are effectively monetised because local land values increase, reflecting the market's willingness to pay for these benefits. Value sharing enables the funder of the infrastructure – for example, the NSW Government or a local council – to participate in the market uplift and offset some of its costs.

If properly executed, value sharing can:

- unlock new funding to make economically beneficial infrastructure more affordable
- spread the costs of new infrastructure more equitably among its beneficiaries
- improve projects by providing incentives for governments to plan and design infrastructure with wider land use benefits in mind.

We recognise that, like all regulation and interventions in the market, value sharing mechanisms need to be equitable while also being efficient in terms of their operation and compliance. Value sharing mechanisms also need to be effective in terms of meeting objectives in a timely manner.

Value sharing mechanisms will only succeed with clarity around the planned infrastructure and how this will be funded – whether partially or wholly by the value sharing mechanism – or what elements or areas will be funded in response to the development (for example, whether the shared funding will go towards open space and public areas, community infrastructure, roads or upgrades to utilities).

It also requires an understanding of the total amount, duration and rate of value sharing (such as dollars per square metre) that can be set while maintaining the financial feasibility of development. In some areas, this could mean that rezoning may be delayed until development is feasible, given the amount of supporting infrastructure required.

A number of NSW Government-led urban renewal areas, priority precincts and priority growth areas are addressing this through the use of infrastructure schedules.

We will continue to work across government on the amount, mechanisms and purpose of value sharing to create a more consistent approach to capturing value for public benefit, complementary with other existing mechanisms.

## 1.2.4 Monitoring

### The Greater Sydney Dashboard

The Greater Sydney Dashboard will be an interactive web-based tool that will provide access to indicators for cross-District issues such as jobs and housing targets to assist decision-making. It will be used to gain insights from our collaborations and build on evidence already commissioned by various State agencies and councils. The Dashboard will also include a data store to assist decision-making and strategic planning

Monitoring the growth and change of Greater Sydney is critical to inform planning. *A Plan for Growing Sydney* requires us to establish a monitoring and reporting process to check on progress against the actions identified in our strategic planning documents

Our Greater Sydney Dashboard will include indicators that outline how Greater Sydney and the District are performing against this draft District Plan's aspirations. In line with the requirement of *A Plan for Growing Sydney*, we are investigating metrics in terms of Greater Sydney's productivity, liveability and sustainability. We will include specific environmental reporting on:

- carbon emissions across Greater Sydney, in accordance with the C40 (Carbon Disclosure Protocol) requirements
- potable water consumption, water recycling and wastewater production across Greater Sydney
- air quality across Greater Sydney



### Action IM2: Develop a framework to monitor growth and change in Greater Sydney

As the District Plan is finalised alongside the review of *A Plan for Growing Sydney* and other strategic planning documents, we will have a stronger understanding of the metrics to measure Greater Sydney's economic, social and environmental performance.

To do this we will:

- develop a framework for the monitoring and reporting of the final Regional and District Plans that will consider the issues and outcomes from actions and priorities.



### **Action IM3: Develop an interactive information hub – the Greater Sydney Dashboard**

To provide access to the latest data across a range of metrics, we will:

- develop the Greater Sydney Dashboard to include data and measures across a range of city-making areas, from population figures to environmental outputs.



### **Action IM4: Report on local planning**

The Greater Sydney Dashboard will also monitor the implementation of each District Plan's actions and priorities. In the first instance, this will involve each council reporting to the Commission under section 75A of the EP&A Act on:

- its review of relevant local environmental plans to give effect to the District Plan as made
- the preparation of planning proposals under section 55 of the EP&A Act to give effect to the draft and final District Plans

## **1.3 Next steps**

This draft District Plan and the supporting *Our vision – Towards our Greater Sydney 2056* are on formal public exhibition until the end of March 2017.

Public exhibition is an opportunity for people to contribute to the future of the Central District by providing direct feedback on the proposed priorities and actions in this draft District Plan. The draft District Plan will not be finalised until at least the end of 2017 to allow it to be aligned with the review of *A Plan for Growing Sydney* in 2017. Importantly, this will also provide the opportunity for newly-elected councillors to amalgamated councils to comment.

We need the community to tell us if our plans create the right places for them. We need business to tell us if they think they will be competitive and can offer new jobs within these proposed settings. We need strategic planning practitioners to tell us if the plans can be implemented. We need industry to tell us if they'll be willing to invest in the required housing and workplaces and to do so to world-class standards. We need State agencies to confirm that the proposed priorities and actions align with their portfolio's longer-term planning.

A range of engagement activities will help the public to get involved in the future of the Central District – visit the dedicated engagement portal at **[www.greater.sydney](http://www.greater.sydney)** to find out more.

**This is an opportunity to participate in the story of Our Sydney, your home.**

*"By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities."*

*Socrates*

## KEY CONCEPTS AND TERMS AT A GLANCE

For more terms see the glossary at the end of this document or at [www.greater.sydney](http://www.greater.sydney)

**Greater Sydney** is defined as the 33 local government areas of Bayside, Blacktown, Blue Mountains, Burwood, Camden, Campbelltown, Canada Bay, Canterbury-Bankstown, Cumberland, Fairfield, Georges River, Hawkesbury, Hornsby, Hunters Hill, Inner West, Ku-ring-gai, Lane Cove, Liverpool, Mosman, Northern Beaches, North Sydney, Parramatta, Penrith, Randwick, Ryde, Strathfield, Sutherland, The City of Sydney, The Hills, Waverley, Willoughby, Wollondilly and Woollahra.

**Eastern City:** The metropolis of three cities includes the established Eastern City, which spans the North, Central and South Districts and the strategic centres Northern Beaches Hospital, Macquarie Park (also associated with Central City), Chatswood, St Leonards, North Sydney, Sydney City, Randwick Health and Education, Green Square-Mascot, Sydney Airport, Port Botany and Kogarah.

**Central City:** The metropolis of three cities includes the developing Central City, which is anchored by Greater Parramatta and the Olympic Peninsula (GPOP) in the West Central District and the strategic centres of Blacktown (also associated with Western City), Norwest, Macquarie Park (also associated with Eastern City) and Rhodes.

**Western City:** The metropolis of three cities includes the emerging Western City focused on the proposed Western Sydney Airport. The Western City will encompass the West and South West Districts and include the strategic centres of Penrith, Liverpool, Campbelltown-Macarthur and Blacktown (also associated with Central City).

**Global Sydney** is the combination of the Western, Central and Eastern Cities.

**Sydney City** includes the contiguous areas of Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, The Bays Precinct, Camperdown-Ultimo Health and Education, Central to Eveleigh, Surry Hills and Sydney East.

**Greater Parramatta** includes Parramatta City, and the precincts of Westmead, Parramatta North, Rydalmere and Camellia.

**Parramatta City** covers the central business district of Parramatta.

**Strategic centres** have one or more of the following characteristics:

- a higher proportion of knowledge-economy jobs, principally relating to the presence of major hospitals, tertiary education institutions, standalone office development or a combination of these
- the presence of existing or proposed major transport gateways
- a major role in supporting the increased economic activity of the Eastern, Central or Western Cities.

Strategic centres also tend to have over 20,000 jobs.

**District centres** play a significant district role due to the presence of one or more of the following characteristics:

- the scale of retail activity, generally over 50,000 square metres of floor space
- the presence of health and education facilities that serve the district and the local community
- the level of transport services.

District centres also generally have between 5,000 to 10,000 jobs.









Photo Supplied: City of Parramatta Council and Ross Honeysett



## 2 Our vision Towards our Greater Sydney 2056

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Our 40-year vision to enable a more productive, liveable and sustainable Greater Sydney

This chapter outlines a draft amendment to *A Plan for Growing Sydney* that aligns with the vision established by this draft District Plan. It is the first step in the comprehensive work that will take place next year to review *A Plan for Growing Sydney*.

This amendment reconceptualises Greater Sydney as a metropolis of three cities, and is presented with this draft District Plan to reflect the most contemporary thinking about Greater Sydney's future. As a draft Amendment for consideration, this allows the community and stakeholders to provide feedback to the draft District Plan while understanding the context of an emerging Greater Sydney, which will inform our review during 2017.

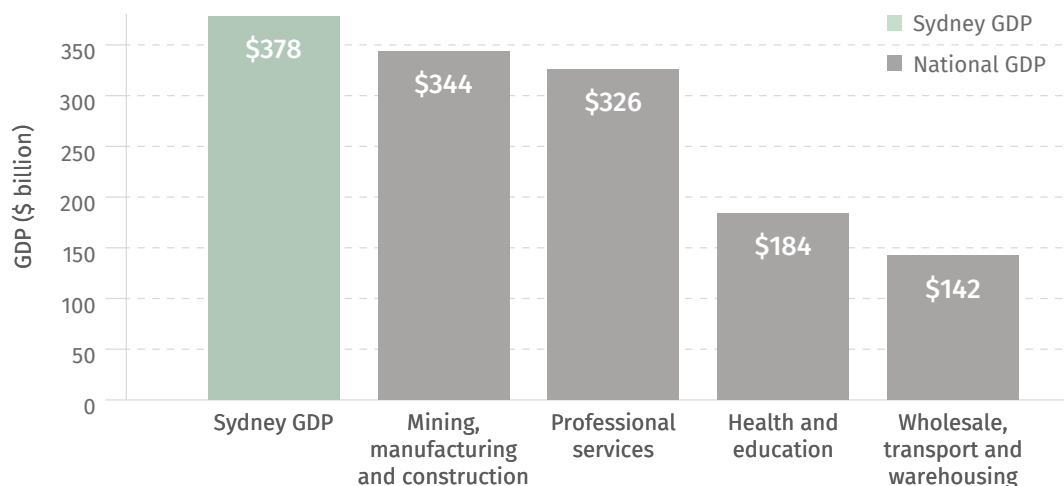
You can read a standalone version of this chapter by visiting [www.greater.sydney](http://www.greater.sydney).

### A changing, growing Greater Sydney

Think about Greater Sydney as you know it today. Not only has it completely transformed in its structure and role from when it first flourished in the 19th Century, it has already surpassed the ambitious city on the Harbour that spread its reach and created its new suburbs throughout the 20th Century.

Today, Greater Sydney is an economic powerhouse, generating nearly a quarter of Australia's Gross Domestic Product (GDP). Its economy — at \$378 billion per year — is bigger than the combined value of Australia's manufacturing, mining and construction industries (Figure 2-1). Its financial strengths make it a great place for business.

Figure 2-1: Greater Sydney GDP compared to national industries (2015)



Source: Australian Bureau of Statistics, Catalogue 5204.0 Australian System of National Accounts

Greater Sydney is home to nearly 4.7 million people, which includes 2.4 million workers. Sydney City, traditionally known as Sydney CBD, is the epicentre of Australia's financial sector and home to key national institutions such as the Reserve Bank of Australia and Australian Securities Exchange (ASX). Other world-renowned institutions – such as the Sydney Opera House, Art Gallery of NSW, Museum of Contemporary Art and National Institute of Dramatic Art (NIDA) – highlight Greater Sydney's cultural and artistic credentials.

It also offers many local places that provide a diversity of lifestyle choices, from beachside to bushland settings, to busy main streets and ever-changing suburbs across its districts.

Greater Sydney's current structure – with economic activity and the transport network centred on Sydney City – has served it well, yet a singular focus on one city centre cannot continue as Greater Sydney grows, particularly when the city centre sits at the geographic edge, rather than at its geographic heart.

In a city-based economy like Australia's we need to get Greater Sydney's structure and spatial layout right.

Looking to comparable global cities, we know that few are orientated around a single large central business district like Greater Sydney. Instead, leading global cities develop alternatives in terms of where economic activity is located, how it is distributed and how different areas of economic activity are organised.

We associate these structures not only with improved productivity, but also with environmental and social benefits, as they allow for more connected and sustainable communities that provide greater opportunities without the need to travel long distances.

Compare this with Greater Sydney. Already, the location of the majority of Greater Sydney's jobs in the east, combined with an increasing number of people living in the west, has created capacity constraints such as higher levels of congestion, lower rates of housing affordability and uneven access to employment choices.

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**Greater Sydney is that rare place: a city that is globally competitive while also sharing the lifestyle assets of smaller, highly liveable centres. Thanks to strong economic and population growth, a strong pipeline of planned investments and the need to respond to the fundamental challenges of Greater Sydney's geographic structure, now is the right moment to shape its positive transformation.**

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These moments are rare in Greater Sydney's history and the ability to grab them is even rarer. Think about the significance of the Sydney Harbour Bridge, the Sydney Opera House and the 2000 Sydney Olympic Games.

The building of the Harbour Bridge was more than just a connection between north and south: it signalled Greater Sydney's maturity and its confidence in the future. The Opera House was not just developed as a place to see a show – instead, it put Greater Sydney on the global stage, attracting visitors from across the world and establishing rich cultural offerings. The Olympic Games were more than a sporting event – they regenerated Greater Sydney's geographic heart and transformed thinking about an area that had been neglected.



## The once-in-a-generation opportunity

We are at a transformational point. We have an opportunity to shift Greater Sydney's spatial structure in a way that benefits all existing and future citizens.

If there is a single change — one moment in time — that motivates this approach, it is the planned investment in the Western Sydney Airport. This is a game changer for Greater Sydney and will provide, in around 40 years, tens of thousands of jobs.

Given the magnitude of this change, together with the scale of growth expected in Western Sydney, we need to plan now for a sustainable supporting transport network. As the new economic activity around the Western Sydney Airport starts to emerge and as the success of the Sydney City in the east continues, the Greater Parramatta and the Olympic Peninsula (referred to as GPOP) will develop its role as Greater Sydney's second city region.

**Put simply, now is the time to conceive and plan for Greater Sydney maturing into a metropolis of three cities: a metropolis that will collectively create Global Sydney.**

*"Greater Sydney has the potential to develop its global economic brand from its current professional and corporate services Eastern City focus towards a broader story that also embraces education, innovation, technology, and advanced production industries. The development of the Central City and the emergence of the Western City, catalysed by Western Sydney Airport, gives Greater Sydney a real opportunity to be a diverse and differentiated global economic powerhouse."*

*Greg Clark, urbanist and global advisor on cities and investment*

This means a shift away from thinking of Greater Sydney as a place anchored by an economically strong single central business district — a monocentric approach — and instead looking at the outstanding assets in three cities and the many local places and connections between these cities — a genuine polycentric approach, as shown in Figure 2-2.

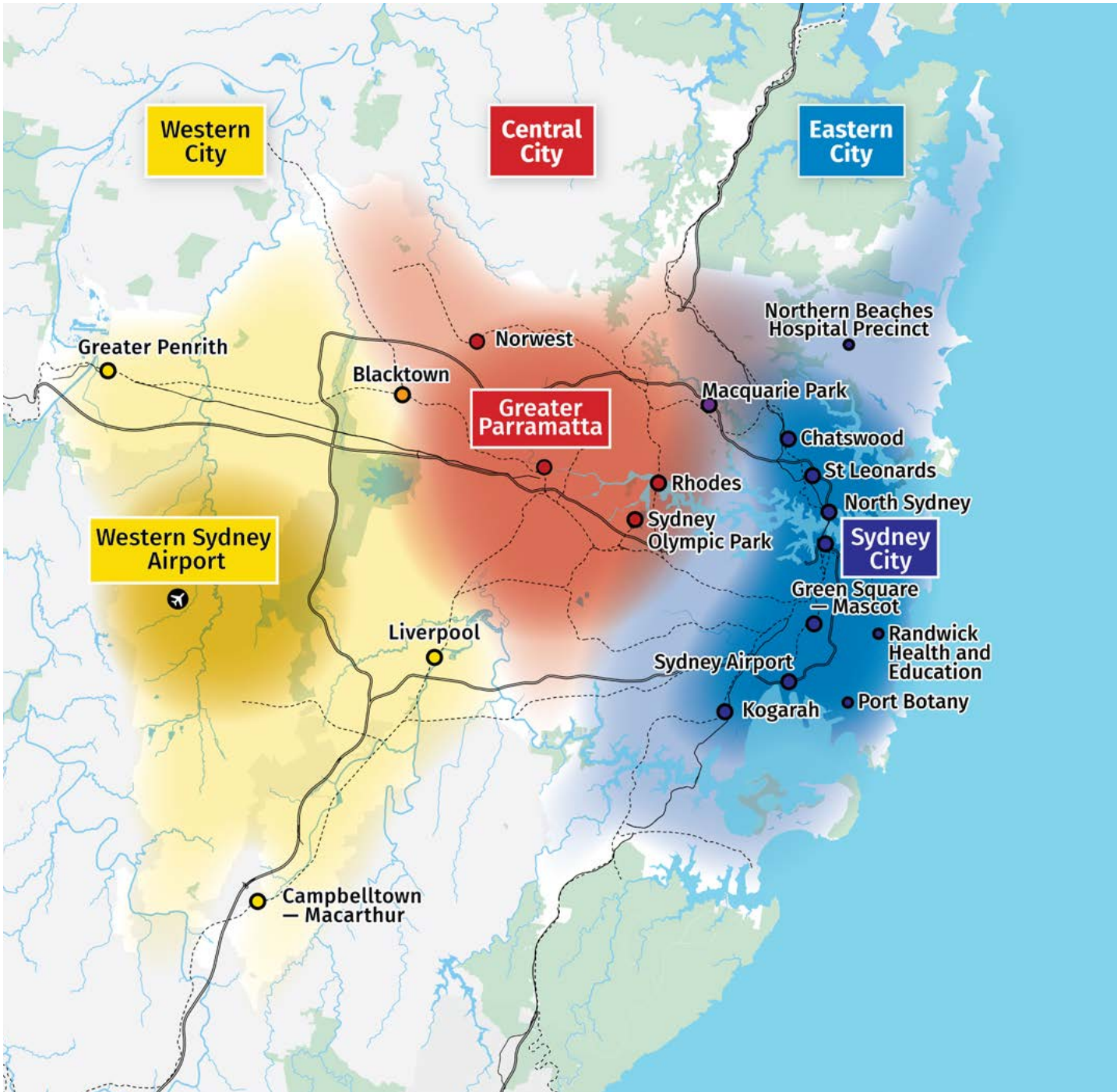
### Western Sydney City Deal

The Australian and NSW Governments have agreed to work with local government on the development of a Western Sydney City Deal, a generational deal to deliver almost 100,000 jobs, more housing and better transport for outer Western Sydney in what is the nation's largest ever planning and investment partnership. The Western Sydney City Deal is intended to drive a new economy in the emerging aerotropolis that incorporates the areas immediately around the Western Sydney Airport, and the broader region.

The Western Sydney City Deal pledges to:

- target additional infrastructure investment to increase public transport and reduce traffic congestion, so people can spend more time with their families
- deliver more jobs closer to homes and services, with a focus on youth and Aboriginal training and skills development
- increase housing through better planning and density done well, and streamlining approvals across all three levels of government
- support clean air, green spaces, vibrant arts and cultural initiatives.

Figure 2-2: A metropolis of three cities: Global Sydney



Source: Greater Sydney Commission, 2016

The metropolis of three cities acts as a central organising strategy in the planning for Greater Sydney as an eight million-strong metropolis by 2056. It will guide future decision-making and the priorities of government and industry to move to a more productive, sustainable and equitable city.

The **established Eastern City** is the currently established Sydney City and economic corridors to its north through to Macquarie Park and south through Sydney Airport and Port Botany to Kogarah.

It is an economic engine – especially in the financial, business and professional services and innovation start-up sectors – with a beautiful harbour, sought-after suburbs and a large proportion of knowledge-intensive jobs.

There are many opportunities to enhance the Eastern City, such as the renewal of government-owned land near Sydney City and tackling congestion. Our planning must support and enable the continued growth of the Eastern City's global industries and branding.

The established city contains significant heritage precincts such as The Rocks, Millers Point, Macquarie Street and the Royal Botanic Gardens and the Domain. The Harbour foreshores include significant evidence of Aboriginal occupation and interaction with the landscape.

Of the three cities, the **developing Central City** with GPOP at its heart is anticipated to experience the most significant urban transformation over the next 10 to 15 years. Aboriginal occupation of this area dates back 30,000 years. Historically, Parramatta was an early colonial settlement and significant heritage is a key aspect of its identity. Its central metropolitan location will be one of its greatest advantages. By 2036, it will be one of Greater Sydney's administrative and business centres, and the Westmead health and education super precinct will continue to grow and lead best practice in medical and education-related industries.

It will be an important area for advanced manufacturing and innovation-driven enterprises. It will offer more opportunities for 21st Century smart jobs, will build its own global brand and, with planned transport investments, will be an easier place to get to and move around in. It is critical that the Central City has strong transport connections and transport capacity to the established Eastern City and the emerging Western City.

By 2056, the Western Sydney Airport will be the focus of the **emerging Western City**. For the first time in over 100 years, this major catalyst will provide the opportunity to change the shape and structure of an extensive area of Greater Sydney.

The emerging Western City will also offer the strategic advantage of creating a greater diversity of jobs and greater social opportunities for the thousands of citizens in the centres of Penrith, Blacktown, Liverpool and Campbelltown-Macarthur.

The economic growth generated by the Western Sydney Airport will offer the opportunity to furnish the emerging Western City with affordable and diverse housing, transport and social infrastructure and jobs needed to create a place people will want to call home.

This new central organising strategy of Greater Sydney as a metropolis of three cities has led to a reconsideration of the approach to centres in *A Plan for Growing Sydney*. A new hierarchy of centres is proposed, which defines three types of centres: strategic, district and local.



These centres vary in terms of scale and contribution to Greater Sydney’s job growth and productivity as well as service provision to local communities. In brief:

- strategic centres, including transport gateways, have the scale, industries and location needed to specifically support a city with smart jobs and the success of the Eastern, Central and Western Cities
- district centres have jobs, facilities and services that support district populations
- local centres have a range of local jobs and services for local catchments.

Our vision for Greater Sydney to 2056 represents the economic, social and environmental integration of a metropolis of three cities. It acknowledges that Greater Sydney is more likely to develop in a sustainable manner when it has a strong, productive economy underpinning a fair and liveable lifestyle and allowing a focus on Greater Sydney’s natural environment, resilience and efficiency.

This vision can be delivered through a number of metropolitan priorities, summarised in the table below.

| A Productive Sydney                                          | A Liveable Sydney                                                                                | A Sustainable Sydney                                             |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| A growing city<br>A city with smart jobs<br>A 30-minute city | An equitable, polycentric city<br>A city of housing choice and diversity<br>A collaborative city | A city in its landscape<br>An efficient city<br>A resilient city |











# 3 A Productive City

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*'Successful cities grow. Cities that attract jobs, investment, institutions, tourists, will also attract population, both from within their countries and from abroad. Population growth is a hallmark of city success but it brings with it critical choices and challenges that must be addressed.'*

*Greg Clark, urbanist and global advisor on cities and investment*

## The Central District Productivity Profile

The Central District Productivity Profile describes the District's economy in terms of employment growth, types and locations, economic output and other data. This informs the way we plan for the District's economy and the type of jobs that the District will need to accommodate in the future.

You can view the full Productivity Profile by visiting [www.greater.sydney](http://www.greater.sydney). A summary is provided in section 3.1.

The Central District is experiencing a once-in-a-generation transformation, with extraordinary levels of public and private investment and planning that will set up the District for generations to come. This includes investment in:

- major urban renewal projects that will extend Sydney City into new areas such as Barangaroo, Central to Eveleigh and The Bays Precinct
- major transport infrastructure projects such as the construction of the Sydney Metro with new stations at Barangaroo, Pitt Street, Martin Place and Waterloo; light rail from Circular Quay to Kingsford and Randwick; upgrades to train stations (including Central Station); the Wynyard Walk to Barangaroo; a new ferry hub at Barangaroo; a new bus network; and better pedestrian routes and cycleways throughout the District
- investment in major arts and cultural facilities such as the Sydney Opera House, the Walsh Bay arts precinct and the Art Gallery of NSW's Sydney Modern project
- ongoing investment in health and education super precincts

- investment in world-class business, entertainment and recreational attractions such as the new Headland Park at Barangaroo and the Darling Harbour Live project that will deliver internationally recognised exhibition and convention facilities.

These investments will transform many areas of the Central District in a way that has not occurred for decades. Businesses will benefit from enhanced local and global connections and the Central District will attract national and global investment and talent.

Our ambition is for this draft District Plan to leverage these investments, drive the District's productivity and solidify the strength of the Eastern City. Ultimately, we want to see the benefits of this growing prosperity realised across the District and across Greater Sydney.



### 3.1 The Central District's economy – A once-in-a-generation transformation

The Central District is home to approximately 22% of Greater Sydney's population, accommodates 37% of its jobs, and generates over 45% of Greater Sydney's economic activity.

As Greater Sydney transitions to a metropolis of three cities, the District, as part of the Eastern City, will remain a critical drive of Greater Sydney's economy, drawing on its significant economic assets and links to the international economy. This draft District Plan has been developed to support and enhance the role and productivity of Sydney City and the District's many centres, as well as its health and education super precincts.

Located at the heart of the Central District, Sydney City is Australia's financial business capital and contains approximately half a million jobs. It is recognised as the nation's window to the world.

Sydney City is the epicentre of Australia's finance sector and home to national institutions such as the Reserve Bank of Australia and the Australian Securities Exchange. The City of Sydney Local Government Area – which includes all of Sydney City – generates 30% of Greater Sydney's Gross Domestic Product.

Sydney City's finance sector has a positive impact on other business services, providing an impetus for sectors such as legal services as well as information and communications technology. It drives the need for diverse businesses such as cafes, restaurants and shops. It creates much of the vibrancy that makes Sydney City a great place for business, workers and visitors, offering a mix of precincts and places, cultural and tourism activities as well as iconic buildings.

The finance sector also provides a platform for the knowledge and expertise associated with the emerging FinTech sector, which includes traditional financial institutions, government organisations, tech start-ups and investors. These diverse businesses collaborate to create innovative products and processes.

Sydney City is also important for new start-up businesses in the knowledge sector, such as businesses in finance, technology and innovation. These businesses are important to Greater Sydney's future economy, contributing to increased economic resilience, diversity and prosperity.

Clusters of these innovative businesses are located near universities and around Sydney City. Several universities including the University of NSW, University of Technology Sydney and University of Sydney support shared workspaces for students and industry partners to work collaboratively and support innovation.

These industries will contribute to the significant growth in Sydney City's knowledge-intensive jobs. In the 20 years since 1996, for example, the number of knowledge-intensive jobs in the City of Sydney Local Government Area increased by two-thirds. Our ambition is for this to continue – Sydney City as an essential economic agglomeration of knowledge-intensive industries is fundamental to Greater Sydney's and Australia's global competitiveness.

The District's workforce also influences the demand for new artistic and cultural places and facilities. It is driving much of what people love about the District today.





Figure 3-1: Sydney City Precincts



### Sydney City

Sydney City includes the centre that we have traditionally thought of as the Sydney CBD and nearby precincts that make a significant contribution to the Central District's economy. These precincts are Barangaroo, Darling Harbour, The Bays Precinct, Pyrmont-Ultimo, Broadway, Camperdown, Central to Eveleigh, Surry Hills and City East.

Sydney City is an important driver of a number of the priorities and actions we propose in this

draft District Plan. These reflect our objective to keep driving Sydney City's growth, given its important metropolitan and national impact. We want to do this in a way that provides the longer-term capacity needed to meet growing demand for new offices, shopping areas, tourism, arts, cultural, services and housing in Sydney City.

We are working from a strong foundation: several NSW Government-led initiatives are transforming Sydney City as we know it today.



One of these is **The Bays Precinct**, located two kilometres from Sydney CBD around sites such as the heritage-listed White Bay Power Station, Glebe Island, White Bay, Rozelle Bay, and Blackwattle Bay including the Sydney Fish Market. It offers an opportunity to extend the Sydney City westwards, deliver innovation, and attract jobs of the future.

To the southern end of Sydney City, the **Central to Eveleigh** corridor is being transformed. The area covers approximately 80 hectares of government-owned land in and around a three-kilometre rail corridor between Central and Erskineville stations. It includes a new Sydney Metro station at Waterloo and plans for the upgrade of the Central Station.

The plans for the **Central Station Precinct** will re-imagine Central Station as a grand landmark station and a place where people will choose to spend time rather than move through. The upgrade will provide better links to nearby businesses and social areas, educational facilities and housing. The investment will leverage the new Sydney Metro services and an expanded Sydney Light Rail network.

Located adjacent to the Redfern Station in Eveleigh, the **Australian Technology Park** will continue to evolve into a world-class technology and innovation hub. It will be the location of the new headquarters for the Commonwealth Bank of Australia.

Another transformation is occurring on Sydney City's western harbour, where **Darling Harbour Live** is combining the International Convention Centre Sydney – a new world-class convention, exhibition and entertainment venue – as well as new a five-star hotel and the Darling Square urban village. As the Asia Pacific's premier integrated convention, exhibition and entertainment precinct, Darling Harbour Live aims to transform Greater Sydney's offering to the international convention and events industry.

Darling Harbour Live will connect to nearby **Barangaroo**, which is transforming the western edge of Sydney City. A 22-hectare waterfront renewal project, it will be home to more than 24,000 jobs and 3,500 residents. People living and working in, or visiting, Barangaroo will have access to Sydney Metro services, a new ferry hub, and the recently opened Wynyard Walk.



One of the Central District's strengths is its spread of productive places beyond Sydney City. Its growing education assets include the University of New South Wales, the University of Technology Sydney, the University of Sydney, the University of Notre Dame and the Macquarie University Sydney City campuses.

The District is home to many students as well as industry partners looking to leverage the knowledge and innovation that exists around tertiary institutions. We see this agglomeration and innovation occurring at the outstanding health and education super precincts at Camperdown-Ultimo and Randwick that link with major health institutions. These places are a focus of this draft District Plan – they generate knowledge, innovation and economic activity through the collaboration that occurs between universities, research institutes and specialised health professionals.

The District is also home to a network of strategic centres. In addition to Sydney City, centres at Green Square-Mascot, Randwick and Rhodes generate high levels of economic activity, while Sydney Airport and Port Botany are essential trade and transport gateways for Greater Sydney and Australia.

District centres at Bondi Junction, Eastgardens-Maroubra Junction and Burwood also have relatively high levels of economic activity,

providing a range of retail and commercial activities, health care and community services as well as night life activities.

The Central District's economy is also underpinned by a complex network of urban systems and services on employment and urban services land, including manufacturing, utilities, freight, transport and logistics and waste management. The District comprises 11% of Greater Sydney's supply of employment and urban services land.

Employment and urban services land in the Central District is highly productive. Many of these areas are transitioning from traditional manufacturing to professional, high-tech and scientific commercial uses with requirements for some ancillary distribution, warehouse and development spaces.

The Central District's global tourism brand also makes an important economic contribution, with a range of tourist attractions such as the Sydney Opera House, the Sydney Harbour Bridge, and the District's world-recognised beaches and high-profile art and cultural events that attract national and international visitors.

Table 3-1: Central District - Historical population and employment growth – 1996-2016

|                  | Population |                 |                    | Employment |                 |                    |
|------------------|------------|-----------------|--------------------|------------|-----------------|--------------------|
|                  | 1996       | 2016 projection | 1996-2016 % Growth | 1996       | 2016 projection | 1996-2016 % Growth |
| Central District | 751,250    | 1,013,200       | 35%                | 630,100    | 904,500         | 44%                |
| Greater Sydney   | 3,553,100  | 4,682,000       | 32%                | 1,722,700  | 2,439,800       | 42%                |

Source: (Population) Department of Planning & Environment, 2016 New South Wales State and Local Government Area Population and Household Projections and Implied Dwelling Requirements 2016 to 2036, NSW Government, Sydney; (Jobs) Transport Performance & Analytics (TPA) (formerly known as Bureau of Transport Statistics), Transport for NSW, Greater Sydney Employment Forecasts, 2011 to 2041 (2016 Release), NSW Government, Sydney.

### 3.1.1 Economic profile

This section provides the data and projections that underpin our assumptions and priorities for the Central District.

In short, the Central District's growth in recent decades has been outstanding, and will continue. As shown in Table 3-1, employment and population growth in the Central District has occurred at a faster rate over the past 20 years than the total rate for Greater Sydney. This reinforces the District's productivity importance and the desirability of it as a location to businesses and workers.

The District's jobs are categorised as knowledge-intensive and professional jobs, health and education jobs, population-serving jobs and industrial jobs. This helps us to compare them to other District profiles and understand why different types of industries locate in different parts of Greater Sydney.

As illustrated in Figure 3-2, the Central District contains a higher share of knowledge-intensive jobs compared to the Greater Sydney average (45% in Central District compared to 32% across Greater Sydney). This draft District Plan provides actions that will build capacity to accommodate even more of these jobs in the future.

In the 20 years between 1996 and 2016, the growth of the District's jobs was largely in knowledge and professional services (67% growth), health and education (56%) and population-serving (46%) sectors. A modest decline occurred in industrial sector jobs.

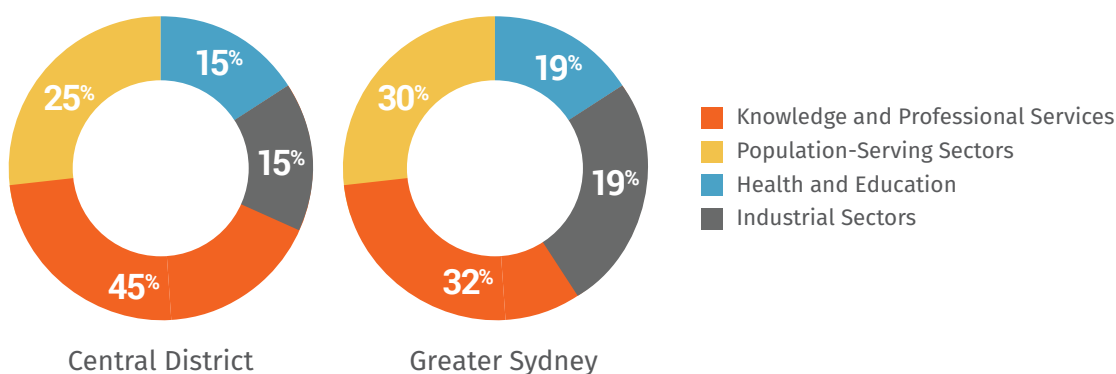
The data shows that Sydney City is a nationally significant centre for globally connected finance, technology, property, professional and business service companies. This makes the Central District a highly desirable location for business.

As well as looking at the breakdown of different job types and sectors, best practice planning for the Central District requires us to understand the productivity of the District's concentrations of economic activity.

Productivity, expressed as Gross Value Add (GVA), is a measure of the income generated with a given set of labour and capital inputs. Areas with high labour productivity generate higher economic value per hour worked, leading to higher wages and profits.

By understanding the spatial distribution of productivity, we can identify and plan for how best to support and enhance important economic places.

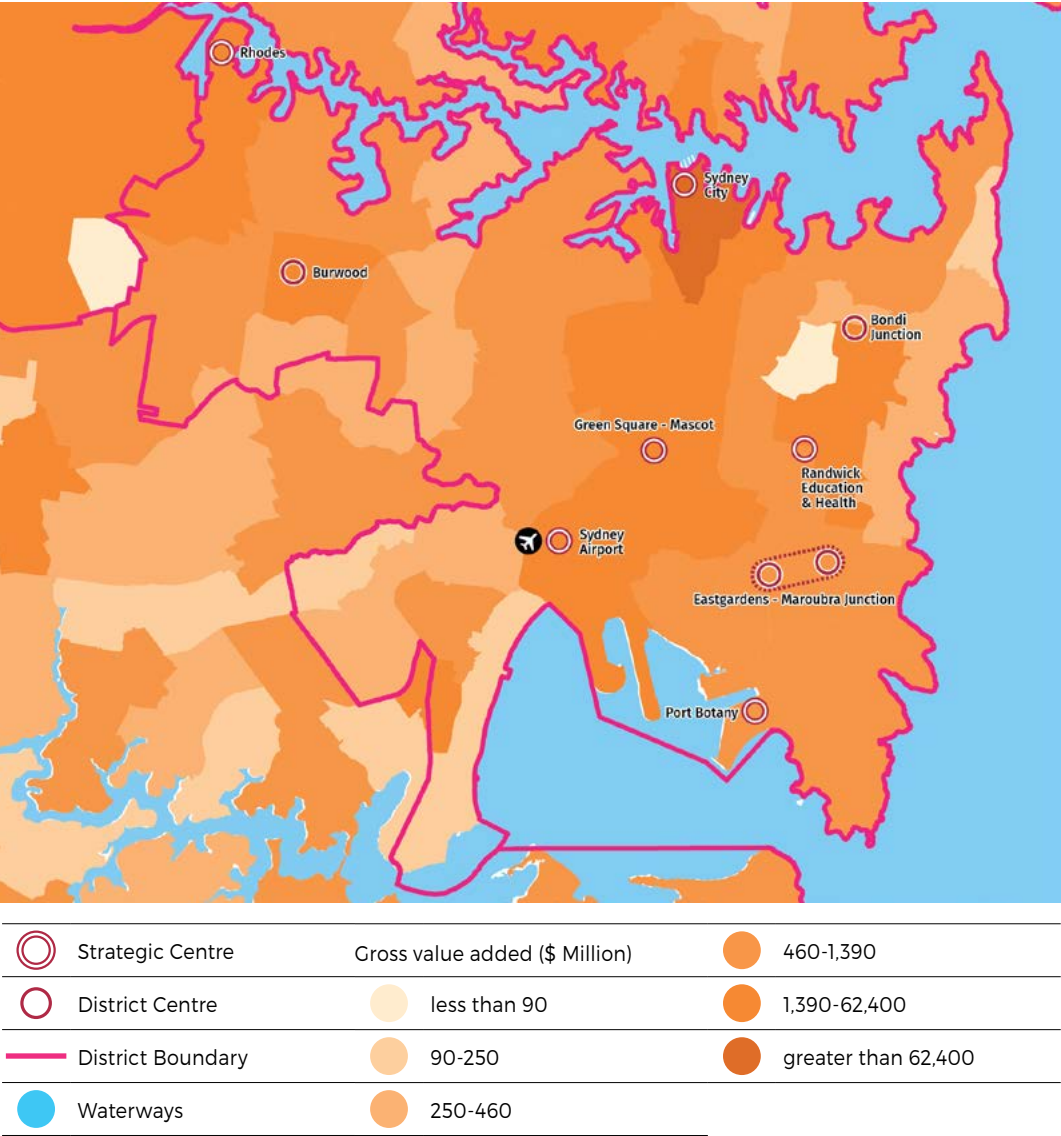
Figure 3-2: Employment profile by sector in Central District vs Greater Sydney (2016)



Source: Transport Performance & Analytics (TPA) (formerly known as Bureau of Transport Statistics), Transport for NSW, Greater Sydney Employment Forecasts, 2011 to 2041 (2016 Release), NSW Government, Sydney



Figure: 3-3 Sydney City's Gross Value Add (2015)

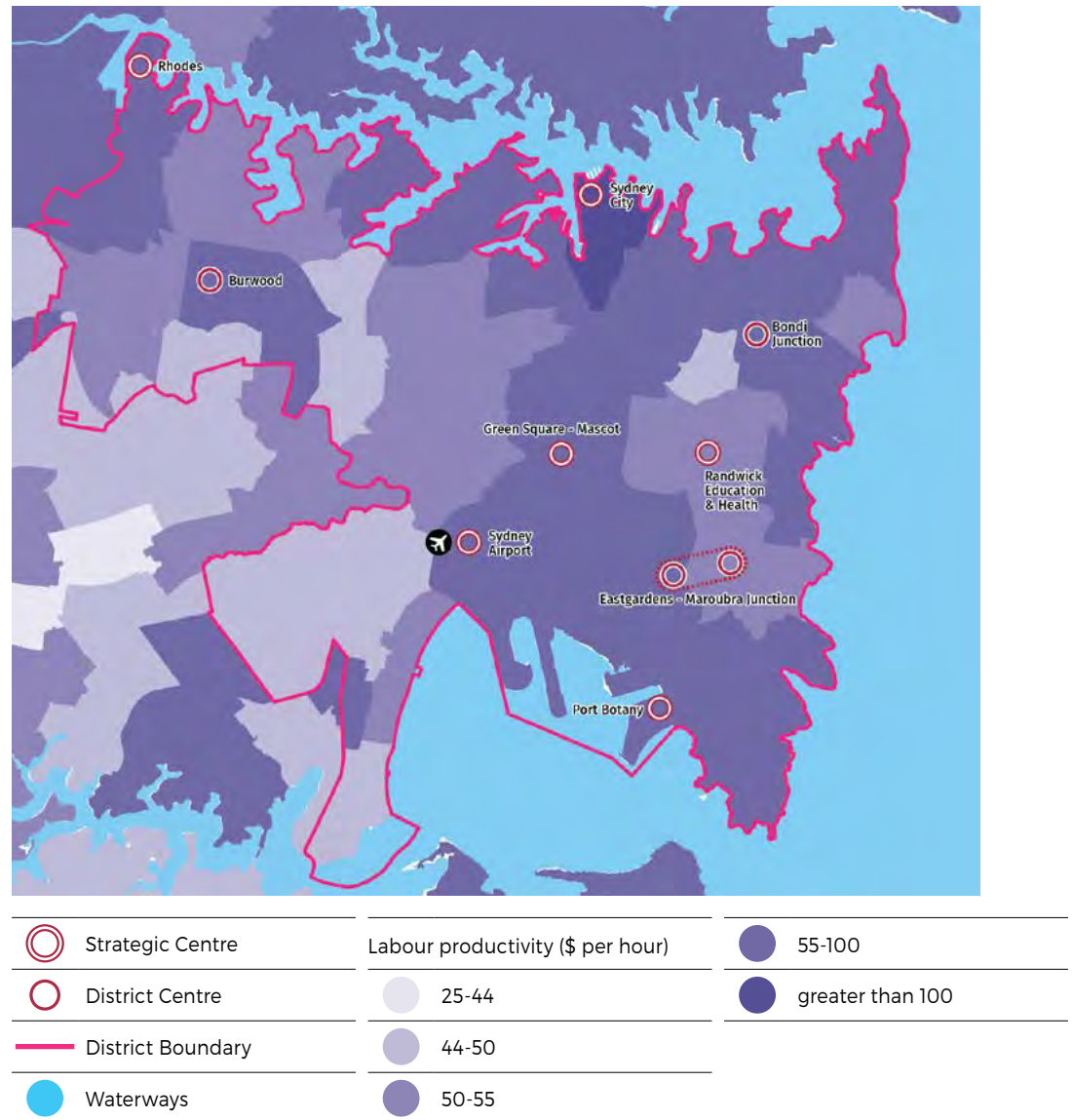


Source: Unpublished data derived from Australian Cities Accounts 2014-15.

Sydney City's productivity, for example, reflects its concentration of employment in knowledge and professional services jobs – the type of jobs that generate more economic activity on average per worker. If we want to maximise productivity, our planning needs to increase the capacity for productive businesses.

We can do this in Sydney City by encouraging new commercial buildings and extending Sydney City's commercial core and delivering the transformational projects already identified, while also maintaining the qualities that make Sydney City liveable and attractive to global talent and investment.

Figure 3-4: Sydney City's labour productivity (2015)



Source: Unpublished data derived from Australian Cities Accounts 2014-15.

### 3.1.2 Access to jobs

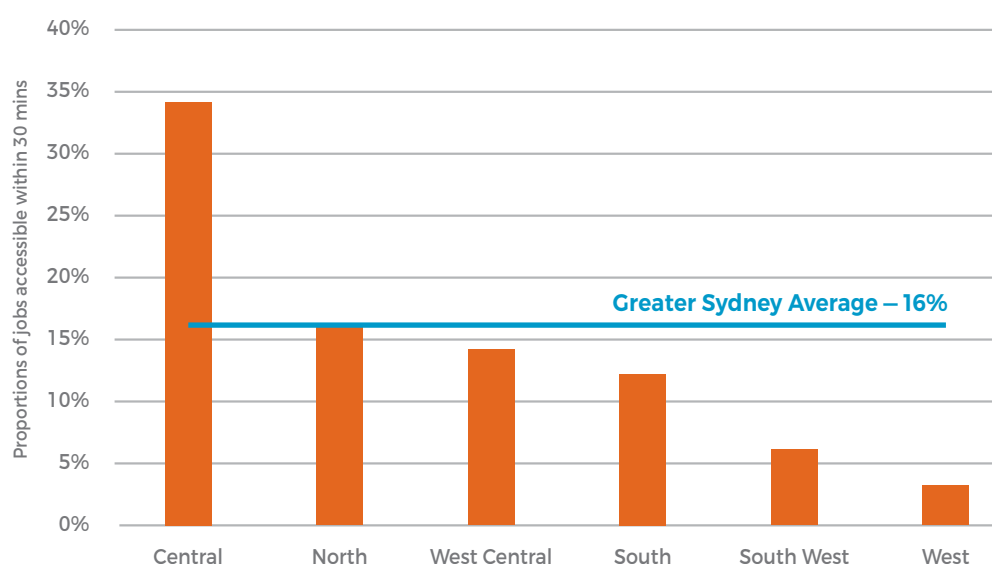
People who live in the Central District have access to a large proportion of Greater Sydney's jobs within 30 minutes commuting time. Our research shows that during the morning peak, approximately 34% of Greater Sydney's jobs are accessible to Central District residents within 30 minutes by public transport or private vehicle. This compares to the 16% average across Greater Sydney, which means the Central District's residents have greater choice about both the location and type of jobs they can access.

From an economic perspective, having access to a larger number of jobs means greater potential for job and skill matching, enhanced opportunities for skill and knowledge development, and ultimately, better outcomes for households and the overall economy.

This high level of access to employment is partly enabled by the established and improving public transport networks that exist in the Central District. Approximately 30% of trips to work are by train, bus or ferry – the highest of any District. Access to employment for residents of the Central District is provided by the North Shore, Northern and Western Line (T1), Airport, Inner West and South Line (T2), Bankstown Line (T3) and Eastern Suburbs & Illawarra Line (T4), as well as the Inner West Light Rail and a substantial network of bus and ferry services.

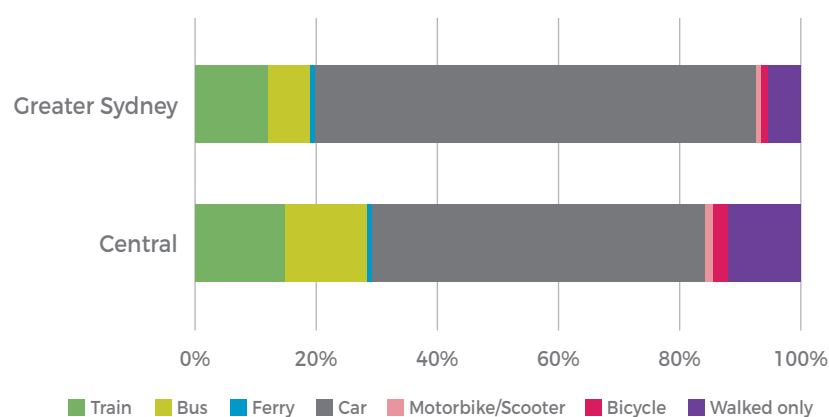
The high levels of access to employment and public transport use across the Central District will be reinforced by the options created by the Sydney Metro as well as the CBD and South East Light Rail. However, access is not equal across the District. Some places in the Randwick, Waverley, Woollahra and Bayside local government areas have limited transport options. Transport for NSW is investigating opportunities to better connect these locations (see section 3.7).

Figure 3-5: Central District residents access to jobs during the AM peak (2016)



Source: Transport Performance & Analytics (TPA) (formerly known as Bureau of Transport Statistics), Transport for NSW, Strategy Travel Model (STM) outputs, 2016

Figure 3-6: Travel to work mode, Central District



Source: Australian Bureau of Statistics, 2011 Census of Population and Housing



### 3.1.3 Economic opportunities

On the basis of this economic profile our planning for the Central District needs to leverage a number of existing opportunities, investments, and economic assets, including:

- a highly productive and well-connected Sydney City that is extending to renewal areas
- the health and education super precincts at Camperdown-Ultimo and Randwick
- evolving employment and urban services land at Green Square-Mascot (South Sydney Employment Lands)
- the transport gateways of Sydney Airport and Port Botany
- an office precinct at Rhodes that could link to the neighbouring Greater Parramatta and the Olympic Peninsula (GPOP) area
- Parramatta Road as a strategically important transport route for business, employment and urban services, with the Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW setting out the vision, land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs over the next 30 years
- a growing, young and well educated population
- significant planned and committed investment in transport infrastructure
- a range of nationally and internationally significant natural, cultural and tourism assets.

Collectively, these assets will be the drivers of economic activity and diversity not only for the District, but for NSW and Australia.

Notwithstanding the opportunities we must recognise that we also face challenges, such as demand for employment and urban services lands to be rezoned for non-employment uses, and pressure on commercial floor space in strategic centres. These are key areas that this draft District Plan seeks to address in subsequent sections of this chapter.

Delivering on these opportunities requires enabling infrastructure, coordinated renewal and a need to strive for innovation and quality.

The central role for us in this regard will be to drive and enhance collaboration across government.

### 3.1.4 District priorities

This Chapter outlines the productivity priorities and actions for the Central District.

The priorities are presented in two ways. Firstly, each heading outlines a priority area, and we provide context and detail to expand on the outcomes sought. Some headings cover factual issues only; these are not included in the list below.

Secondly, within the broad priority areas there are, in many cases, more detailed priorities. We identify the specific purpose of these priorities in each case by detailing how they relate to strategic planning and planning proposals.

The priorities should be considered in strategic planning activities and planning proposals as appropriate.

The full list of productivity priorities covered in this Chapter are outlined below.

- **Driving the growth of the Eastern City**
  - Identify economic development priorities for the Eastern City
  - Planning and delivery of regionally significant transport infrastructure
- **Enhancing the Eastern City's role as a global leader**
  - Growing the knowledge economy in the Sydney City
    - Creating opportunities for the growth of commercial floor space
  - Fostering innovation and creative industries
    - Support the growth of innovation and creative industries
  - Supporting the growth of health and education super precincts
  - Supporting international tourism destinations
- **Planning for job targets in strategic and district centres**
  - Plan for the growth of centres

- **Growing economic activity in centres**
  - Manage growth and change in strategic and district centres and, as relevant, local centres
  - Planning for retail floor space provision and demand in the Central District
    - Prioritise the provision of retail floor space in centres
- **Protect and manage employment and urban services land**
  - Protect and support employment and urban services land
- **Improve 30 minute access to jobs and services**
- **Managing Sydney's trade gateways**
  - Improving the efficiency of the freight network

### 3.2 Driving the growth of the Eastern City

*Our vision — Towards our Greater Sydney 2056* introduces a metropolis of three cities as the central organising strategy in planning for Greater Sydney to become an eight million-strong region by 2056. This includes the established Eastern City which is focused on Sydney City.

The Eastern City is well established and spans the North, Central and South Districts. The Eastern City is supported by 11 strategic centres — North Sydney, St Leonards, Chatswood, Macquarie Park and Northern Beaches Hospital (in the North District), Sydney City, Green Square-Mascot, Sydney Airport, Port Botany and Randwick (in the Central District), as well as Kogarah (in the South District).

Collectively, these centres form the economic foundation of Greater Sydney as Australia's global city, with competitive strengths in the financial, business and professional services industries as well as creative innovation and start-up sectors. The Eastern City presently generates approximately 700,000 jobs and is part of what is described in *A Plan for Growing Sydney* as the Global Economic Corridor.

The Eastern City's cluster of economic activity to the north of Sydney Harbour includes a range of centres with commercial cores and major health and education assets. Improved transport accessibility enabled by investment in Sydney Metro will allow these centres to function more efficiently. Improved access will also incentivise the economic activity in Sydney City to expand north of the Harbour, providing businesses with increased choice and supply of commercial floor space and supporting services with enhanced amenity.

As described earlier, Sydney City includes a range of interconnected precincts with distinctive and diverse characters and commercial, residential, cultural, entertainment, health and education functions. In addition to its major commercial attributes, Sydney City is fringed by urban villages with high density living, commercial uses and entertainment precincts.

Green Square, south of Sydney City, is transitioning from former industrial lands to a vibrant new centre with rail links to the Sydney CBD and Sydney Airport. Plans for new community facilities including a library, plaza, open space and an aquatic centre, will see Green Square grow as a major new retail, community, cultural and residential centre.

Commercial activities extend south to Mascot, where an employment hub is being developed around Mascot Station, comprising a number of A-grade commercial buildings and a mix of commercial tenancies.

Trade gateways and commercial centres, health and education facilities, and employment and urban services lands are located around Port Botany, Sydney Airport, Randwick and Kogarah.

Sydney Airport's domestic and international terminals are located approximately six kilometres south of Sydney City. Hotels servicing the business market are located close to the Airport's entrances. The Airport is connected by rail to Sydney City.

Port Botany contains one of Australia's major land and sea freight gateways; is Australia's second largest container port; and the only liquefied petroleum gas (LPG) import and export facility in NSW. Port Botany contains a significant amount of developed employment and urban services land connected to Greater Sydney's transport and freight network.

The Kogarah strategic centre straddles both Central and South Districts and forms the southern extent of the Eastern City. It provides a range of health services and associated retail and services. Planning priorities and actions for Kogarah are detailed in the draft South District Plan.

### 3.2.1 Identifying economic development priorities for the Eastern City

With the emergence of Greater Sydney as a metropolis of three cities, the Department of Industry, in collaboration with the Commission, councils the investment community and other stakeholders will prepare and implement economic development strategies for each of the three cities.

This is a new approach for Greater Sydney — it leverages the skills of government to lead the agglomeration of jobs and industry. The economic development strategies will give us a framework to collaborate across public and private organisations to achieve the ambitions of *Our vision — Towards our Greater Sydney 2056* and the aspirations of this draft District Plan.

The three economic development strategies will be complementary and will reflect our aspirations for the Western, Central and Eastern Cities. They will consider, where relevant:

- planning strategies to support the growth of health and education super precincts
- the goals of *Growing the First Economy of NSW* — a framework for Aboriginal economic prosperity, developed in conjunction with Aboriginal Affairs
- manufacturing and advanced manufacturing clusters
- tourism and services economy
- aerospace and defence industries
- other specific industries as required.

The economic development strategies will also draw on the Government's 2016 report *Jobs for the Future: Adding 1 million rewarding jobs in NSW by 2036*. This report, prepared by Jobs for NSW, outlines the NSW Government's aspirations for future employment growth in NSW and how private and public sectors can contribute to achieving it.



### Jobs for NSW

Jobs for NSW is a private sector-led NSW Government-backed initiative which was established by the NSW Premier and NSW Minister for Industry in 2015 to drive investment and facilitate jobs growth across NSW.

The body has been tasked with overseeing the \$190 million Jobs for NSW Fund and assisting the NSW Government in delivering on its commitment to create 150,000 new jobs across NSW by March 2019.

Jobs for NSW is focused on driving growth in industries and sectors where NSW has or could have a global competitive advantage, including start-ups and fast-growth small-to-medium enterprises in target industries such as tourism, good exports and advanced manufacturing, with the overall aim of growing the NSW economy. Jobs for NSW is also providing grants and partnerships to guide emerging businesses.



### Action P1: Develop and implement an economic development strategy for the Eastern City

The Department of Industry, in collaboration with the Commission, Jobs for NSW, Aboriginal Affairs NSW and other State agencies and local councils as relevant, will develop an economic development strategy for the Eastern City. For the Central District, this will specifically address the Randwick and Camperdown-Ultimo health and education super precincts, together with other key economic assets and areas.

### Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit were released in November 2016. The Strategy is an integrated land use planning and transport framework that establishes the vision for a high quality multi-use Corridor with improved transport choices, better amenity and balanced growth of housing and jobs. This will guide the delivery of 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years. The Implementation Tool Kit responds to community priorities for more open space and more appealing streets, reduced traffic congestion, improved public transport and a better environment for residents and business.

The eight 'Precincts' along the Corridor were identified in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and their ability to accommodate new development in a balanced way.

Within the West Central District there are precincts at Granville and Auburn. Within the Central District there are precincts at Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

The Strategy fosters communities that are walkable and connected, development that is of a high standard and respects heritage, with the facilities that enhance communities and cater for a diverse range of needs.

Delivery of the Strategy is supported by the \$198 million Urban Amenity Improvement Plan which will deliver upgrades of existing facilities and fund new infrastructure to support growing communities. The plan includes including funding for streetscape upgrades, creation of new or improved open spaces, urban plazas and town squares, and new walking and cycling links to key transport nodes and open spaces.



### 3.2.2 Planning and delivery of regionally significant transport infrastructure

The NSW Government is delivering on and investing in a range of transport projects in the Eastern City, including:

- Sydney Metro City & Southwest (committed) – A new 30-kilometre metro line extending the Sydney Metro northwest from Chatswood to Bankstown via Sydney CBD. In the Central District, this includes stations at Barangaroo, Martin Place, Pitt Street, Central (new underground platforms) and Waterloo.
- CBD and South East Light Rail (under construction) – running north from Central to Circular Quay, west to Pyrmont and Dulwich Hill and south east through Surry Hills to Moore Park, Randwick and Kingsford.
- WestConnex – The sections of the route in the Central District include the M4 East, M4 Widening and a new section of the M5 Motorway, which are under construction as well as the M4-M5 Link, which is in planning.
  - The new M5 section from Beverly Hills will link the upgraded King Georges Road Interchange on the existing M5 East Motorway at Beverly Hills via twin tunnels to St Peters.
  - Planning was commenced for the M4-M5 Link – the final stage of the WestConnex project linking the M4 motorway at Haberfield to the M5 motorway at St Peters. This nine-kilometre connection will complete the 23-kilometre tunnel network of WestConnex, which was part of the overall 33 kilometres of motorway being constructed under the program of works. The link aims to provide north-south traffic and heavy vehicles with a bypass away from the surface road network, improving freight and passenger movements within the District.
- A possible motorway link between the M1 Princes Motorway and the Sydney motorway network, known as the F6 Extension. This project was identified as a priority in the *NSW Long Term Transport Master Plan*.

### 3.3 Enhancing the Eastern City's role as a global leader

While many centres in Greater Sydney are experiencing growing demand for commercial floor space, Sydney City remains a highly desirable location for a range of industries, including knowledge-intensive sectors.

Our planning needs to support the Eastern City's ability to attract global talent and investors. We need to ensure that the concentration of highly specialised service sectors in the Eastern City is both recognised and supported through integrated strategic planning. This is crucial to Sydney's international competitiveness and the economics of agglomeration that lead to greater concentration of specialist knowledge-based skills.

Retaining and enhancing the international competitiveness of Sydney City is also a central objective of *A Plan for Growing Sydney* (Direction 1.1). This chapter outlines our actions and priorities to deliver this direction.

#### 3.3.1 Growing the knowledge economy in the Sydney City

As outlined earlier, employment in knowledge-intensive industries in the Central District has increased by 67% between 1996 and 2016. A significant proportion of these jobs is in the financial, property, business and creative sectors that are located in commercial buildings in, and around, Sydney City.

Our planning needs to provide capacity for long-term office growth and additional mixed-use development in appropriate locations in the Eastern City. This will require an expanded Sydney City footprint.

Expanding Sydney City's commercial footprint will enhance Sydney's appeal to international and local investment, and will support further economic growth and activity to locate and thrive here.





Figure 3-7: Sydney City existing activities

|  |                             |  |                            |  |                          |  |                                 |
|--|-----------------------------|--|----------------------------|--|--------------------------|--|---------------------------------|
|  | UrbanGrowth NSW Project     |  | Tourism Centre             |  | Waterways                |  | Light Rail (under construction) |
|  | Hospital                    |  | Wharf                      |  | Sydney Metro             |  | Motorway/Highway                |
|  | University/TAFE             |  | Business Use Zones         |  | Sydney Metro Station     |  | Motorway/Highway Tunnel         |
|  | Local Government Office     |  | Mixed Use Zone             |  | Existing Railway         |  | Major Road                      |
|  | State Government Office     |  | Regional Public Open Space |  | Existing Railway Station |  | Local Road                      |
|  | Federal/Commonwealth Office |  | District Public Open Space |  | Existing Railway Tunnel  |  |                                 |
|  |                             |  | Local Public Open Space    |  | Light Rail               |  |                                 |

Action 1.1.1 of *A Plan for Growing Sydney* aims to create new and innovative ways to grow Sydney City's office space by identifying redevelopment opportunities and increasing building height in the right locations. Initiatives are underway to deliver on this action, including:

- The City of Sydney Council's *draft Central Sydney Planning Strategy* – this includes elements that seek to enable employment growth in Sydney City. The Strategy's proposed actions have the potential to unlock 2.9 million square metres of floor space and provide for over 100,000 jobs.
- The development of commercial office buildings in Barangaroo – A part of Barangaroo South is now complete and the remaining towers and buildings around the precinct are being developed. The precinct will accommodate a range of high profile financial and professional services tenants. When complete, the Barangaroo development will have capacity for 24,000 jobs.
- Urban transformation – UrbanGrowth NSW, in collaboration with a range of agencies and local government is planning the renewal of Central to Eveleigh and The Bays Precinct which will both create significant capacity for new jobs.
- The Australian Technology Park – this will continue to evolve into a world-class technology and innovation hub as well as a thriving precinct for the community. The Commonwealth Bank of Australia has announced it will be an anchor tenant at the Australian Technology Park.
- The range of transformational transport infrastructure projects identified in this chapter that will support the expansion of Sydney City.



### **Productivity Priority 1: Creating opportunities for the growth of commercial floor space**

Relevant planning authorities need to consider the mechanisms to protect and enhance opportunities for the growth of commercial floor space. When planning strategic and district centres, relevant planning authorities should consider Productivity Priority 3 (Section 3.5), as well as strategies to:

- enhance the urban amenity and walkability of centres
- promote the diversification of complementary commercial activities
- maintain a commercial core for employment activities in targeted locations
- support the economic viability of office development.

How these matters are taken into account is to be demonstrated in any relevant planning proposal.

### **3.3.2 Fostering innovation and creative industries**

Developed economies are moving away from a reliance on goods production and moving towards knowledge-based human capital systems to participate in the innovation economy. In the innovation economy, knowledge is used to create new products, services or practices that are tradable, add value and improve productivity for users. An active and productive innovation economy creates high-value jobs and generates wealth for a district or city.

Innovation focused technology firms and start-ups reshape industries by displacing established competitors through their use of technology and business model innovation. Between 2006 and 2011, start-ups added 1.44 million full-time equivalent jobs in Australia. Furthermore it is projected that high-growth technology companies could contribute 4% of the Australian Gross Domestic Product (\$109 billion) and add 540,000 jobs to the Australian economy by 2033.

Other outcomes of start-ups that can benefit the wider economy include the creation of new or enhanced technologies and products, improvements to the efficiency or effectiveness of business processes, management styles, products or ideas.

Growing capacity to foster knowledge-based innovative industries is critical. We should aim to create innovation ecosystems – a large and diverse array of participants and resources that contribute to, and are necessary for, ongoing innovation in a modern economy. This includes entrepreneurs, investors, researchers, university faculties, and venture capitalists as well as business developers and other technical service providers such as accountants, designers, contract manufacturers and providers of skills training and professional development.

*The Future Cities Collaborative City Exchange Report 2016* notes that the physical and social infrastructure, as well as the economic and cultural context that fosters successful innovation ecosystem include:

- a strong location to create a unique brand identity
- centering around clusters of academic, government, business entrepreneurs and investors
- providing work spaces, co-working spaces and laboratories at a range of prices to cater to both emerging and established businesses
- amenity as an anchor with well-connected transport, community services, appropriate housing, retail and open space
- proximity to organisations and universities and opportunities to interact in organic and organised ways
- a diversity of economic activities
- flexible planning and financial levers
- government as a champion and facilitator
- networks of supporting and related business.

Our consultation with a range of start-ups and creative industry groups identified that an important consideration in building a thriving start-up ecosystem is the provision of affordable space for creative and innovation hubs in the right locations with connections to a range of urban uses, transport infrastructure and a diverse pool of talent and expertise.

Australia's biggest technology start-up ecosystems (64% of all Australia's tech start-ups) are located in the City of Sydney Local Government Area and most notably within Sydney City. Start-up ecosystems are attracted to precincts within Sydney City (such as Pyrmont, Ultimo, Surry Hills and Redfern) due to their good transport connections and access to a diverse pool of talent and expertise, research facilities, customers, and investors. Other key opportunities for start-up and innovation ecosystems include:

- Clusters of activities around the corridor from the Australian Technology Park, Pyrmont-Ultimo and The Bays Precinct
- The District's trade gateways, including Sydney Airport and Port Botany, which present opportunities for the growth of innovation and creative industries that need proximity to the trade gateways as well as employment and urban services land.

The NSW Government supports an innovation ecosystem and start-up culture through a range of mechanisms including the Jobs for NSW plans as detailed in its *Jobs for the Future* report.

The City of Sydney Council is looking to further support and encourage start-ups through collaboration with industry and government to create an innovation ecosystem through the *Tech Startups Action Plan 2016*. The plan's five areas to foster a well-supported start-up culture and environment are:

- build a strong entrepreneurial culture and community
- create skilled and connected entrepreneurs
- increase the density of the start-up ecosystem
- support entrepreneurs' access to funding
- develop technology entrepreneurs' access to markets.





**Productivity Priority 2:  
Support the growth of innovation  
and creative industries**

The relevant planning authority should investigate opportunities to support the growth of innovation and creative industries. Consideration should be given to the full spectrum of activities from high-end global businesses to small start-ups.

This may be achieved through a range of mechanisms and strategies including:

- providing flexibility in appropriate zones for the co-location of creative industries in desirable locations with access to transport and ancillary uses such as retail, cafes and restaurants
- incentivising opportunities for the provision of affordable space for creative and start-up businesses.

Councils and State agencies should also consider opportunities to grow innovation and creative industries by:

- providing affordable space for creative hubs on government-owned land and/or in large-scale government-led urban renewal projects
- enhancing synergies and connectivity between health and education facilities
- supporting increased opportunities for a diversity of housing choices including price points close to work opportunities.

How these matters are taken into account is to be demonstrated in any relevant planning proposal.

### 3.3.3 Supporting the growth of the health and education super precincts

As Greater Sydney's population grows, we need to ensure that our health and education infrastructure keeps pace with population growth. We need to be certain that demographic changes such as the high growth rate in the proportion of children and frail aged people are monitored and measured, while infrastructure necessary to support these groups is planned for and provided.

We support and encourage the growth of health and other ancillary activities in health and education super precincts and recognise the need to:

- plan for the expansion of these precincts
- protect surrounding employment areas for health and education and related land uses
- consider flexibility of zones to accommodate ancillary and complementary uses such as health and medical research activities; private hospitals; allied health; ancillary retail; visitor, carer and aged accommodation in the right locations
- plan for increased access and enhanced urban amenity within and around health and education super precincts.

Growing jobs in the health and education sectors delivers on Direction 1.10 in *A Plan for Growing Sydney*, specifically Actions 1.10.2 and 1.10.3.

We also supports initiatives to enhance energy, water and waste efficiencies in health and education super precincts.

#### Camperdown-Ultimo

The Camperdown-Ultimo super precinct comprises Royal Prince Alfred Hospital, Sydney University, the University of Technology and Notre Dame University. It is close to Central to Eveleigh, the Australian Technology Park and forms part of Sydney City. In 2016, an estimated 31% of all jobs in the super precinct were in the health and education sector.

### Health and education super precincts

Across Greater Sydney there are a number of locations where the proximity of health and education assets creates significant opportunity to drive economic activity and the prosperity of NSW. We have identified these as health and education super precincts. Health and education super precincts are important locations for knowledge-intensive jobs, innovation and service delivery. It is anticipated that by 2036, 21% of all Greater Sydney jobs will be in the health and education sector.

Our health and education super precincts mirror closely the list of significant metropolitan health and education precincts identified in *A Plan for Growing Sydney*. The only exceptions are Rhodes — where there is no major education presence — and Rydalmere — where there is no major health presence.

Our approach to health and education super precincts will be refined further and confirmed in our review of *A Plan for Growing Sydney* in 2017.

The Central District has two health and education super precincts — Randwick and Camperdown-Ultimo.

In addition to these, the District has a range of important significant health and education assets such as health and/or education clusters around St. Vincent's Hospital and Concord Hospital. These assets continue to play an important role in providing jobs and services for the District's residents and should be supported.

There are opportunities to grow the commercial business activity that flows from the existing health and education activities. Opportunities also exist to partner with the relevant institutions and agencies, including NSW Health, councils and NSW Government agencies, to grow the health and education offerings of the super precinct.

These partnerships could investigate opportunities to:

- improve pedestrian connectivity between the clusters of activity located in, and surrounding, four key nodes in the super precinct being:
  - Ultimo, including the University of Technology Sydney
  - Camperdown, including the University of Sydney and Royal Prince Alfred Hospital as well as the mix of activities in Broadway
  - Redfern Station, including the Australian Technology Park
  - Central Station within the broader area
- improve transport access, including consideration of the precinct as part of a potential future transit link to The Bays Precinct
- attract new research facilities as well as innovative health and medical related commercial premises and complementary uses to support the hospital and universities
- upgrade the public domain through new place making initiatives
- support a range of housing choices at a range of price points for key workers and students
- support innovation clusters
- promote sustainability initiatives and outcomes.



### Action P2: Plan for the growth of Camperdown-Ultimo as a health and education super precinct

In recognition of the precinct's scale and complexity, we have designated Camperdown-Ultimo as a Collaboration Area. Subject to the availability of resources, we will help to facilitate the efforts of the many agencies, organisations and stakeholders, interest groups that are planning for the super precinct to ensure its full potential is being realised.

**A Collaboration Area** is a place where a significant productivity, liveability or sustainability outcome is better achieved through the collaboration of different levels of government, and in some cases the private sector or landowners.

#### Randwick

The Randwick health and education super precinct contains the University of New South Wales, the Royal Hospital for Women, the Prince of Wales Public and Private Hospitals and Sydney Children's Hospital. Facilitating allied health, research and related commercial activities is the central priority for this area.

In 2016, an estimated 74% of all jobs in the Randwick health and education super precinct were in the health and education sectors.

The super precinct also provides a number of other supporting development opportunities such as short-term accommodation, student accommodation and associated retail and services, which would add to the attractiveness of the area as a health and education super precinct.

The super precinct faces a number of challenges including fragmented land ownership patterns, small building floor plates and high land values, which can hinder investment and development opportunities.

The NSW Government investment in the CBD and South East Light Rail will give this area an increased level of accessibility and will unlock the potential for employment growth and urban renewal. There are opportunities to partner with the relevant stakeholders to investigate opportunities to:

- work with stakeholders to gain a better understanding of the existing

barriers to growth and agree priority outcomes for the super precinct

- plan for greater housing supply and choice in appropriate locations
- consider the land use mix to support the super precinct along the CBD and South East Light Rail corridor to provide greater opportunities for complementary jobs in the super precinct
- look at where more efficient approaches to energy, water and waste could be delivered
- identify a potential future mass transport solution to support the increase in employment and housing in the south east of the Central District, and, improve environmental performance and connections across the Central District.



### Action P3: Maximise opportunities for smart jobs in the Randwick health and education super precinct

The planning framework for the growth of Randwick requires development initiatives to integrate the University of New South Wales and the hospitals, to direct significant improvements of the Randwick Town Centre, and to guide optimisation of NSW Government's investment in light rail with mixed-use development.

Randwick also has the potential to become a Collaboration Area. Subject to the availability of resources we can help facilitate engagement with the university, the hospitals and other stakeholders as key partners in the land use planning process. This prospect will be investigated further in collaboration with key stakeholders.

NSW Health will be a key partner in developing strategies to expand health and education activities in Randwick.



### 3.3.4 Supporting international tourism destinations

The Central District is one of the world's premier tourism and major events destinations. Domestic and overseas visitors are attracted by the District's harbour and beaches, shopping, food, arts and culture. These same elements also attract global talent and encourage businesses to invest.

Tourism provides significant economic benefits both state-wide and nationally. Tourism currently accounts for 7% of employment across the District, and approximately 5% of the District's economic output. Growing tourism and visitation to the District has the potential to significantly contribute to economic growth in the District as well as Greater Sydney. Opportunities exist to increase the District's appeal to tourists by:

- improving connectivity between major tourism assets such as the Sydney City, Sydney Harbour and the eastern beaches by implementing the Green Grid priorities and the Inner Sydney Bike Network
- identifying areas where there is unmet demand for tourist and visitor accommodation and investigating how to encourage growth in this sector
- developing a vision for Sydney Harbour, consistent with Action 1.1.4 of *A Plan for Growing Sydney*
- developing a vision for the Cooks and Parramatta Rivers
- identifying locations of existing night time economic activity and implementing measures to encourage business growth in these areas
- better managing key tourism assets and providing funding mechanisms to do so
- supporting a greater number of hotels across a range of price points
- better recognising our Aboriginal heritage and celebrating potential attractions like Aboriginal walking trails
- better recognising our cultural diversity and celebrating diverse food and entertainment offerings across the District
- better recognising the ability of our built and maritime heritage to attract visitors to the District.



### Action P4: Grow and manage the visitor economy including Aboriginal experiences

We will work with Destination NSW, the Department of Premier and Cabinet and other relevant stakeholders to:

- investigate opportunities to improve Aboriginal cultural tourism
- investigate opportunities to expand business tourism
- investigate opportunities through the planning system to encourage tourism infrastructure, including hotel accommodation and conference centres
- provide supporting evidence to better understand future tourism needs and how our planning can support the industry.







### 3.4 Planning for job targets in strategic and district centres

As Greater Sydney transforms into a city of over six million people by 2036 and eight million people by 2056, we need to plan how to attract and best distribute employment and economic growth.

Recent projections of future employment for Greater Sydney have been calculated on the basis of projected population growth and age profiles, broad economic conditions and trends, sector and industry outlooks and Greater Sydney's planned investments.

These updated projections have revised the forecast demand for jobs across Greater Sydney from 689,000 by 2036 to 817,000 additional jobs.

This is a significant growth opportunity for Greater Sydney as a global city, representing business confidence and economic growth.

We do, however, need to plan for how Greater Sydney attracts and accommodates these jobs in the right locations – the kind of places that we know are well connected, supported by land use and infrastructure investment, and are attractive from a commercial perspective.

#### 3.4.1 Plan for the growth of centres

*A Plan for Growing Sydney* identified 28 strategic centres, and four transport gateways, as places to provide more jobs close to homes.

In developing *Our vision – Towards our Greater Sydney 2056*, our research found that some centres make a substantially greater contribution to the economy of Greater Sydney. On this basis we have redefined the approach to consider a hierarchy of centres ranging from strategic to district and local. We define strategic centres as having one or more of the following characteristics:

- a higher proportion of knowledge-intensive jobs, principally relating to the presence of major hospitals, tertiary education institutions, standalone office development or a combination of these
- the presence of existing or proposed major transport gateways
- a major role in supporting the increased economic activity of the Eastern, Central and Western Cities
- the capacity to generate over 20,000 jobs.

Table 3-2: Central District job target ranges for strategic and district centres (2016-2036)

| Centre                        | Centre type | 2016 Estimate | 2036 Baseline Target | 2036 Higher Target |
|-------------------------------|-------------|---------------|----------------------|--------------------|
| Sydney City                   | Strategic   | 496,900       | 662,000              | 732,000            |
| Sydney Airport                | Strategic   | 18,100        | 22,000               | 24,500             |
| Green Square-Mascot           | Strategic   | 59,500        | 75,000               | 80,000             |
| Randwick Health & Education   | Strategic   | 22,800        | 32,000               | 35,500             |
| Port Botany                   | Strategic   | 14,900        | 17,000               | 18,500             |
| Rhodes                        | Strategic   | 15,700        | 22,000               | 25,500             |
| Bondi Junction                | District    | 13,800        | 17,000               | 20,500             |
| Burwood                       | District    | 10,300        | 12,000               | 14,000             |
| Eastgardens-Maroubra Junction | District    | 6,900         | 8,000                | 9,000              |

Source: Transport Performance and Analytics (TPA) (formerly known as Bureau of Transport Statistics), Transport for NSW, Greater Sydney Employment Forecasts, 2011 to 2041 (2016 release), NSW Government, Sydney





Figure 3-8: Central District's strategic, district and local centres

|  |                   |  |                             |  |                 |
|--|-------------------|--|-----------------------------|--|-----------------|
|  | Strategic Centre  |  | Metropolitan Urban Area     |  | Railway         |
|  | District Centre   |  | Metropolitan Rural Area     |  | Railway Station |
|  | Local Centre      |  | Waterways                   |  | Motorway        |
|  | District Boundary |  | National Parks and Reserves |  | Highway         |

The work to support *Our vision – Towards our Greater Sydney 2056* also identified a range of centres (some of which had been classified as strategic centres in *A Plan for Growing Sydney*) that in fact play a significant district role due to the presence of one or more of the following characteristics:

- the scale of retail activity, generally over 50,000 square metres of floorspace
- the presence of health and education facilities that serve the district and the local community
- the level of transport services
- the capacity to generate between 5,000 to 10,000 jobs.

These centres have been identified as district centres.

It is the presence and scale of the health and education facilities, transport gateway infrastructure and knowledge-intensive jobs that is the key differentiator between strategic and district centres. In that, the NSW Government has greater potential to leverage economic activity from existing infrastructure which can enhance the global competitiveness of Greater Sydney.

The differentiation does not intend to impact on the ability for either a strategic or a district centre to attract retail or commercial activity (including office development) of any scale, subject to the normal local planning and development assessment process.

Local centres vary in size from a few shops on a corner to a vibrant main street. They are on a smaller scale than district centres and generally serve the local population.

We have nominated job targets for the District's strategic and district centres to provide guidance to councils and NSW Government agencies as to the likely and potential scale of employment growth and to inform land use and infrastructure planning. Our experience emphasises the value of providing targets as a range to account for varying economic conditions, investment opportunities and local aspirations.

The lower end of the range of these job targets reflects the baseline of projected job growth that is anticipated in the centre, while the upper end is an aspirational higher growth scenario to reflect outcomes in the case of further investment and land use planning in centres.

On this basis, there will be a need to review the list of strategic and district centres as part of the regular review of the regional plan for Greater Sydney, starting with the review of *A Plan for Growing Sydney* in 2017.

### 3.5 Growing economic activity in centres

The strategic centres of Sydney City, Green-Square-Mascot, Randwick, Sydney Airport, Port Botany and Rhodes accommodate large concentrations of jobs and employment activities, substantial areas of commercial floor space, health and education services and other economic assets and transport connections. They are a key area of focus for the growth of jobs, economic activity and enhanced connectivity.

The district centres of Bondi Junction, Burwood and Eastgardens-Maroubra Junction accommodate retail and local services for communities.

The growth, innovation and evolution of strategic, district and local centres will underpin the success of Greater Sydney. Centres not only provide important services and jobs for local residents, but a focal point for communities. Their vitality and viability is important to local economies as well as to the character of local areas. More specifically, well planned centres:

- help to stimulate economic activity and innovation through the co-location of industries
- ensure the most efficient use of infrastructure
- provide jobs closer to home in support of the 30-minute city
- reduce the need to travel by car by co-locating residential, health, employment and education facilities
- promote healthier lifestyles and community cohesion with improved walking, cycling and transport access to a wider range of services and opportunities
- provide attractive, safe and inclusive locations for communities to meet, recreate and spend time.

For these reasons we emphasise the need for planning authorities to focus on the design of, accessibility to, and economic strength of centres. We also encourage local councils and the NSW Government to invest in centres to reduce the need for Sydneysiders to travel longer distances to work or services, to make the best use of infrastructure and to support local businesses.

In this regard we must plan for existing centres to grow, new centres to form and the District's network of centres to be enhanced so that they play complementary and supportive roles.



#### **Productivity Priority 3: Manage growth and change in strategic and district centres and, as relevant, local centres**

When undertaking planning for strategic, district and local centres, the relevant planning authority should consider:

- opportunities for existing centres to grow and new centres to be planned to meet forecast demand across a range of retail business types, including:
  - the need to reinforce the suitability of centres for retail and commercial, encouraging a competitive market
  - the commercial requirements of retailers and commercial operators such as servicing, location, visibility and accessibility
  - the use of B3 Commercial Core Zones in strategic centres, and where appropriate, in district centres to reinforce and support the operation and viability of non-residential uses, including local office markets.

When preparing strategic plans, the relevant planning authority needs to demonstrate how its planning for centres has considered strategies to:


















- deliver on the strategic and district centre's job targets
- meet the retail and service needs of the community
- facilitate the reinforcement and/or expansion of allied health and research activities
- promote the use of walking, cycling and integrated public transport solutions
- provide urban spaces such as meeting places and playgrounds
- respond to the centre's heritage and history
- promote community arts
- reflect crime prevention through environmental design (CPTED) principles such as safety and management
- manage the transition between higher intensity activity in and around a centre and lower intensity activity that frames the centre.

How these matters are taken into account is to be demonstrated in any relevant planning proposal.





Figure 3-9: Green Square-Mascot strategic centre existing activities

|                                                                                     |                         |                                                                                     |                            |                                                                                       |                          |
|-------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------|----------------------------|---------------------------------------------------------------------------------------|--------------------------|
|  | UrbanGrowth NSW Project |  | Industrial Zones           |  | Freight Railway          |
|  | Local Government Office |  | Regional Public Open Space |  | Existing Railway Tunnel  |
|  | Retail Hub              |  | District Public Open Space |  | Existing Railway Station |
|  | Business Zones          |  | Local Public Open Space    |  | Highway                  |
|  | Mixed Use Zone          |  | Waterways                  |  | Major Road               |
|                                                                                     |                         |  | Existing Railway           |  | Local Road               |

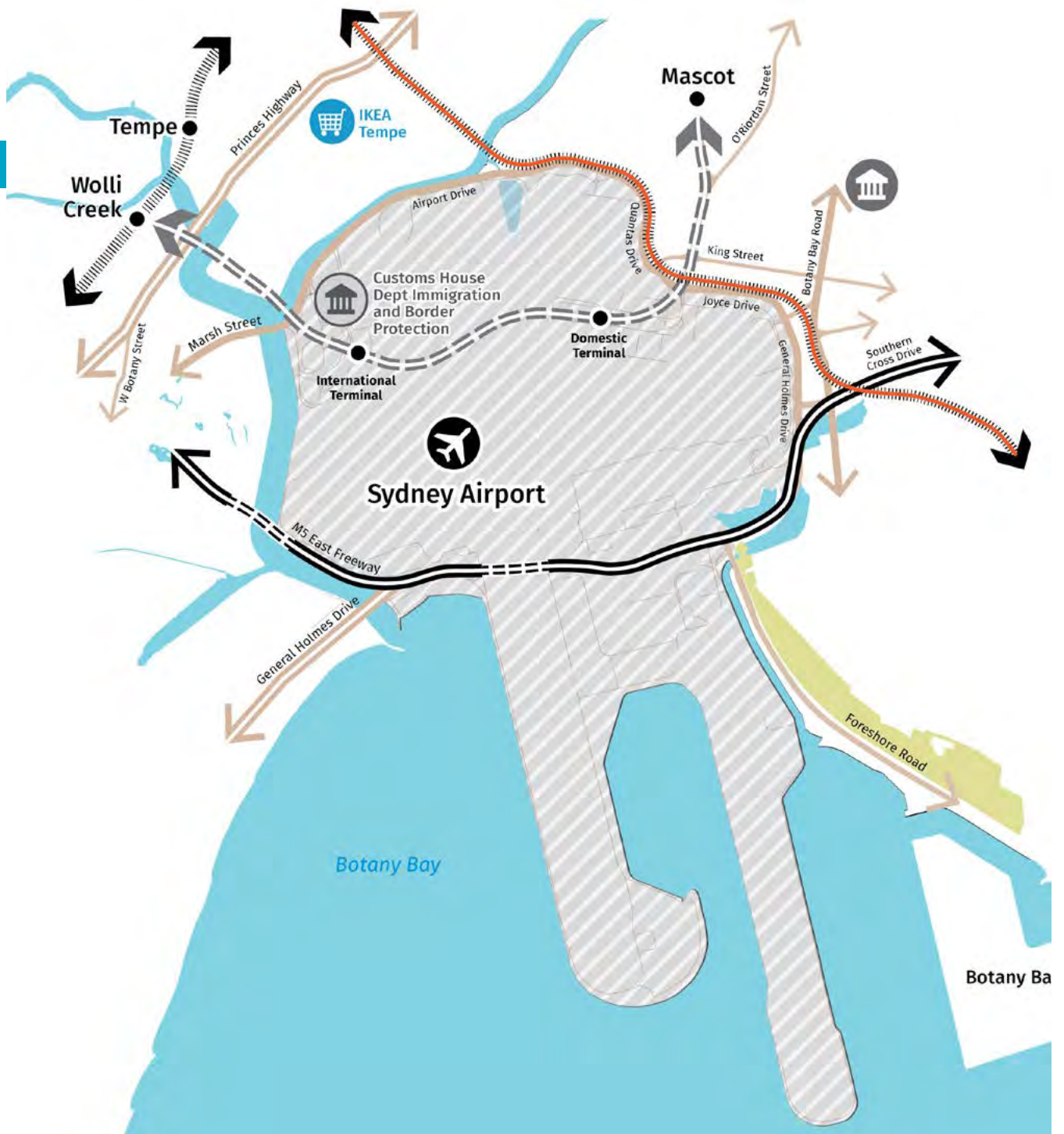


Figure 3-10: Sydney Airport strategic centre existing activities












|  |                             |  |                 |
|--|-----------------------------|--|-----------------|
|  | Airport                     |  | Freight Railway |
|  | Local Government Office     |  | Railway Tunnel  |
|  | Federal/Commonwealth Office |  | Railway Station |
|  | Retail Hub                  |  | Highway         |
|  | District Public Open Space  |  | Motorway Tunnel |
|  | Waterways                   |  | Highway         |
|  | Existing Railway            |  | Major Road      |
|  |                             |  | Local Road      |

#### Priorities:

- Identify and protect strategically important employment and urban services land in and near Sydney Airport Precinct.
- Protect Sydney Airport's function as an international gateway for passengers and freight, and support airport-related land uses and infrastructure in the area around the Airport.
- Facilitate road planning to connect Sydney Airport to WestConnex.
- Manage the biosecurity risk for primary industries.



Figure 3-11: Port Botany strategic centre existing activities

|                                                                                     |                            |                                                                                     |                 |
|-------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|-----------------|
|  | Retail Hub                 |  | Waterways       |
|  | Sports Facility            |  | Freight Railway |
|  | Industrial Zones           |  | Motorway        |
|  | Regional Public Open Space |  | Major Road      |
|  | District Public Open Space |  | Local Road      |
|  | Local Public Open Space    |                                                                                     |                 |

#### Priorities:

- Identify and protect strategically important industrial zoned land in and near Port Botany Precinct.
- Protect Port Botany's function as an international gateway for freight and support port-related land uses and infrastructure in the area around the port.
- Support the land use needs of freight movement to increase the proportion of container freight transported by rail.
- Investigate a corridor for an enhanced road link from Port Botany to WestConnex.
- Manage the biosecurity risk for primary industries



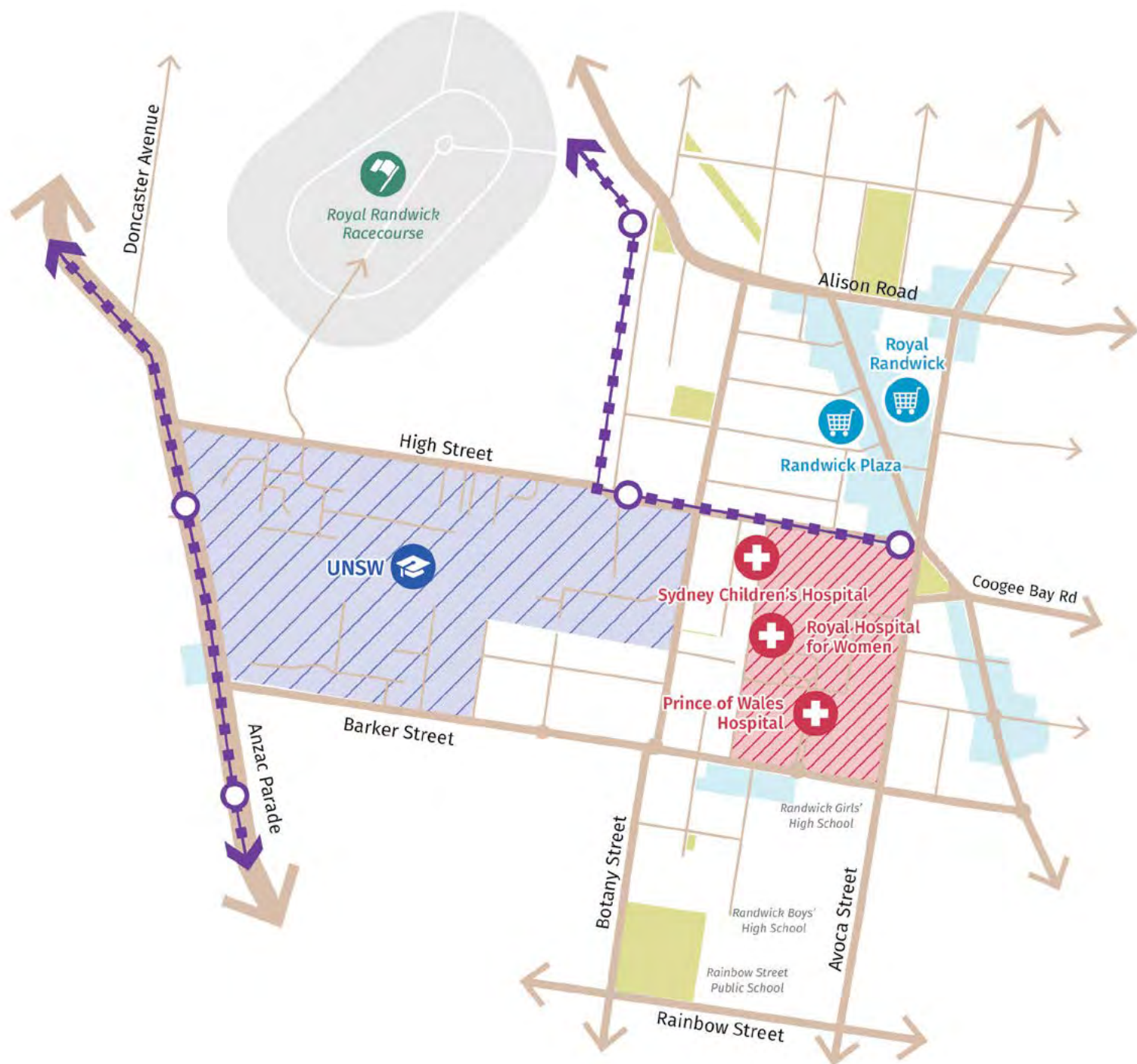
















Figure 3-12: Randwick strategic centre and health and education super precinct existing activities

|  |                 |  |                                                    |
|--|-----------------|--|----------------------------------------------------|
|  | Hospital        |  | Business zones                                     |
|  | University      |  | District Public Open Space                         |
|  | Retail Hub      |  | South East Light Rail (under construction)         |
|  | Sports Facility |  | South East Light Rail Station (under construction) |
|  |                 |  | Major Road                                         |
|  |                 |  | Local Road                                         |



• Figure 3-13: Rhodes strategic centre existing activities

|                                                                                     |                         |                                                                                     |                            |
|-------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------------------------------------------|----------------------------|
|  | Hospital                |  | District Public Open Space |
|  | UrbanGrowth NSW Project |  | Local Public Open Space    |
|  | Retail Hub              |  | Waterways                  |
|  | Business Zones          |  | Railway                    |
|  | Industrial Zones        |  | Railway Station            |
|  | Mixed Use Zone          |  | Highway                    |
|                                                                                     |                         |  | Major Road                 |
|                                                                                     |                         |  | Local Road                 |

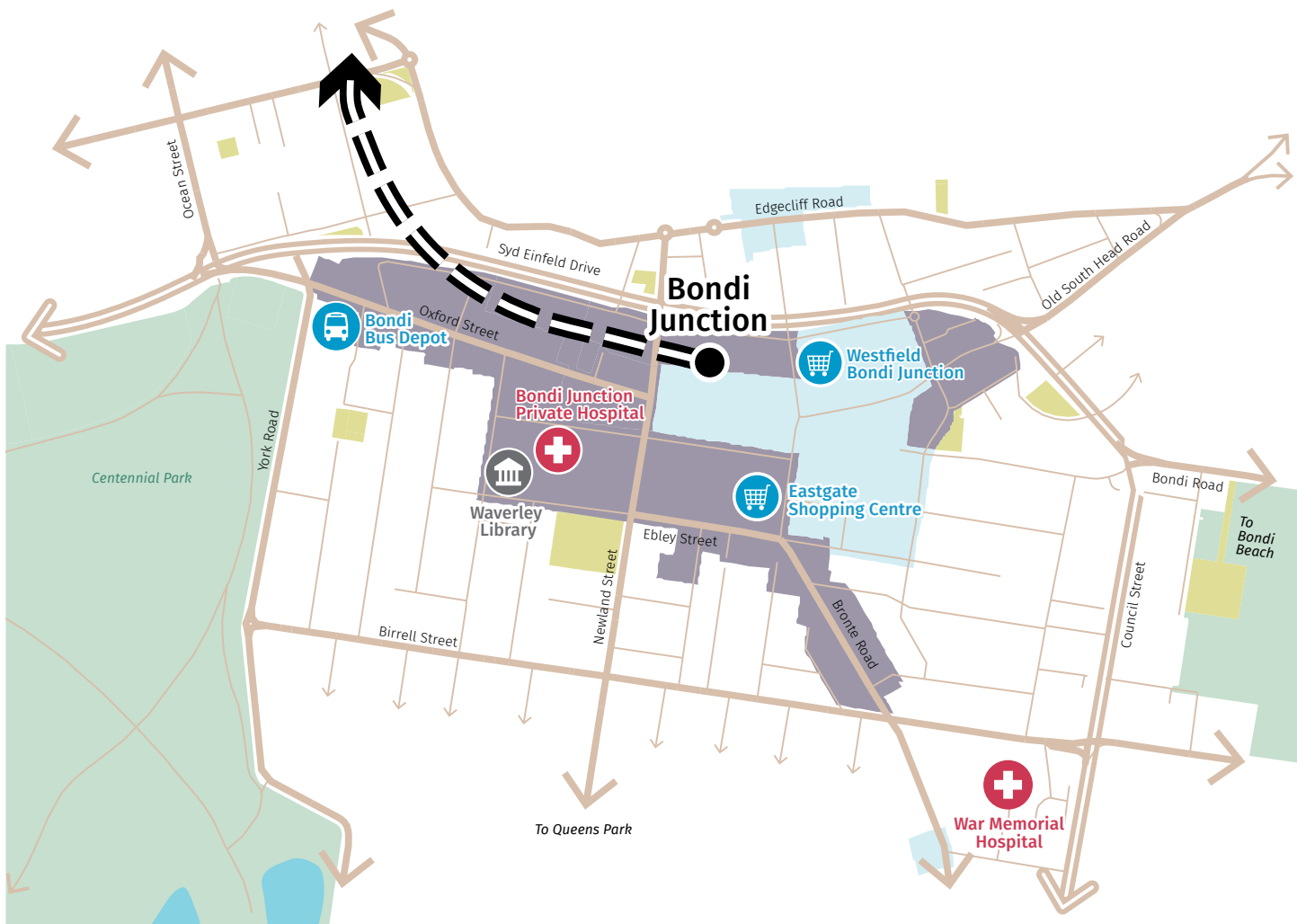


Figure 3-14: Bondi Junction district centre existing activities

|  |                            |  |                            |
|--|----------------------------|--|----------------------------|
|  | Hospital                   |  | District Public Open Space |
|  | Local Government Office    |  | Waterways                  |
|  | Retail Hub                 |  | Railway Tunnel             |
|  | Bus Depot                  |  | Railway Station            |
|  | Business Zones             |  | Major Road                 |
|  | Mixed Use Zone             |  | Local Road                 |
|  | Regional Public Open Space |  |                            |

#### Priorities:

- Consider potential options for future public transport connections to the south east of the District in order to accommodate forecast population and employment growth and provide better connectivity between the south east of the District and the rest of Greater Sydney. This should enhance economic, social and environmental outcomes for the District
- Expand the function and type of land uses in the centre including attracting A-Grade office tenants and knowledge-intensive jobs
- Improve access from the centre of Bondi Junction to nearby open space and recreation facilities such as Queens Park, Centennial Park and Bondi Beach
- Recognise the centre's health attributes to support the Randwick health and education precinct and mechanisms for increasing floor space for health uses, including a health focused business incubator



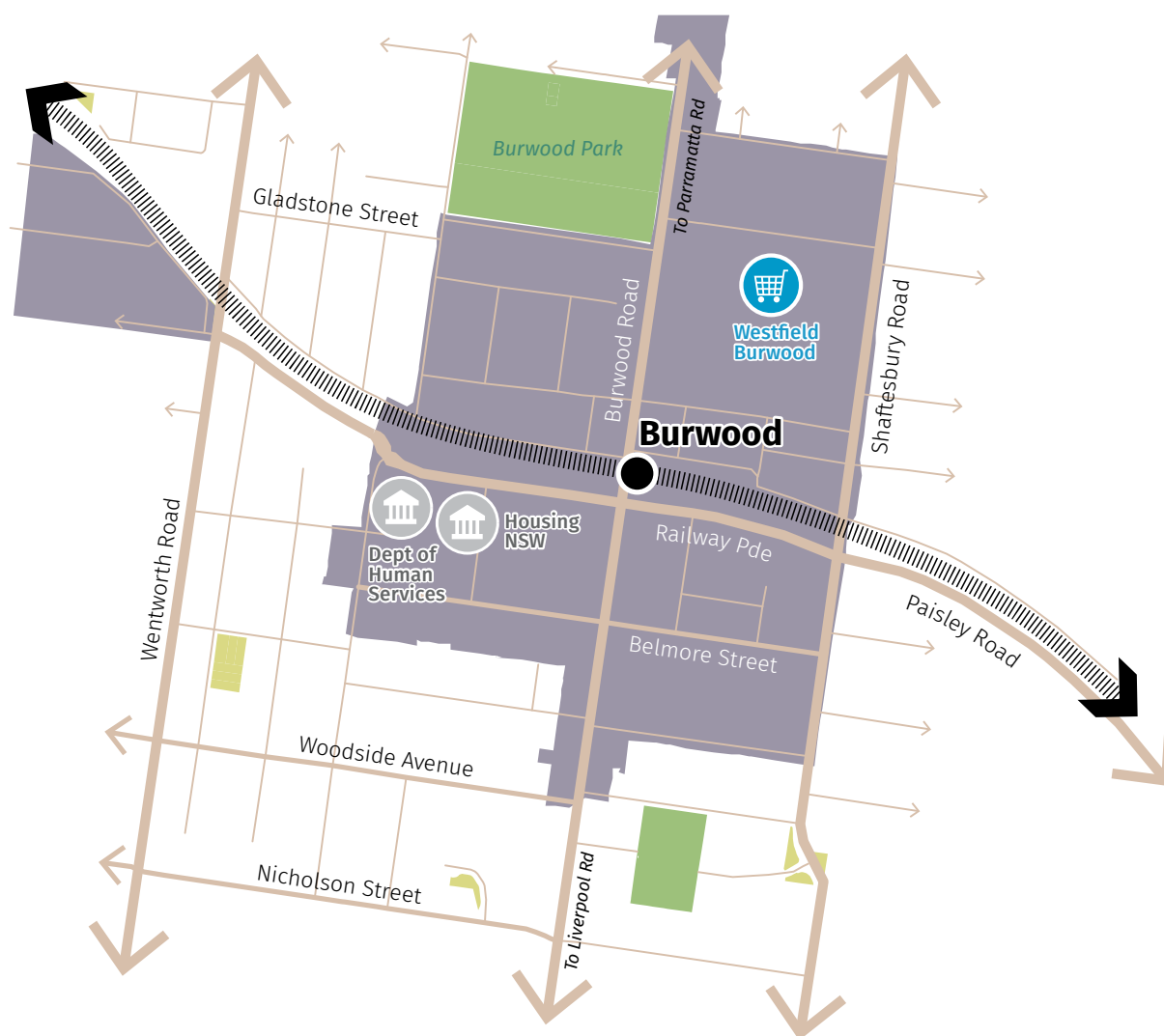


Figure 3-15: Burwood district centre existing activities

|  |                         |  |                            |
|--|-------------------------|--|----------------------------|
|  | State Government Office |  | District Public Open Space |
|  | Retail Hub              |  | Railway                    |
|  | Business Zones          |  | Railway Station            |
|  | Mixed Use Zone          |  | Major Road                 |
|  | Local Public Open Space |  | Local Road                 |

#### Priorities:

- Review local planning instruments and consider development initiatives that encourage the development of large floorplate mixed-use buildings
- Improve connections across the centre over the rail line
- Expand the function and type of land uses in the centre
- Investigate opportunities to enhance the night time economy



Figure 3-16: Eastgardens – Maroubra Junction district centre existing activities

|  |                  |  |                            |
|--|------------------|--|----------------------------|
|  | Retail Hub       |  | Regional Public Open Space |
|  | Bus Depot        |  | District Public Open Space |
|  | Sports Facility  |  | Local Public Open Space    |
|  | Business Zones   |  | Waterways                  |
|  | Industrial Zones |  | Major Road                 |
|  | Mixed Use Zone   |  | Local Road                 |

#### Priorities:

- Work with Transport for NSW to consider potential options for further public transport connections in the south east of the District
- Encourage provision of affordable housing to support the nearby health and education facilities and employment lands
- Promote place making initiatives to improve the quality of public spaces

### 3.5.1 Planning for retail floor space provision and demand in the Central District

Our retail demand and supply research forms part of our evidence base and background studies. This research estimates that, in 2015, there was approximately 10.87 million square metres of retail floor space across Greater Sydney, equating to 2.4 square metres per person.

Looking forward, using the medium population growth scenario, demand will be generated for over five million square metres of retail floor space across Greater Sydney by 2036. As more than two-thirds of this growth is forecast to occur within established areas, that may provide some constraints to retail supply. It is a matter we have identified as necessary for further research prioritisation.

As of 2015, the Central District provided approximately 3.23 million square metres of retail floor space (3.3 square metres per person). This figure was higher than the Greater Sydney average as the Central District is a prime retail destination owing to the scale of major retail hubs such as Sydney City and Bondi Junction.

More broadly, Greater Sydney has a long history of focusing its retail offer within centres. This has positively reinforced the polycentric character of Greater Sydney that has provided convenient access to a range of goods and services for many communities, visitors and workers. It has also allowed for centres such as Parramatta, Chatswood, Bondi Junction, Liverpool, Hurstville and Penrith across Greater Sydney to have high concentrations of retail, housing and jobs co-located on the major transport corridors. This has also allowed for the efficient and effective use of both privately and publicly funded infrastructure.

In this context, our planning should reinforce Greater Sydney's strong focus on centres and support the expansion of existing centres to accommodate the growth in demand for retail and associated services. We should also investigate opportunities for new centres to be formed in appropriate locations that are supported by transport and other important forms of infrastructure.

Our retail dataset, available as part of our background studies, is a useful strategic planning tool that indicates current supply and where demand is likely to require increased retail development within districts and local government areas.



#### **Productivity Priority 4: Prioritise the provision of retail floor space in centres**

When preparing retail and commercial strategies to inform local planning, the following matters should be considered:

- existing and future supply and demand for retail floor space within the District, based on the Department of Planning and Environment's medium population growth scenario
- the accessibility of different types of retail and commercial floor space to communities
- opportunities to allow retail and commercial activities to innovate
- the impacts of new retail and commercial proposals to enhance the viability and vitality of existing and planned centres
- the need for new retail development to reinforce and enhance the public domain
- the net social, economic and environmental implications of new supply within different locations.

How these matters are taken into consideration is to be demonstrated in any relevant planning proposal.



### 3.6 Protect and manage employment and urban services land

#### Employment and urban services land

In 2006, the Employment Lands Taskforce defined employment land as land “*zoned for industrial or similar purposes in planning instruments [and] generally lower density employment areas containing concentrations of businesses involved in manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities*”.

From 2008, employment lands were categorised into precincts. With the implementation of the Standard Instrument Local Environmental Plan, these precincts can now include other business zones that permit a number of industrial uses.

We have replaced the term ‘employment land’ with ‘employment and urban services land’. While this still describes the same type of land, the terminology reflects the evolving nature of employment areas, the jobs and economic activity they generate, and the way they support urban areas and industries (for example, by providing land for data centres, utilities and distribution centres) as well as local residents (for example, by providing land for panel beaters, council depots, vehicle repairs and household trades).

Employment and urban services land supports activities that are critical to Greater Sydney’s productivity, sustainability and liveability. In this context, Greater Sydney’s existing industrial, manufacturing, warehousing and distribution industries contribute to its role as Australia’s manufacturing capital. Furthermore, good access to urban services locally reduces the need to travel to other areas, minimising congestion of the land transport system. We therefore need to ensure that our employment lands are efficiently managed and protected across Greater Sydney and within the Central District.

In 2015, 1,490 hectares of the Central District was zoned for employment and urban services land. This land is spread across 71 separate precincts and represents 11% of Greater Sydney’s total stock of employment and urban services land. Only 4% of the Central District’s employment and urban services lands were undeveloped as of 2015.

Table 3-3 lists the 10 largest employment and urban services precincts in the Central District by local government area based on the Department of Planning and Environment’s *Employment Lands Development Program 2015*. In addition to the larger precincts identified in Table 3-3, the District also contains smaller parcels of employment and urban services land that are important to the District’s economy.

Our research shows that the nature of employment and urban services land in the Central District is changing as technologies and new industries emerge. The precincts are evolving into agglomerations with a mix of businesses as distinct from simple ‘industrial’ land. This trend is consistent with what is occurring in many other parts of the Greater Sydney Region, particularly east of Parramatta.

Our research also finds however that despite high demand for employment and urban services land in the Central District, there has been significant market speculation and pressure to rezone them to retail and residential uses.

For example, since 2011, 45 hectares of employment and urban services land in the District has been rezoned for other uses.

Such rezonings have the potential to have longer term growth and productivity implications for Greater Sydney.

Action 1.9.2 of *A Plan for Growing Sydney* emphasises the importance of employment and urban services land to Greater Sydney’s productivity. Our research has reaffirmed their value, underpinned by the economic contributions they make and the strong demand for this comparatively rare resource.

Our priority is to take a precautionary approach to the conversion of employment and urban service lands in the absence of a District wide assessment of their value and objectives.

Table 3-3: Major employment and urban services precincts in Central District (January 2015)

| LGA            | Precinct                                                      | Undeveloped land (hectares) | Developed land (hectares) | Total (hectares) |
|----------------|---------------------------------------------------------------|-----------------------------|---------------------------|------------------|
| Bayside        | Banksmeadow                                                   | 21.4                        | 204.8                     | 226.2            |
|                | Botany                                                        | 0.6                         | 66.0                      | 66.6             |
|                | Mascot                                                        | 2.0                         | 73.6                      | 75.6             |
|                | Port Botany                                                   | 0                           | 108.6                     | 108.6            |
| Inner West     | Bays Precinct (Glebe Island-White Bay)                        | 2.7                         | 68.4                      | 71.0             |
|                | Marrickville                                                  | 1.0                         | 65.5                      | 66.5             |
| Randwick       | Port Botany                                                   | 0                           | 204.3                     | 204.3            |
| Strathfield    | Flemington (Arthur St, Homebush Business Park and Mason Park) | 0.2                         | 53.5                      | 53.7             |
|                | South Strathfield-Enfield                                     | 21.4                        | 153.6                     | 175.0            |
| City of Sydney | Alexandria                                                    | 5.7                         | 137.9                     | 143.6            |

Source: Department of Planning and Environment, 2015 Employment Lands Development Program

We see the need for additional work to be undertaken in collaboration with councils to explore, and where appropriate to verify this precautionary approach and to step away from the industrial lands checklist suggested by *A Plan for Growing Sydney* during our review in 2017.



#### **Productivity Priority 5: Protect and support employment and urban services land**

Relevant planning authorities should take a precautionary approach to rezoning employment and urban services lands, or adding additional permissible uses that would hinder their role and function. The exception being where there is a clear direction in the regional plan (currently *A Plan for Growing Sydney*), the District Plan or an alternative strategy endorsed by the relevant planning authority. Any such alternative strategy should be based on a net community benefit assessment (i.e. analysis of the economic, environmental and social implications) of the proposed exception, taking account of a District-wide perspective in accordance with Action P5.

How these matters are taken into account is to be demonstrated in any relevant planning proposal.



#### **Action P5: Develop a better understanding of the value and operation of employment and urban services land**

In order to better understand the contribution of employment and urban services land to the District's productivity, liveability and sustainability, we will work with councils to further develop our research and understanding of the District's employment and urban services land. The research will investigate how these areas operate, the range of uses they support, their industry and supply chains, their interdependencies, key constraints, and opportunities to be strengthened. In doing this, the particular characteristics and value-add of these locations will be identified to inform the preparation of appropriate planning controls to protect, support and enhance the economic functions of these areas.

### 3.7 Improving 30-minute access to jobs and services

The Central District's community has identified traffic congestion and parking provision as important issues to be addressed. While many believe public transport and reduced car ownership would be effective in managing traffic congestion, it was noted that some people may need to travel by car (such as people with limited mobility and/or young children). The community also expressed the view that better integration across public transport modes would benefit the District.

Enhancing access to a broader range of jobs and services within 30 minutes is a key consideration of *Our vision – Towards our Greater Sydney 2056* and this draft District Plan. This ambition relies upon better transport connections and stronger strategic and district economic and employment centres.

Greater Sydney's evolution to a metropolis of three cities will provide better access to hubs of major economic activity. New housing will be focused on transport corridors and around employment centres to increase the proportion of people living within easy access of jobs and services.

The objective of a 30-minute city does, however, go beyond accessing major job centres of metropolitan significance. It includes access to health services, education, local employment opportunities, retail shops, public open spaces and recreational facilities around strategic and district centres.

With Sydney City as its global focus, the Eastern City is supported by corridors of activities which connect it to international trade gateways, health and education precincts and major commercial areas. Improving transport connections along these corridors and between employment centres in the District will support further growth of knowledge-intensive jobs in the Eastern City.

The NSW Government has invested in a number of important transformational transport infrastructure projects, which will strengthen the existing linkages and expand the network of highly accessible nodes across the Eastern City.

In addition to the Sydney Metro and the CBD and South East Light Rail projects, which were discussed earlier in this chapter, the NSW Government is investing in a range of transport

initiatives to enhance 30-minute accessibility within the District. These include:

- investigation into the F6 Corridor study
- the Pinch Point program that aims to reduce traffic delays, manage congestion and improve travel times on Sydney's major roads
- bus route and service improvements across the District
- the Western Harbour Tunnel and Beaches Link investigations
- the Circular Quay renewal project to revitalise the ferry wharves and transport interchange
- Bus Rapid Transit between Parramatta and Sydney City via Victoria Road
- Hurstville to Macquarie Park Rapid bus route (Campsie to Rhodes)
- Bus Rapid Transit between Parramatta and Sydney via Parramatta Road
- Potential rapid bus service between Sydney City and Bondi Junction
- bus service improvements in the South East to complement CBD and South East Light Rail
- a number of walking and cycling infrastructure commitments.

These opportunities will be considered in further detail as part of the development of the Future Transport Strategy by Transport for NSW.

We will collaborate with Transport for NSW and relevant stakeholders to maximise the economic and land use opportunities created by investment in transport infrastructure and to integrate land use and transport planning outcomes. This will happen particularly during 2017, as we concurrently review *A Plan for Growing Sydney* and build on these District Plans. Potential medium and longer term transport infrastructure considerations include:

- improving public transport from Dulwich Hill to Burwood
- stipulating maximum car parking spaces for commercial centres well served by public transport
- public transport links to the south beyond Kingsford
- improving public transport connections from Strathfield to Sydney City
- improving regional and Sydney City oriented public transport to Green Square, Sydney Airport and adjoining suburbs



- investigating the feasibility of introducing new mass transit options to serve key areas of the District beyond 2031.

### Sydney Metro West

The NSW Government has announced a new underground metro railway line will be built between Parramatta City and Sydney City to help cater for Sydney's growth.

Sydney Metro West will provide a direct connection between the Parramatta City and Sydney City, linking communities not previously serviced by rail as well as supporting growth between the two major centres.

The Sydney Metro West project will focus on a corridor between the Parramatta River and existing T1 Western Line, because of the greater potential to transform communities, create new ones and link them using a new state-of-the-art public transport system.

The project supports the Greater Sydney Commission's vision for the Central City that is connected to the established Eastern City by providing improved travel times and service frequency between these two centres.

Four key precincts to be serviced have initially been identified:

- Parramatta, where the number of jobs is expected to grow substantially
- Sydney Olympic Park, where there is expected to be significant jobs and residential growth
- The Bays Precinct, a major urban renewal precinct
- Sydney City, which is home to Greater Sydney's largest employment concentration and where there is easy access to the existing public transport network and Stages 1 and 2 of Sydney Metro.

The existing T1 Western Line – which is more than a century old – is expected to be overcrowded by the early 2030s, despite ongoing upgrade works and more services.

The NSW Government has identified the need for the project and committed to delivering it.

Beyond this corridor, opportunities to extend the line east and west will also be considered.



### Action P6:

### Identify opportunities to grow and better connect the south east area of the Central District

As part of the development of the Future Transport Strategy, Transport for NSW will investigate the feasibility of a new mass transit corridor to the south east of the District to serve the area beyond 2031. The Commission will work with Transport for NSW to investigate potential routes that will provide the maximum benefits to the District in terms of jobs, housing and liveability outcomes.

The south eastern area of the District comprises several key enterprise hubs, two of Australia's key transport gateways as well as the iconic coastal strip to La Perouse. While the CBD and South East Light Rail project improves accessibility to the north of this area, the southernmost parts are relatively isolated, affecting residents, freight and businesses within the area.

There is potential for the area south of Kingsford to be better integrated into the wider district, including the Inner West, and for additional employment and housing to be provided within this area if supported by a mass transit system.

The assessment of a potential mass transit corridor is to consider the following principles:

- improve connectivity to key health and education precincts in the District
- service residents in the south east of the District
- enable new higher density residential development around existing centres, and enable increased densities in low density residential areas where appropriate
- provide a catalyst for significant accessible key worker housing
- support 30-minute city outcomes for the south east by providing improved access for people commuting to work into the District and vice-versa
- mitigate existing east west congestion for cars and buses
- improve freight efficiency by removing cars from the road network
- support future land use changes on potential renewal sites.



**Action P7:**  
Investigate opportunities to  
enhance east-west public  
transport connections

Transport for NSW will investigate opportunities to enhance east-west public transport in the southern areas of the Central District, enabling connectivity between centres.

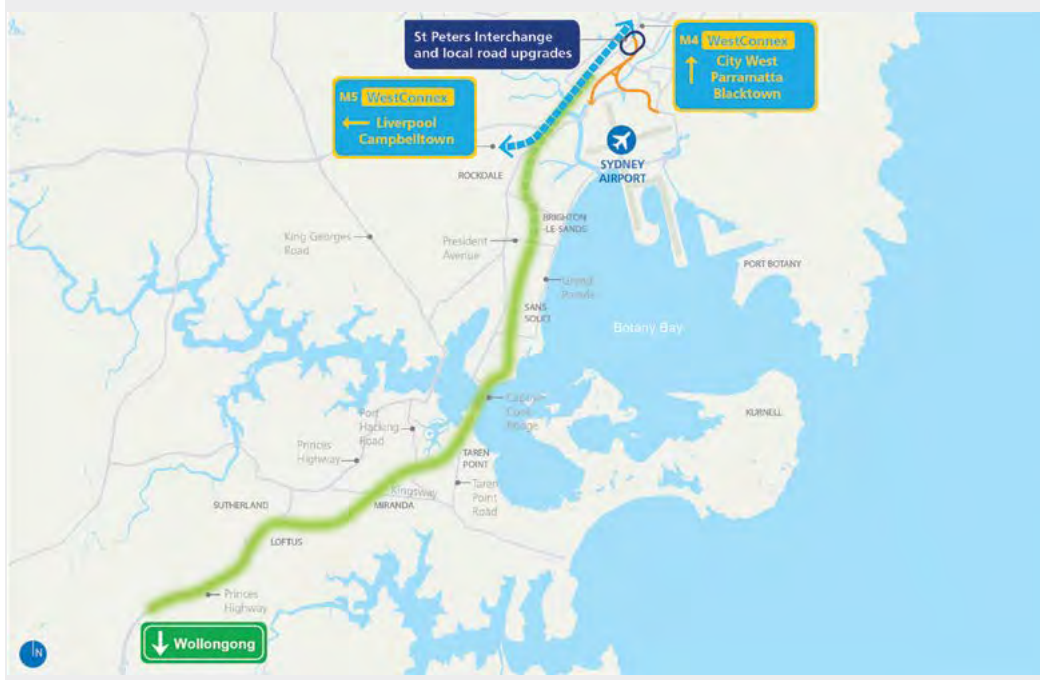
**F6 Corridor Study**

As part of the 1951 County of Cumberland Planning Scheme, a road reservation was set aside to connect Greater Sydney with the then planned Southern Freeway at Waterfall. The reservation, known as the F6 corridor, remains largely preserved and extends between St Peters and the M1 Princes Motorway.

Congestion along the Princes Highway (A1), King Georges Road (A3), Tom Ugly's and Captain Cook Bridges is significant in peak times. Similarly, motorists using The Grand Parade also regularly experience heavy traffic through these busy corridors.

Roads and Maritime Services is investigating a possible motorway link between the M1 Princes Motorway and the Sydney Motorway Network, known as the F6 Extension. This link was identified as a priority in the *NSW Long Term Transport Master Plan 2012* and in the *State Infrastructure Strategy Update 2014* for its substantial productivity benefits, ability to reduce congestion and support for growth in southern Sydney.

The 2017 development of the Future Transport Strategy and review of the *State Infrastructure Strategy* which will occur alongside the review of *A Plan for Growing Sydney* presents an opportunity to plan for the F6 Extension.



Source: NSW Roads and Maritime Services, September 2016

### 3.8 Managing Sydney's trade gateways

Freight and logistics activities are an economic facilitator in any city. This statement is true for every class of freight – from air to rail and container freight, to the local delivery of parcels in vans. Our land use planning must therefore recognise, support and mitigate impacts of freight delivery. Maintaining the productivity of the District's freight network is an important consideration in this draft District Plan.

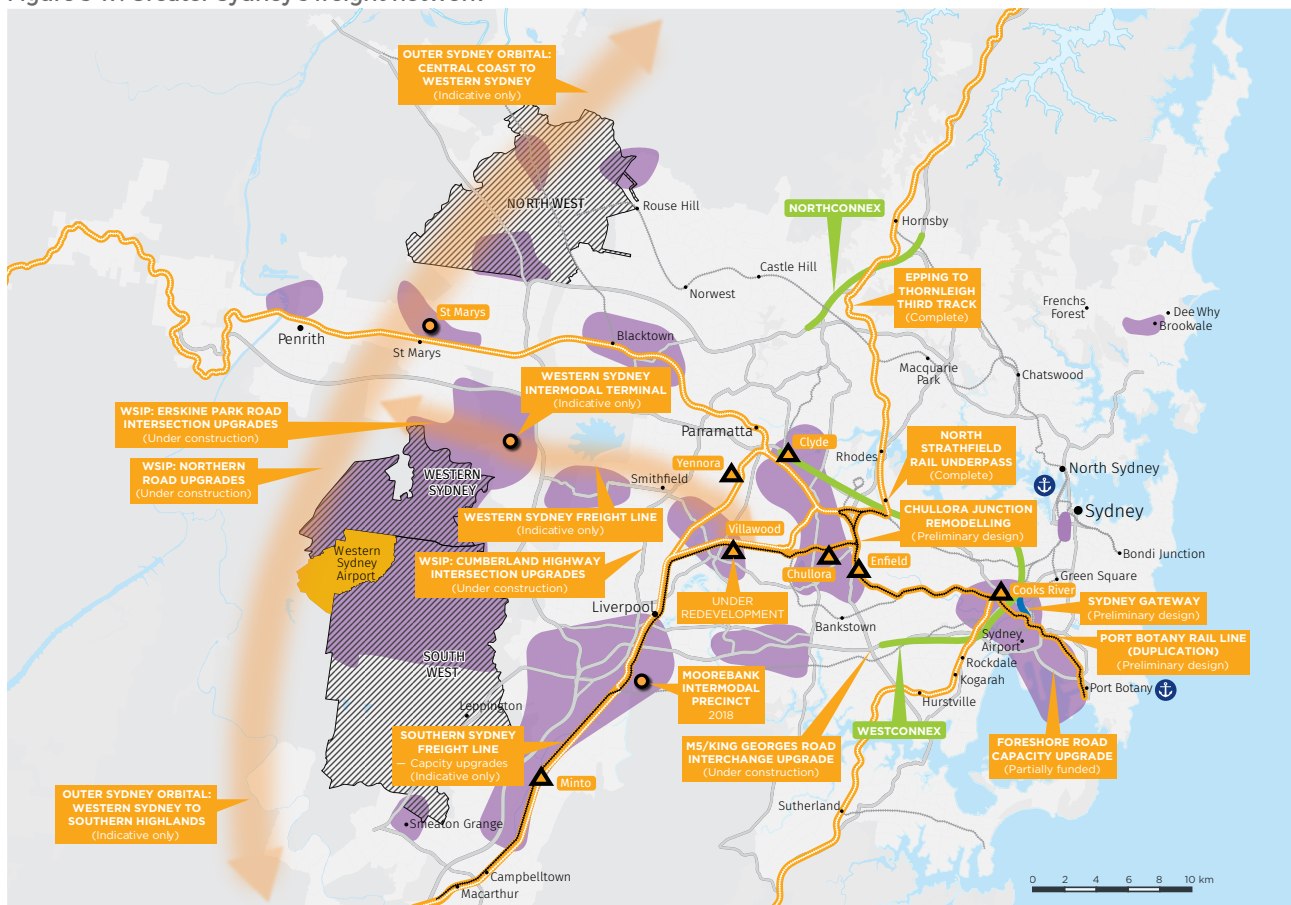
The Central District is a focus of the NSW freight network and connects the nation's most heavily utilised road and rail network. It is home to Australia's busiest airport and second largest container port. Sydney Airport and Port Botany

in the south of the District play a vital role in Sydney's economic growth.

Other important concentrations of freight activity include the area from Port Botany to Sydney Airport and Sydenham, the Cooks River Intermodal Terminal, the Enfield Intermodal Logistics Centre and Glebe Island-White Bay. These precincts are integral to the way freight is currently distributed around the city. They are also integral as inputs in production, construction and for export.

Further, Sydney City plays an important role as a premier shopping district, cultural hub, tourist centre and has recently been a major construction zone, all of which generates demand for a variety of freight tasks.

Figure 3-17: Greater Sydney's freight network



WSIP: Western Sydney Infrastructure Plan



### 3.8.1 The changing nature of the freight task

A number of factors such as the westward relocation of freight and logistics operations, increasing demand for small parcel deliveries, and anticipated growth in the daily commercial vehicle trips, are rapidly changing the nature of the freight task.

#### Westward growth in freight warehousing and distribution operations

Increasing land values in Greater Sydney, establishment of major inland intermodal terminals such as at Moorebank, and plans for a new curfew-free Western Sydney Airport, are all expected to cause major freight and logistics operations (warehousing, consolidation and deconsolidation and intermodal terminals) to gravitate further west over time.

#### Small parcel deliveries

There is an increasing demand for centrally located resources for parcel deliveries as a result of the growth of e-commerce. Urban consumers are requiring a more diverse range of products and services to be delivered either directly to their homes, or to nearby commercial and retail hubs. Some sectors of the logistics services are being transformed by new takeaway food delivery businesses.

The highest concentration of parcel deliveries across Greater Sydney is in the Central District. This, combined with the curfew at Sydney Airport, and the consequent timing of parcel deliveries and collections often coincides with the morning and evening peaks, intensifying peak traffic congestion.

There is potential for efficiencies with parcel deliveries through site consolidations and collaboration between courier services. There are also opportunities to further encourage the use of delivery lockers in apartment buildings and at other locations such as at service stations.

Freight and logistics operations could also be managed more efficiently through appropriately located centralised third party logistic centres to take advantage of an increase in outsourcing warehouse and distribution functions, an increase in e-commerce, and last-mile logistics for just-in-time deliveries and fresh food which is needed in central locations. High intensity, concentrated and increasingly

automated warehousing facilities will be needed to productively support just-in-time supply chain operations in the District over time, offsetting increasing land values.

#### Commercial vehicle trips

It is estimated that the Central District currently has 260,000 daily light commercial vehicle trips, representing 27% of all trips across Greater Sydney (the highest of all of Greater Sydney's six districts). There is significant light goods activity in the Sydney City, Sydney Airport precinct, Mascot, Port Botany, Rhodes, Randwick and around the Enfield Intermodal Logistics Centre. Pockets of light commercial vehicle activity also occur in the west of the District.

### 3.8.2 Improving the efficiency of the freight network

According to the *NSW Freight and Ports Strategy*, the freight task in NSW is projected to nearly double to 794 million tonnes by 2031. This projected increase highlights the need to ensure that the network keeps pace with growth, and that this growth is sustainable for the long term prosperity of the State.

Despite the significant value of the industry, freight and logistics operations in the District are facing a number of challenges. These include road congestion and constrained landside capacity around the Airport and Port Botany.

To handle freight and logistics operations in a more efficient and sustainable manner, and to increase economic productivity associated with these activities, we must address the capacity constraints of the existing freight network. This includes supporting the efficient movement of goods from the Port, Airport and industrial precincts throughout the District and Greater Sydney.

A number of opportunities are already being investigated and designed to improve the efficient movement of freight within the District.

These include:

- NSW Cargo Movement Coordination Centre (CMCC):** This NSW Government initiative will reduce congestion impacts in the port container supply chain, using smart technologies and working with industry. Since its inception as the Port Botany Landside Improvement Strategy, the initiative has seen a significant reduction in truck turnaround times at Port Botany from an average of 52 minutes in 2009 to just 25 minutes by 2015. The CMCC is now turning its attention to increasing the efficiency of the rail network in support of new and planned intermodal terminals at Enfield and Moorebank. These facilities are seen as integral to enabling growth of trade through the ports. They will act as extensions of the port to the inland by enabling large volumes of containerised freight to be rapidly transferred by rail closer to the catchments of delivery and/or distribution.
- WestConnex Sydney Gateway:** The Sydney Motorway Corporation is currently working with Sydney Airport and other strategic landholders to develop a detailed proposal for the connection from the St Peters Interchange to the north side of the Airport.
- Port Botany Rail Line duplication:** A partnership between Transport for NSW and the Australian Rail Track Corporation will increase capacity between Marrickville and Port Botany through duplication of the existing rail line. The planned duplication will provide capacity for the forecast increase in Port Botany trains, with new flows from the Enfield Intermodal Logistics Centre (opened 2016) and Moorebank Intermodal Terminal, which is currently under construction.
- Foreshore Road Capacity Upgrade:** Adding a dedicated freight only heavy vehicle lane to Foreshore Road could optimise Port landside movements and help improve the NSW economy. Foreshore Road is the primary route of entry and egress for heavy vehicles visiting stevedore terminals, container depots, fuel terminals and other freight generators in the Port Botany precinct.
- Sydney Airport East Precinct:** Roads and Maritime Services is removing the General Holmes Drive rail level crossing by constructing an underpass linking Wentworth Avenue and General Holmes Drive. This project and upgraded adjacent roads will improve the movement of rail freight to and from Port Botany, and improve traffic flow to the Airport and Port Botany.



#### **Action P8: Improve connections and amenity along the WestConnex corridor**

WestConnex was designed to improve regional freight movements and reduce traffic along some sections of Parramatta Road. It also aims to return local streets to local communities and enable urban renewal and improved transport services.

Planning along the WestConnex corridor should consider opportunities to improve pedestrian and cycling connections and enhance amenity.

To achieve this, Transport for NSW (Roads and Maritime Services) will:

- work with local councils to provide better north-south connections across Parramatta Road
- work with the NSW Government to identify and fund opportunities to increase pedestrian amenity and recreation and open space in the vicinity of the WestConnex Corridor and surrounds
- examine opportunities to further improve pedestrian and cyclist amenity by exploring an accompanying tree canopy strategy to encourage cycling.







# 4 A Liveable City

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*'City areas with flourishing diversity sprout strange and unpredictable uses and peculiar scenes. But this is not a drawback of diversity. This is the point of it.'*

Jane Jacobs

The Central District is home to 1,013,200 people including Greater Sydney's largest concentration of 25-34 year olds. These young working age people bring buoyancy and vibrancy to the District, taking advantage of the District's great employment opportunities and globally competitive higher education institutions.

The diversity and complexity of the Central District's communities is valued by residents and needs to be maintained and enhanced through the coming period of growth and change.

Our aim is to conserve and enhance quality of life and local identity. We want to collaborate with communities and stakeholders to make the most of public investment in the District's infrastructure and urban places and address the issues that people tell us are important to them.

This requires a focus on the type of housing that the District needs as it grows — not just on numbers, but also on the diversity that offers different price points and can help improve affordability.

This is important in renewal areas such as Green Square and Waterloo where we want to provide a greater mix of social and private housing so that our communities are mixed and cohesive. As the District grows, we need to plan upfront to support new residents with the right mix of schools, health services, community facilities, walking and cycling connections. This needs to be achieved in a way that creates safe, engaging places for everyone.

This draft District Plan looks at how we can implement the liveability goals of *A Plan for Growing Sydney* as well as the priorities from *Towards Our Greater Sydney 2056*. In particular we draw on the goals that seek to develop a city of housing choice, with homes that meet our needs and lifestyles in a great place to live (Goal 2), with communities that are strong, healthy and well connected (Goal 3).

Our planning for Greater Sydney aspires to maintain and improve residents' quality of life by providing more housing and employment opportunities and the infrastructure that makes these opportunities accessible. We can help to create healthy and connected communities if we collaborate across the private and public sector and with communities, and base our decisions on quality evidence.

## The Central District Liveability Profile

Our Central District Liveability Profile describes the District's population in terms of its existing characteristics, age, gender, country of birth, family type and how we expect these characteristics to change over time. This informs the way we plan for each group's unique needs.

You can view the Liveability Profile by visiting **[www.greater.sydney](http://www.greater.sydney)**. We will continue to develop the profile so as to improve the quality and range of social data that forms the basis of smart strategic planning.

This draft District Plan addresses the need for good access to education, health, community and emergency services people require through every stage of their life. It takes a design-led planning approach that focuses on people in order to create great places to meet, work, exercise and socialise.

We want people to be able to access public spaces, shops, parks, sports and cultural facilities by foot or bicycle.

We want to plan for these places in a way that respects the District's natural and cultural heritage and recognises the survival of traditional Aboriginal culture in the Central District.

### The Liveability Framework

Greater Sydney's Liveability Framework forms a foundation for planning and infrastructure delivery to be driven by consideration of people's needs at all stages of life. Use of the Framework to inform strategic plans would allow governments, planning authorities and services providers to work together across a common framework to plan for and enhance the District's liveability as our population grows.

The Liveability Framework places our physical and mental health and wellbeing at the forefront as Greater Sydney transitions from suburban to more urban places. It relies on strong partnerships between State agencies, local government, non-government organisations, private providers and communities.

Nine liveability outcomes have been derived from international best practice and refined through consultation with councils, interest groups and the community to form the Framework. Healthy liveable places demonstrate:

- housing choice by supporting affordable and appropriate housing for all
- urban design excellence by delivering high quality design that supports community safety, health and wellbeing, and enhances community assets and character
- connected communities by supporting walking, cycling and public transport movement between destinations
- sense of belonging and local identity by creating great places that are socially inclusive and promote respect and feelings of belonging
- social infrastructure provision by promoting an integrated approach to social infrastructure that includes health care, education, fresh food access, public open spaces and other community/cultural facilities
- community engagement delivered across all liveability outcomes by promoting community empowerment and ownership in shaping resilient cities
- culture and innovation by celebrating and promoting creative arts, digital technology, culture and innovation
- diversity of job opportunities by providing access to a range of jobs and learning/skills development
- environmental quality by managing the quality of and access to the natural environment.

## 4.1 The Central District's people

Many factors make the Central District a great place to live. The District has good access to Greater Sydney's famous landmarks, the natural beauty of the eastern beaches and the vibrancy of inner city living. People in the Central District value their sense of community, and the easy access to culture, entertainment and public transport. Residents also highly value the opportunity to live close to their place of work or study, and the diversity of their community.

Community consultation in 2015 revealed that 67% of residents interviewed in the Central District consider the liveability of their area to be either 'excellent' or 'very good'. This is similar to the average for Greater Sydney (66%). People in the Central District consider safety, the cost of living and public transport to be the most important factors in making an area a good place to live.

When residents were asked to rate the performance of their area on a number of aspects of liveability, Central District residents gave the highest ratings to:

- access to supermarkets and retail (with 66% rating this as 'excellent' or 'very good')
- public transport – frequency and extent of local services (with 56% rating this as 'excellent' or 'very good')
- the cultural and entertainment scene (with 55% rating this as 'excellent' or 'very good').

By 2036, the District's population is projected to grow by an estimated 325,000 people, to around 1.338 Million. This is a projected average annual growth rate of 1.4%, modestly lower than the projected growth rate of 1.6% for Greater Sydney as a whole. To accommodate these new residents, the District will require new housing and employment opportunities in enhanced transport, centres and places.

It was clear in our consultation that people want our planning to support the District's cultural diversity. We are building on a strong base in the Central District, with existing health, education, industry and transport precincts providing jobs in local places. This enables shorter commutes for residents and the potential for reduced congestion. Enhanced walking and cycling connections will enhance amenity and activity levels and improve mental and physical health outcomes.

Improving liveability in the Central District means sharing equitably among existing communities, jobs, housing, amenity and infrastructure benefits which will result from the growth expected in the District over the next 20 years.

### 4.1.1 Central District age profile

We look at the District's changing age profile to understand how and where we need to plan for people at different stages of their life.

The distribution of population growth by age group is forecast to be in line with projected Greater Sydney averages. Faster growth is however, expected for older age groups with slower growth expected among those in the younger age groups.

The greatest proportional growth is forecast in the 85+ age group, which is expected to increase by 102% from 2016 to 2036. The trend towards a significantly older population profile by 2036 is also evident by looking at the total growth of people over 65, which will account for around 28% of the District's total population growth (Table 4-1).

Growth in aged care demand will vary across the District. The local government areas of Sydney, Bayside and the Inner West will have the largest projected total growth in both the 65-84 year old and 85+ age groups. In the Bayside, Burwood, Strathfield and Sydney local government areas a significant proportional increase in people over 65 is expected while the total numbers and proportional increases in people over 65 are far more modest in Woollahra and Waverley local government areas.

These changes mean planning authorities and service providers need to strengthen local housing diversity, opportunities for ageing in place, health network services and convenient access to day today needs.

At the other end of the age spectrum there will be 41% growth in school-aged children that will create demand for school places and necessitate planning for new and more innovative use of existing school sites.

The projected growth in school-aged children varies across the District, with the largest increases expected in the Bayside, Sydney, Randwick and the Inner West local government



areas. These areas will collectively account for around 70% of total projected increases in the District's school aged children over today's levels. By contrast there will be comparatively small forecast aggregate and proportional growth in school-aged children in the Woollahra and Waverley local government areas.

There will also be 21% more babies (<1 year old) in 2036, giving rise to increased demand for paediatric services across the District. This will, in turn, give rise to greater demand for childcare services and early education, which must be planned and delivered innovatively given the cost and limited supply of land in the Central District.

#### 4.1.2 Central District population characteristics

The residents of the Central District are generally well educated, with a much higher proportion of the adult population holding a bachelor degree or a postgraduate degree, when compared to the Greater Sydney average (see Figure 4.2). It follows that there is good accessibility to a range of higher education institutions within the District and also a higher proportion of professional jobs.

Across the District, average median household incomes are roughly in line with those across Greater Sydney. There are, however, significant spatial variations in socio-economic advantage and disadvantage across the Central District.

The Liveability Profile highlights that there are some neighbourhoods that experience greater disadvantage particularly areas within the Randwick and Bayside local government areas.

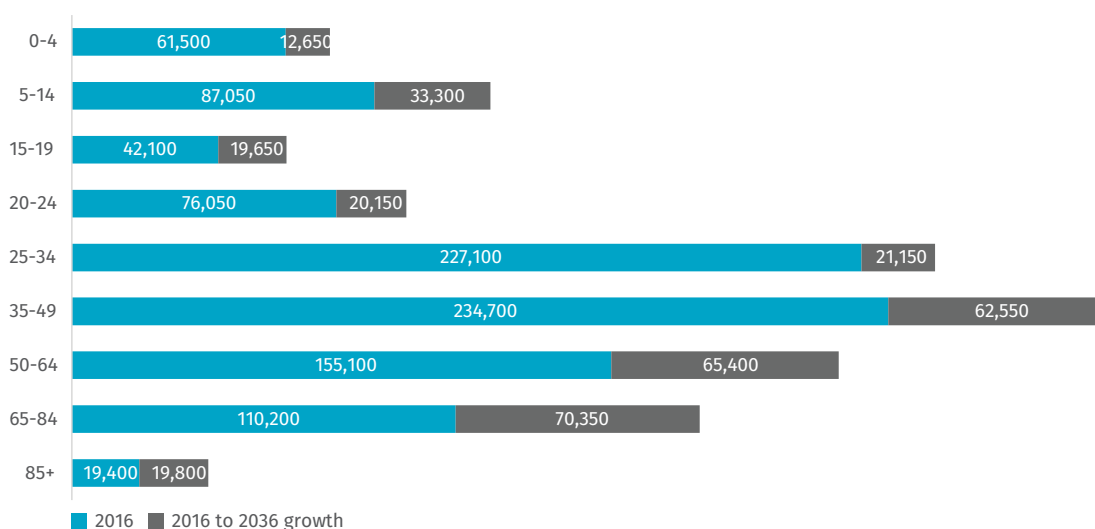
The 2015 Population Health Survey by the NSW Ministry of Health indicates that around 36% of the adult population in Central District is overweight or obese. Obesity is a chronic medical condition which is associated with a wide range of debilitating and life threatening conditions.

In addition to this, the 2011 Census identified around 32,000 people living with a disability in the Central District and projections indicate this will more than double in the next 20 years as the population ages.

Up to 37% of residents speak a language other than English at home, which is in line with the average across Greater Sydney. The greatest proportions of English as a second language speakers reside in the Bayside, Strathfield and Burwood Local Government Areas.

Aboriginal and Torres Strait Islander people comprise a relatively small proportion of the overall population of the District (0.9% as compared to 1.1% across Greater Sydney) with most residing in the Sydney, Randwick and the Inner West local government areas.

Figure 4-1: Central District projected population growth by age group (2016 – 2036)



Source: Department of Planning and Environment, 2016 New South Wales State and Local Government Area Population and Household Projections and Implied Dwelling Requirements 2016-2036, NSW Government, Sydney

Table 4-1: Central District aggregate and proportional growth (2016 – 2036) by local government area by key age group

|                         | Aggregate growth 2016-2036 |               |                |                |                |                |                  | Proportional growth 2016-2036 |            |            |            |            |             |
|-------------------------|----------------------------|---------------|----------------|----------------|----------------|----------------|------------------|-------------------------------|------------|------------|------------|------------|-------------|
|                         | <1                         | 1-4           | 5-19           | 20-64          | 65-84          | 85+            | TOTAL GROWTH     | <1                            | 1-4        | 5-19       | 20-64      | 65-84      | 85+         |
| Bayside                 | 630                        | 2,520         | 11,900         | 32,400         | 13,700         | 4,100          | 65,250           | 28%                           | 28%        | 46%        | 32%        | 66%        | 104%        |
| Burwood                 | 220                        | 880           | 3,550          | 9,600          | 3,450          | 1,050          | 18,700           | 51%                           | 51%        | 62%        | 38%        | 75%        | 100%        |
| Canada Bay              | 280                        | 1,120         | 5,400          | 15,650         | 7,750          | 1,800          | 32,000           | 24%                           | 24%        | 40%        | 27%        | 70%        | 95%         |
| Inner West              | 250                        | 1,000         | 6,600          | 19,100         | 11,000         | 3,600          | 41,550           | 9%                            | 9%         | 28%        | 15%        | 55%        | 103%        |
| Randwick                | 230                        | 920           | 6,900          | 15,650         | 7,900          | 2,450          | 34,050           | 12%                           | 12%        | 33%        | 16%        | 48%        | 74%         |
| Strathfield             | 220                        | 880           | 4,600          | 13,050         | 3,900          | 1,050          | 23,700           | 47%                           | 47%        | 66%        | 49%        | 91%        | 131%        |
| Sydney                  | 830                        | 3,320         | 11,550         | 64,850         | 18,250         | 3,850          | 102,600          | 49%                           | 49%        | 80%        | 38%        | 108%       | 203%        |
| Waverley                | -60                        | -240          | 1,950          | 100            | 2,500          | 850            | 5,100            | -6%                           | -6%        | 20%        | 0%         | 34%        | 59%         |
| Woollahra               | -70                        | -280          | 600            | -1,150         | 1,900          | 1,050          | 2,050            | -10%                          | -10%       | 7%         | -3%        | 22%        | 68%         |
| <b>Central District</b> | <b>2,350</b>               | <b>10,120</b> | <b>52,950</b>  | <b>169,250</b> | <b>70,350</b>  | <b>19,800</b>  | <b>325,000</b>   | <b>21%</b>                    | <b>21%</b> | <b>41%</b> | <b>24%</b> | <b>64%</b> | <b>102%</b> |
| <b>Greater Sydney</b>   | <b>17,080</b>              | <b>68,320</b> | <b>333,450</b> | <b>824,100</b> | <b>386,800</b> | <b>110,650</b> | <b>1,740,400</b> | <b>26%</b>                    | <b>26%</b> | <b>40%</b> | <b>29%</b> | <b>71%</b> | <b>124%</b> |

Source: Department of Planning and Environment, 2016 New South Wales State and Local Government Area Population and Household Projections and Implied dwelling Requirements 2016-2036, NSW Government, Sydney

#### 4.1.3 Central District dwelling and household characteristics

The majority of the District's population now live in apartments. With land a scarce resource, and high population growth projections, planning for the Central District needs to respond to challenges of an even more complex urban environment.

Housing affordability is identified as a significant concern for many residents with only 17% rating housing affordability as 'excellent' or 'very good' and only 19% rating the overall cost of living 'excellent' or 'very good'.

A common measure of affordability is that housing costs require no more than 30% of the household budget. Underscoring this point, a recent examination of dwelling sales showed that over the 2005 to 2015 period, there was a very significant reduction in the availability of dwellings that were 'affordable' for households on moderate incomes.

The ageing profile of the population across the Central District is reflected in the mix of current and projected household types. For example, single person households are projected to

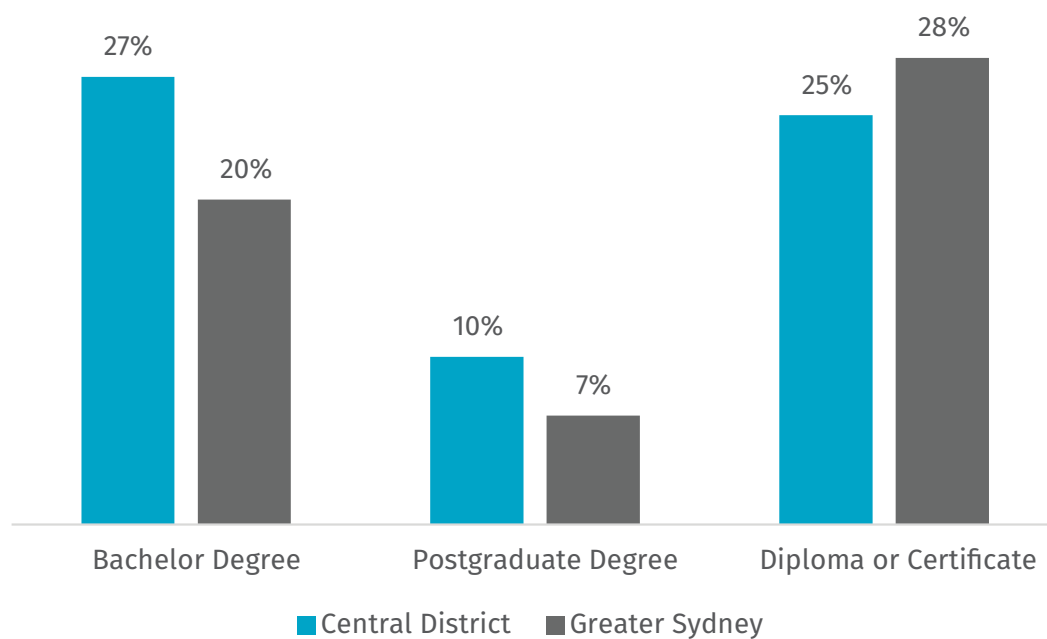
increase by 61,100 households, and couple only households by 28,050 by 2036.

Single person households will continue to be the dominant household type in the Central District, increasing from 33% in 2016 to 35% of all households by 2036.

By local government area, Sydney will see the greatest proportional increase in single person households (from 45% to 48%) followed by Waverley (34% to 37%). Meanwhile the greatest proportional decrease in households made up of couples with children will be recorded in Bayside (from 35% to 33%) and Canada Bay (34% to 32%). Of course, while proportions decrease, overall the numbers of these households are still increasing with population growth.

While there is an increased need for all housing types in the Central District, housing that can accommodate smaller households is in the greatest demand. Housing needs to include more terrace, row and courtyard housing in addition to apartment buildings, all of which will provide for more affordable price points than detached dwellings.

Figure 4-2: Central District higher qualification attainment (2011)



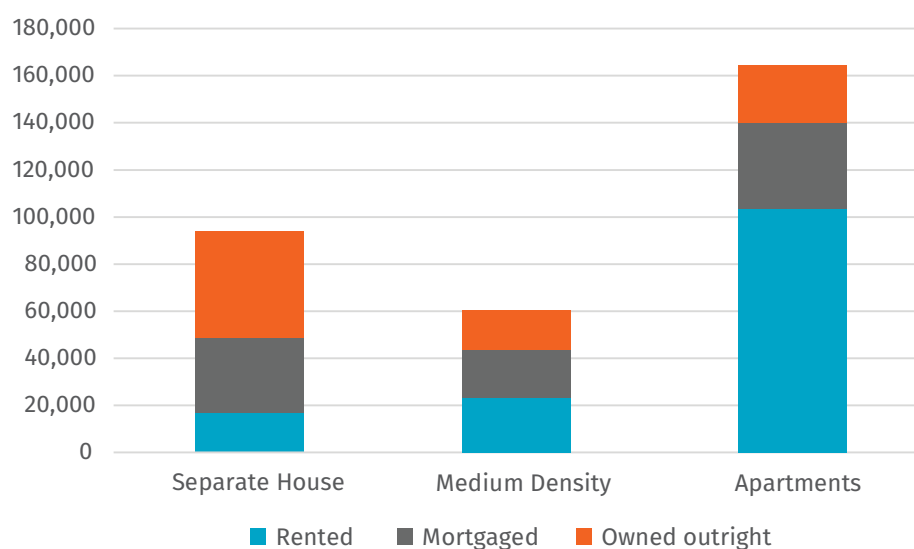
Source: Australian Bureau of Statistics, 2011 Census of Population and Housing

We will also need to enable development of flexible housing types including more large homes that can accommodate several family groups or generations living together, as well as more accessible and adaptable housing. Our

planning must ensure that there is capacity for new housing that responds to local needs and housing market characteristics provided in proximity to public transport, health, education, infrastructure and services.

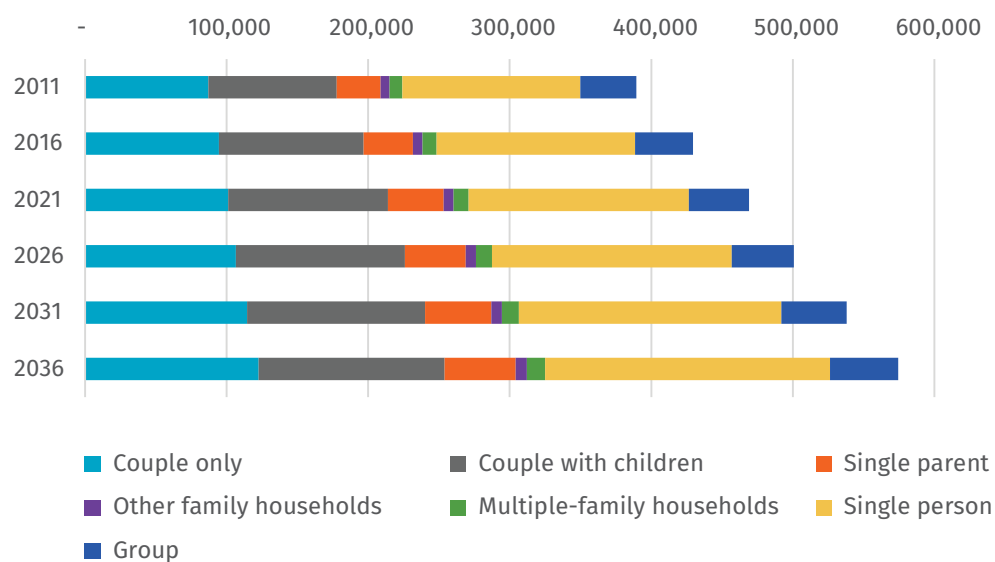


Figure 4-3: Central District dwelling structure by tenure type (2011)



Source: Australian Bureau of Statistics, 2011 Census of Population and Housing

Figure 4-4: Central District projected household structure (2011 – 2036)



Source: Department of Planning and Environment, 2016 New South Wales State and Local Government Area Population and Household Projections and Implied dwelling Requirements 2016-2036, NSW Government, Sydney

## 4.2 Liveability priorities

This chapter outlines the liveability priorities and actions for the Central District.

The priorities are presented in two ways. Firstly, each heading outlines a priority area, and we provide context and detail to expand on the outcomes sought. Some headings cover factual issues only; these are not included in the list below.

Secondly, within the broad priority areas there are, in many cases, more detailed priorities. We identify the specific purpose of these priorities in each case by detailing how they relate to strategic planning and planning proposals.

The full list of liveability priorities covered in this chapter are outlined below.

### Improve housing choice

- Prepare local housing strategies
- Understand the Greater Sydney housing market and demand
- Deliver Central District's five-year housing supply target
  - Deliver Central District's five-year housing supply targets
- Establish the Central District's 20-year strategic target
- Create housing capacity in the Central District.

### Improve housing diversity and affordability

- Plan for housing diversity
  - Deliver housing diversity
- Support planning for adaptable housing and aged care
- Deliver affordable rental housing
  - Implement the Affordable Rental Housing Target
- Support social housing
  - Increase social housing provision
- Facilitate integrated infrastructure planning.

### Coordinate and monitor housing outcomes and demographic change

### Create great places

- Provide design-led planning
- Plan for safe and healthy places
  - Facilitate the delivery of safe and healthy places
- Enhance walking and cycling connections
- Facilitate enhanced walking and cycling connections.

### Foster cohesive communities in the Central District

- Conserve and enhance environmental heritage including Aboriginal, European and natural
  - Conserve heritage and unique local characteristics
- Support the creative arts and culture
  - Foster the creative arts and culture
- Create opportunities for more recreation and community facilities
- Support planning for shared spaces
- Share resources and spaces.

### Respond to people's need for services

- Plan to meet the demand for school facilities
  - Support innovative school planning and delivery
- Plan for the provision of early education and child care facilities
- Plan for the provision of youth services
- Support the Aboriginal community
  - Provide socially and culturally appropriate infrastructure and services
- Support planning for health networks
- Support planning for health facilities and services
  - Support planning for health infrastructure
- Plan of emergency services
  - Support planning for emergency services
- Plan for cemeteries and crematoria
  - Support planning for cemeteries and crematoria.

### 4.3 Improve housing choice

All successful and growing global cities face the challenge of providing greater housing supply and choice. With Greater Sydney's robust economy, unprecedented levels of population growth and strong investment interest, demand for housing across Greater Sydney is rapidly increasing.

Notable demographic change means that significant new and different forms of housing will be required in Sydney to 2036. The Commission is committed to achieving this outcome in a way that also builds a more inclusive city (particularly for the elderly and women) and a more equitable city (particularly for those entering the housing market for the first time). To achieve this the Commission will leverage existing and new infrastructure projects to enhance housing opportunities.

Key to planning for this growth is recognising that the nature of this demand varies by location, by community and by household. To meet the needs of different cultural, socio-economic and age groups a variety of housing choices must be delivered across Greater Sydney as well as the Central District. This supply must be achieved through a range of housing types, tenures and price points. We refer to the range of housing choices in this draft District Plan as the housing continuum (Figure 4-5).

More specifically the housing continuum refers to all types of housing including detached dwellings, apartments, terraces and villas. It refers to different tenures including dwellings that are owned outright, mortgaged or rented. It also refers to homes occupied by single people, families, groups as well as households living in housing stress, through to people on high incomes.

#### Our approach to the housing continuum

To improve capacity across the full housing continuum, our approach aims to support and enhance:

- **Delivery:** creating conditions to support the supply of housing in well-planned locations served by sufficient local and regional infrastructure
- **Capacity:** so that existing planning controls and new investigation areas are creating sufficient opportunity for housing supply targets by 2036
- **Diversity and adaptability:** the diversity of housing types including small lot housing, terraces and apartments in a variety of configurations (one, two and three+ bedrooms) and more adaptable and accessible forms of housing for older people, people with disabilities and families
- **Affordability:** building on the direction in *A Plan for Growing Sydney* by setting a target for the provision of affordable rental housing in new urban renewal and land release areas for the low and very low income households that are the most vulnerable. This also relates to supporting a supply of diverse housing types in the private market that are more affordable to key workers and moderate income households
- **Social housing:** the provision of social housing to meet the needs of the growing number of households requiring social housing (presently the waiting list has 37,660 households in Greater Sydney) and to reduce homelessness

Figure 4-5: The housing continuum



Source: Greater Sydney Commission, 2016 adapted from City of Sydney, Housing Issues Paper April 2015





### NSW Government initiatives

Local government and State agencies are implementing policies and measures to support the delivery of housing across the continuum. Currently the Department of Planning and Environment is:

- implementing the *State Environmental Planning Policy (Affordable Rental Housing) 2009*, which allows for the development of new generation boarding houses in various locations with floor space incentives subject to environmental and design standards.

The Department of Family and Community Services is implementing:

- *Future Directions for Social Housing in NSW*, which aims to increase the number of households that transition out of social housing, using affordable rental housing as a stepping stone to the private rental market
- the *Communities Plus Program*, which improves diversity through mixed use renewal of existing areas of concentrated social housing
- the *Social and Affordable Housing Fund*, which will fund 3,000 additional social and affordable houses in its first tranche through innovative partnerships between community housing providers, non-government organisations and the private sector.

In September 2016, the NSW Government released the discussion paper *Foundations for Change – Homelessness in NSW*, which aims to engage organisations and individuals to strengthen collective action to reduce homelessness. It focuses on the prevention of homelessness, rather than simply trying to manage it.

The private sector and agencies such as UrbanGrowth NSW and Land and Housing Corporation also work with councils in the Central District to improve housing choice, diversity and affordability. NSW Government-led projects in these areas seek to improve the quality of housing while providing a better mix of social and private housing to instil a greater sense of community.

Another important NSW Government partner in the housing continuum is the community housing sector. This sector has grown considerably in the last five years and plays

an important intermediary role in providing housing choice. Support for this sector will bolster opportunities for people to move out of social housing and provides greater support for the most vulnerable households living in housing stress.

Our planning needs to complement and support these initiatives and projects. It is our role to work collectively across government, the not-for-profit and private sectors to find innovative solutions that can address housing affordability and diversity. This includes the provision of greater housing choice for people with a disability, and the provision of larger homes for intergenerational or group households, seniors housing and aged-care options.

Figure 4-6 shows how the Commission's proposed initiatives align with the current NSW Government initiatives.

#### 4.3.1 Prepare local housing strategies

To provide a comprehensive understanding of how a district or local government area responds to housing need each council will need to prepare a local housing strategy. Alternatively Councils may agree to collaborate and prepare a district housing strategy. These strategies are to be underpinned by the housing continuum. The requirements are set out below and detailed in the following sections.



#### Action L1: Prepare local housing strategies

Councils will prepare local housing strategies and need to consider:

- the planning principles and directions in *A Plan for Growing Sydney*
- capacity to support the five-year housing target
- capacity to support the strategic housing need of the local government area for the next 20 years
- local demographic and socio-economic characteristics
- the local housing market including the feasibility of development for different housing types
- development staging and market take-up rates and how this aligns with demand

Figure 4-6: NSW Government and Greater Sydney Commission housing initiatives

|                                                       | Homelessness                                                                                                      | Social Housing                                                                                                                                                                                                                                                                                                                              | Affordable Rental Housing                                                                                                          | Own Rent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NSW Government Initiatives</b>                     | <ul style="list-style-type: none"> <li>• Discussion Paper: Foundation for Change - Homelessness in NSW</li> </ul> | <ul style="list-style-type: none"> <li>• Department of Family and Community Services</li> <li>• Future Directions for Social Housing in NSW</li> <li>• Communities Plus</li> <li>• Social and Affordable Housing Fund</li> <li>• Integrated housing developments</li> <li>• Private, non-government and community housing sector</li> </ul> | <ul style="list-style-type: none"> <li>• State Environmental Planning Policy No.70 Affordable Housing (Revised Schemes)</li> </ul> | <ul style="list-style-type: none"> <li>• Land Release Priority Growth Areas and Priority Precincts</li> <li>• Greenfield</li> <li>• Urban renewal</li> <li>• Transformational corridors</li> <li>• Housing Acceleration Fund</li> <li>• Council facilitated rezonings</li> <li>• State Environmental Planning Policy (Housing for Seniors or people with a Disability) 2004</li> <li>• State Environmental Planning Policy (Affordable Rental housing) 2009</li> <li>• Design guide for apartments</li> <li>• Design guide for medium density housing</li> </ul> |
| <b>Greater Sydney Commission Proposed Initiatives</b> |                                                                                                                   | <ul style="list-style-type: none"> <li>• Align planning with Communities Plus program</li> </ul>                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Affordable Rental Housing targets for urban renewal and land release areas</li> </ul>     | <ul style="list-style-type: none"> <li>• Local Housing Strategies</li> <li>• Housing Diversity</li> <li>• Housing Adaptability</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                        |

Source: Greater Sydney Commission 2016

- challenges and opportunities relating to infrastructure provision
- urban form and place making
- accessibility of housing to employment opportunities
- ways to address housing diversity that are relevant to the needs of the existing and future local housing market including opportunities for, and blockages to, housing diversity and adaptability
- opportunities to improve housing affordability
- the prospective displacement of affordable housing
- opportunities for additional capacity around strategic and district centres and other areas with good transport connectivity and service provision
- specific local market complexities including addressing ways to incentivise for the provision of larger group homes, smaller homes for singles and couples only, intergenerational homes and medium density housing required by the local community
- consider ways to provide adaptable housing in accordance with design guidelines by Livable Housing Australia.

#### 4.3.2 Understand the Greater Sydney housing market and demand

To better understand how we can support the supply of new housing across the continuum in the Central District we need to first understand the factors influencing Greater Sydney's housing market together with the characteristics of more local housing markets operating within the District. The Housing Market Areas Map and summary (see Figure 4-10) provides a discussion on the specific housing markets identified in the Central District. A consideration of these factors should form the starting point for any local housing strategy.

Greater Sydney is experiencing a strong housing market with record levels of housing approvals fuelled by low interest rates, sustained population growth and a strong investor interest. Research provided by the Department of Planning and Environment tells us that housing approvals and completions are currently at their highest levels in 16 years for Greater Sydney and the Central District is currently experiencing high levels of completions following a long period of low completions.

Figure 4-7 shows additional dwellings across the District in the last five years and highlights development in the City of Sydney Local Government Area and around strategic and district centres. Figure 4-8 shows historic housing completions.

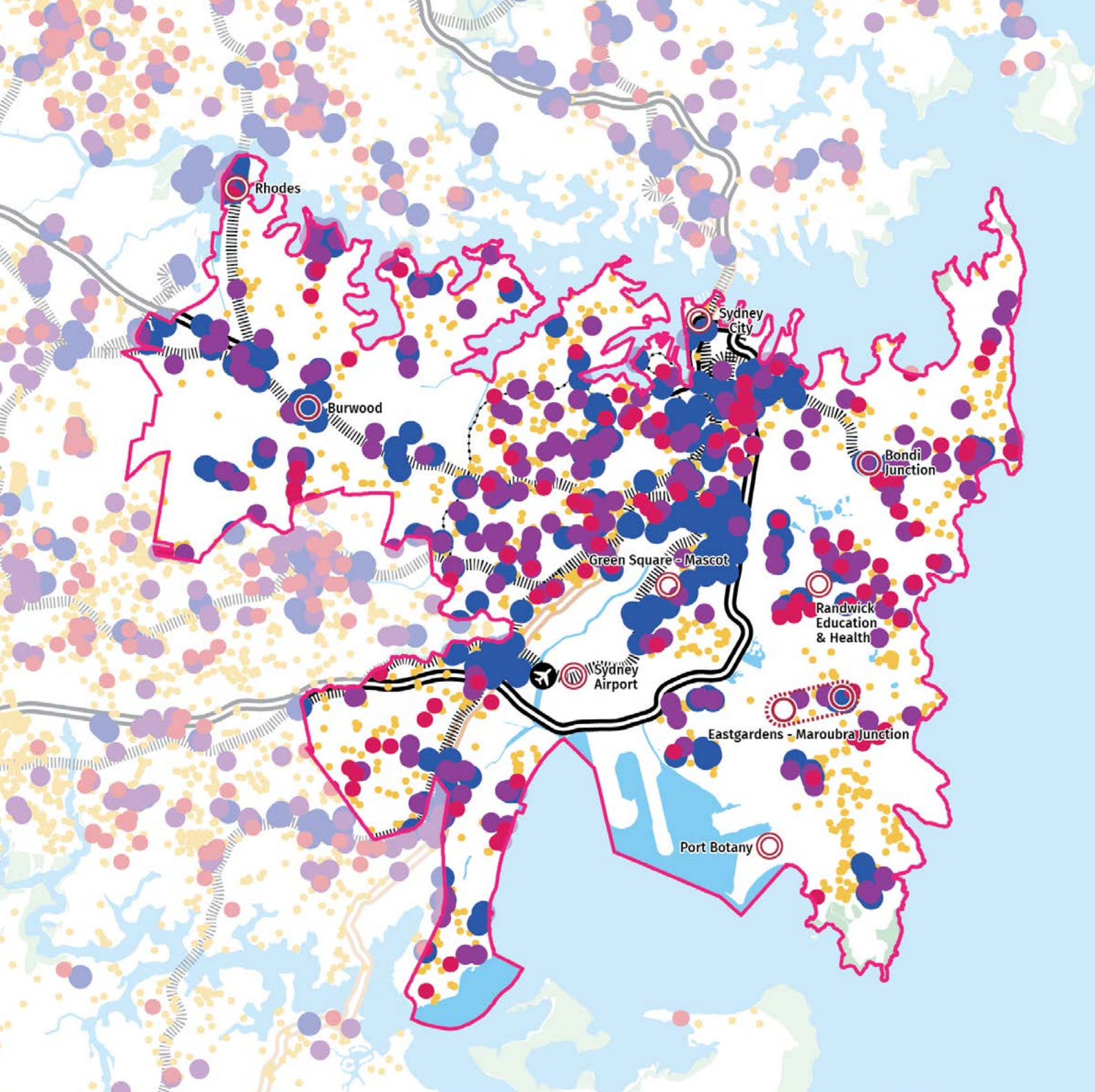


Figure 4-7: Central District net dwelling completions (2010/11-2015/16)

|  |                         |  |                         |  |                             |  |                 |
|--|-------------------------|--|-------------------------|--|-----------------------------|--|-----------------|
|  | Strategic Centre        |  | Metropolitan Rural Area |  | 21+ Dwellings               |  | Highway         |
|  | District Centre         |  | 1-2 Dwellings           |  | National Parks and Reserves |  | Railway         |
|  | District Boundary       |  | 3-5 Dwellings           |  | Waterway                    |  | Railway Station |
|  | Metropolitan Urban Area |  | 6-20 Dwellings          |  | Motorway                    |  |                 |

Data Source: Greater Sydney Metropolitan Housing Monitor, Department of Planning and Environment 2016



Significant efforts in recent years by local and NSW Government have provided substantial improvements in capacity to deliver a pipeline of development across many parts of Greater Sydney. As a consequence, the 30,200 dwellings (excluding granny flats) completed across Greater Sydney in the 2015/2016 financial year is now closer to the estimated number of new dwellings we need each year to meet demand (36,250 dwellings per annum) than at any point in the past decade.

On this basis the Department of Planning and Environment estimates that Greater Sydney needs 725,000 additional dwellings over the next 20 years and 157,500 additional dwellings in the Central District.

We see this projection as a minimum requirement for three reasons:

- it is based on the medium population growth scenario and if current trends continue, there is a prospect that a higher growth scenario could transpire leading to greater housing demand over the 20-year period of this draft District Plan
- due to past undersupply in Greater Sydney's housing market there is 'pent up' demand at particular price points adding to demand for additional housing
- there is the case for a 'contingency' to be added to the demand estimates to

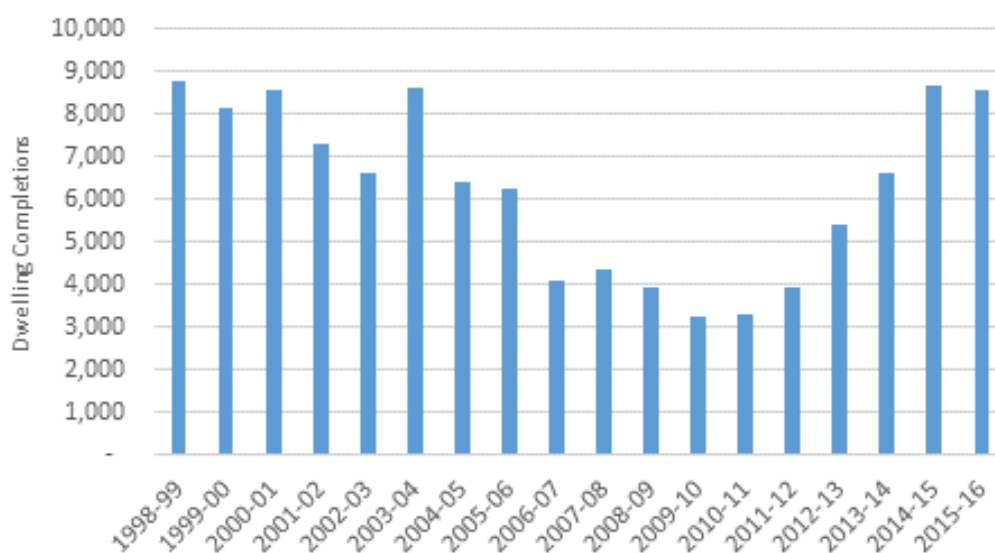
address the two prior reasons along with any other unforeseen changes over the next 20-year period such as potential blockages to achieving supply

Housing completions for Greater Sydney in 2016/2017 are anticipated to exceed the average annual demand figure of 36,250. This exceptional rate of supply, owing to the strong development pipeline, is anticipated to continue for the next few years under current market conditions. In fact, the rate of annual completions over the next few years is likely to reach the highest levels achieved since 1999/2000. Figure 4-10 shows the historic housing approvals and completions.

A peak of 37,800 completions per annum is possible under current market conditions. Even with this exceptional supply, this only modestly exceeds the average annual level of demand and in turn only marginally counters the undersupply of housing that occurred over the past decade.

Furthermore, given the timeframes associated with bringing new capacity and in turn delivering supply to the market, our research indicates that the planning system will need to continue to identify areas to create additional capacity to sustain these outcomes going forward. Given the scale of the challenge to maintain this over the next 20 years we will start the planning process to increase housing capacity opportunities in partnership with councils now.

Figure 4-8: Central District dwelling completions (1998/99 to 2015/16)



Source: Metropolitan Housing Monitor Greater Sydney Region, Department of Planning and Environment 2016

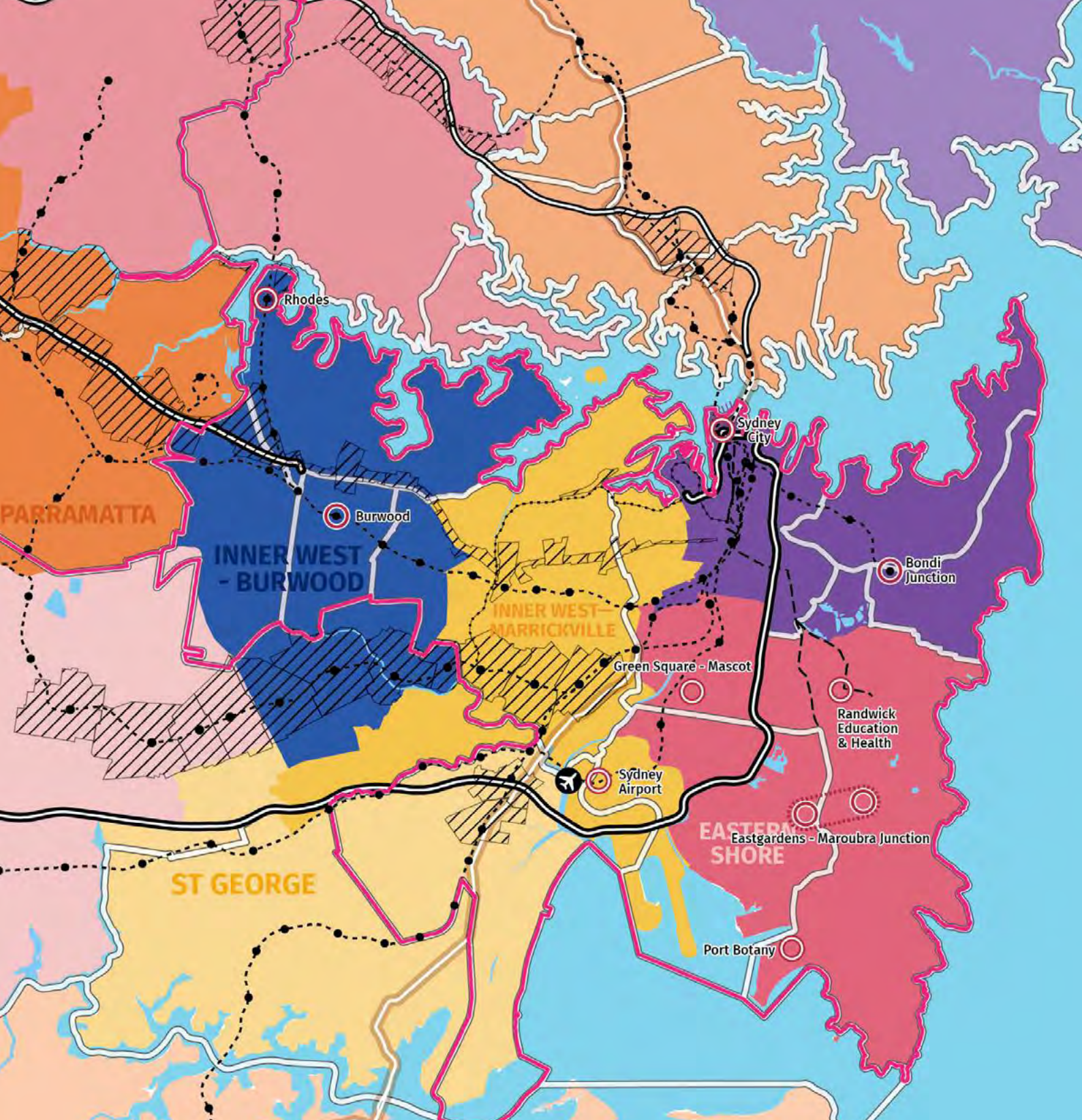


Figure 4-9: Central District housing market areas

|  |                                      |  |                                              |  |                           |  |                        |
|--|--------------------------------------|--|----------------------------------------------|--|---------------------------|--|------------------------|
|  | Strategic Centre                     |  | Railway                                      |  | Central North             |  | St George              |
|  | District Boundary                    |  | Priority Precincts and Priority Growth Areas |  | City and Harbourside      |  | Bankstown – Holsworthy |
|  | Local Government Area Boundary (LGA) |  | Waterway                                     |  | Inner West – Marrickville |  | Parramatta             |
|  | Motorway                             |  | Northern Beaches                             |  | Inner West – Burwood      |  | Sutherland             |
|  | Highway                              |  | North Shore                                  |  | Eastern Shore             |  |                        |

Source: Greater Sydney Commission 2016 adapted from *Implementing metropolitan planning strategies: taking into account local housing demand*, Technical Report (2013), City Futures Research Centre, UNSW



### Greater Sydney housing market areas

Research indicates that people living in Greater Sydney generally prefer to remain within their local area when they move, with 82% of residents moving to a new home within 15 kilometres of their former residence. For this reason we have investigated what this means for the Central District so that people can enjoy greater housing choice within their District.

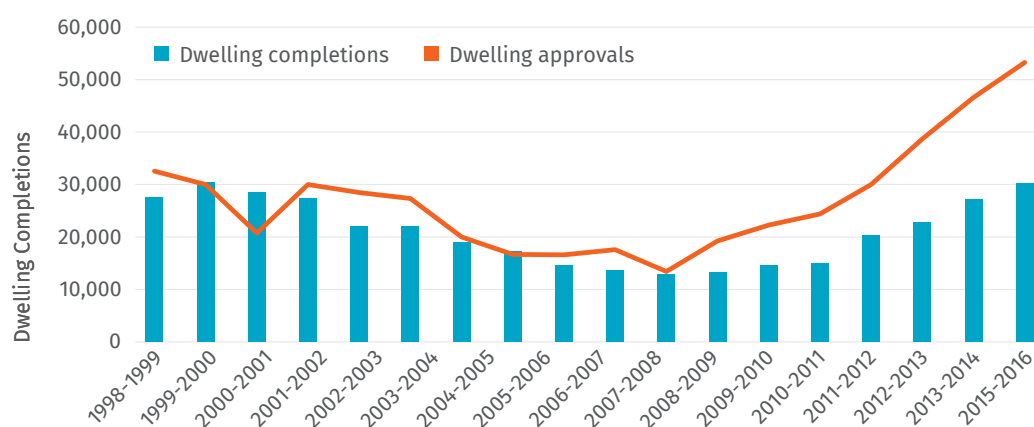
The assessment of these preferences showed that Greater Sydney contains 18 housing market areas. The implication of these distinct housing market areas is that providing supply in one market demand area may not satisfy demand in another. Understanding need and capacity by individual housing markets will better provide for people's preferred housing choices.

### Central District housing market areas

In the Central District these areas are:

- **Harbourside:** Located entirely within the Central District, this housing market area comprises all of Woollahra and Waverley local government areas and part of Randwick and City of Sydney local government areas.
- **Eastern Shore:** Located entirely within the Central District, this housing market area comprises the majority of Randwick, part of the City of Sydney and the former Botany Bay local government areas.
- **Inner West Marrickville:** The majority of this housing market area sits within the Central District and contains part of the City of Sydney as well as most of the Inner West Local Government Area.
- **Inner West Burwood:** The majority of this housing market area sits within the Central District and contains part of the Inner West Local Government Area as well as Burwood, Canada Bay and Strathfield local government areas.
- **St George:** Located partially within the Central District, this housing market area comprises the entirety of the Georges River Local Government Area, part of Bayside (former Rockdale) Local Government Area as well as the Riverwood and Roselands parts of Canterbury-Bankstown local government area.

Figure 4-10: Greater Sydney historic dwelling completions and approvals (1998/99 to 2015/16)



Source: Greater Metropolitan Housing Monitor Greater Sydney Region, Department of Planning and Environment 2016



On this basis, the Commission proposes a number of approaches to guide the process:

1. a five-year supply target by local government area (in accordance with Action 2.1.1 of *A Plan for Growing Sydney*)
2. a 20-year strategic housing target by local government area that allows for the planning for sustained capacity over the period of this draft Plan
3. the identification of new areas for housing to achieve these targets.

Each of these initiatives and how they relate to the Central District are explored further in the next section.

#### 4.3.3 Deliver Central District's five-year housing supply target

The Department of Planning and Environment's projections of population and household growth in Central District for the next five years translate to a dwelling need of 42,900 dwellings.

Owing to the current strong housing market, our testing using the Urban Feasibility Model – the Department of Planning and Environment's tool to understand housing capacity and the economic feasibility of residential development – confirms there are opportunities in Central District to deliver beyond this minimum dwelling need in the short term. It is important to address pent up demand that has resulted from past undersupply. It is also important to address housing choice and affordability and provide supply to the talented workforce that is needed to contribute to the Central District's global city aspirations and needs.

As such the Commission has identified a five-year housing target that is based on both the District's dwelling need and the opportunity to deliver supply. The five-year target relates to housing including traditional detached and attached houses, apartments and granny flats.

The realisation of the housing targets relies on actions by the relevant planning authorities (from enabling planning controls through to development assessment), infrastructure provision and the continuation of current market conditions and industry's critical role in delivery.

**Table 4-2 Central District's five year housing targets by local government area (2016 – 2021)**

| Local Government Area         | 2016-2021 housing target |
|-------------------------------|--------------------------|
| Bayside                       | 10,150                   |
| Burwood                       | 2,600                    |
| Canada Bay                    | 2,150                    |
| Inner West                    | 5,900                    |
| Randwick                      | 2,250                    |
| Strathfield                   | 3,650                    |
| Sydney                        | 18,300                   |
| Waverley                      | 1,250                    |
| Woollahra                     | 300                      |
| <b>Central District total</b> | <b>46,550</b>            |

Source: Greater Sydney Commission 2016

These targets are supported by NSW Government programs that increase capacity and supply including Priority Precincts, Urban Growth Transformation and Communities Plus projects alongside local government initiatives. Significant projects that currently provide capacity for housing supply in the short term include:

- Ashmore Precinct
- Barangaroo
- Harold Park
- Green Square
- Little Bay Cove.

Projects under investigation include:

- **Banksia and Arncliffe:** The Department of Planning and Environment is working with Bayside Council to investigate urban renewal in Banksia and Arncliffe following their nomination as a Priority Precinct.
- **Rhodes East:** The Department of Planning and Environment is working with Canada Bay Council and Sydney University to investigate opportunities to revitalise Rhodes East.

- Parramatta Road Corridor Urban Transformation Strategy: which sets out to develop Parramatta Road into a multiuse corridor with improved amenity, better transport choices, more job opportunities and increased quantity and diversity of housing. Parramatta Road Urban Transformation Strategy was released in November 2016, whilst it does not rezone land it sets clear directions for this to progressively occur.

Monitoring the realisation of these new homes in the Central District will help inform the preparation of the Commission's Annual Infrastructure Priority List and subsequent advice to the NSW Government.



#### **Liveability Priority 1: Deliver Central District's five-year housing targets**

To deliver these five-year housing targets, councils need to:

- plan to provide sufficient capacity and monitor delivery of the five-year housing targets
- liaise with the Commission to identify barriers to delivering additional housing in accordance with the targets.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

- opportunities to address pent up demand across Greater Sydney consistent with the estimates of the NSW Intergenerational Report that there is unmet demand for a further 100,000 dwellings across NSW above the projection of dwelling need by the Department of Planning and Environment
- the prospect of the higher population projections for Greater Sydney being realised (the estimated demand for 725,000 additional dwellings by 2036 is based on the medium population projection scenario)
- the need to improve housing choice together with opportunities for people to live locally
- the productivity benefits of additional housing supply, consistent with the calculations provided by NSW Intergenerational Report
- the need for a contingency to support steady supply across each of Greater Sydney's districts in the case of unforeseen blockages
- that not all capacity built into the planning system is realised as development, nor are all approvals commenced or completed.

Councils should therefore start considering now, through the preparation of local housing strategies how additional capacity can be created from which the private and not for profit sector can deliver supply and housing choice. These housing strategies are to meet the District's 20-year housing target as a minimum.

**Table 4-3: Central District minimum 20-year housing targets 2016–2036**

|                         | <b>Minimum 20 Year Housing Target 2016 – 2036</b> |
|-------------------------|---------------------------------------------------|
| <b>Central District</b> | <b>157,500</b>                                    |
| <b>Greater Sydney</b>   | <b>725,000</b>                                    |

*Source: Department of Planning and Environment, 2016 New South Wales State and Local Government Area Population and Household Projections and Implied Dwelling Requirements 2016-2036, NSW Government, Sydney*

To ensure that new housing capacity opportunities leverage current and future infrastructure provision while improving Greater Sydney's equity and liveability, we will work with local councils and the NSW

#### **4.3.4 Establish the Central District's 20-year strategic target**

Notwithstanding the existing strength of Greater Sydney's housing market, planning has a central role in ensuring sufficient capacity is created to support the delivery of a minimum of 725,000 additional new dwellings over the next 20 years across Greater Sydney.

This significant challenge requires sustained efforts by all councils and given the timescales associated with development, a longer-term outlook and capacity-based approach is needed.

A capacity-based approach creates the opportunity to address a range of factors including:

Government, as well as communities and industry, to identify new and expanded opportunities for housing capacity in proximity to existing and planned infrastructure.

Once identified these areas can be incorporated as investigation areas within the final District Plans and the new region plan for Greater Sydney to be developed in 2017. This process will also help us to establish a new and specific 20-year strategic target to 2036 for each local government area in 2017 and continue to inform our infrastructure priority list and advice to government.

The testing and progression of investigation areas through more detailed planning should then be undertaken via the preparation of council's local housing strategies and incorporate the Department of Planning and Environment's priority precinct program and other programs such as UrbanGrowth NSW and Communities Plus.

A framework to guide this process is set out in the following section and Section 4.3.5 provides preliminary analysis of these areas based on our initial research and investigations. Action L3 provides further guidance on where to focus these investigation areas.



**Action L2: Identify the opportunities to create the capacity to deliver 20-year strategic housing supply targets**

The Commission will:

- prepare 20-year strategic housing targets and include these in the final District Plan and the review of *A Plan for Growing Sydney*
- work with councils and the Department of Planning and Environment to identify investigation areas for additional housing capacity to form part of a local housing strategy.

**Strategic guidance for new housing capacity**

Goal 2 of *A Plan for Growing Sydney* is for a city of housing choice, with homes that meet our needs and lifestyles. The Directions included:

- accelerate housing supply across Greater Sydney
- accelerate urban renewal across Greater Sydney – providing homes close to jobs
- improve housing choice to suit different needs and lifestyles
- deliver timely well planned land release precincts and housing.

Since the release of *A Plan for Growing Sydney* the projections for growth have been revised upwards. The projections include multiple scenarios with the middle scenario of 725,000 additional dwellings over 2016-2036. This is an increase of 9% from *A Plan for Growing Sydney* owing to revised population projections. The projections for a high growth scenario would require an additional 830,000 dwellings by 2036.

There is a need to accelerate housing supply across Greater Sydney to accommodate new housing growth while also responding to housing affordability. While the planning system cannot directly build new homes, we have a key role to play in creating opportunities for new housing in the right locations. We refer to this as 'capacity'.

To do this, we need clear criteria as to where additional capacity needs to be located. Our vision for accommodating homes for the next generation is intrinsically linked to planning for, and integration with, new infrastructure and services. We identify the opportunities to do this in three ways.

**Urban renewal**

Urban renewal provides opportunities to focus new housing in existing and new centres with frequent public transport that can carry large numbers of passengers – meaning that more people can live in areas that provide access to jobs and services.



*A Plan for Growing Sydney* identifies possible urban renewal corridors. These opportunities need to be investigated further now to determine their ability to provide capacity for new housing in the medium (five to 20 years) and longer (20+ years) term. The need for this additional capacity is greatest in the North and Central Districts.

In addition to the general guidance in *A Plan for Growing Sydney*, we propose the following criteria for investigating urban renewal corridors:

- Alignment with investment in regional and district infrastructure. This acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, Sydney CBD and South East Light Rail, Parramatta Light Rail and Northern Beaches Hospital and any other future projects committed to by the NSW Government. It also acknowledges the opportunities created by enhancements to existing infrastructure.
- Accessibility to jobs, noting almost half of Greater Sydney's jobs are in strategic and district centres.
- Accessibility to regional transport, noting that high-frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport within a decent travel time.
- The catchment area that is within walking distance of centres with regional transport.
- The feasibility of development, including financial viability across a range of housing configurations (one, two and three+ bedrooms) and consistency with market demand.
- Proximity to services including schools and health facilities.
- Consideration of heritage and cultural elements, visual impacts, natural elements such as flooding, special land uses and other environmental constraints.

- Consideration of local features such as topography, lot sizes, strata ownership and the transition between the different built forms.
- Delivery considerations such as staging, enabling infrastructure, upgrades or expansions of social infrastructure such as local schools, open space and community facilities.

### **Medium density infill development**

Medium density development within existing areas can provide a greater variety of housing sizes to suit individual household needs, preferences and budgets.

Many parts of suburban Greater Sydney that are not within walking distance of regional transport (rail, light rail and regional bus routes) contain older housing stock. These areas present local opportunities to renew older housing with medium density housing.

The Department of Planning and Environment's *Draft Medium Density Design Guide* shows how this local scale renewal can promote good design outcomes. The planning regulations that support delivery are set out in the Department's proposed *Medium Density Housing Code*.

Councils are in the best position to investigate opportunities for medium density in these areas, which we refer to as the 'missing middle'. Medium density housing is ideally located in transition areas between urban renewal precincts and existing suburbs, particularly around local centres and within the one to five-kilometre catchment of regional transport where links for walking and cycling help promote a healthy lifestyle.

### **New communities in land release areas**

Land release is addressed in detail in the draft District Plans for Western Sydney districts.

-

#### 4.3.5 Create housing capacity in the Central District

Over the last 10 years, supply capacity in the District has been provided through a range of state and local initiatives, including:

- Ashfield Urban Planning Strategy 2010
  - Botany Bay Urban Design Controls Study 2010
  - The Canada Bay Local Planning Strategy
  - The Marrickville Urban Strategy (2007)
  - The Randwick City Plan (2013)
  - The Strathfield Residential Land Use Strategy (2011)
  - City of Sydney Housing Strategy (Sustainable Sydney 2030)
  - Waverley Council's Bondi Junction Urban Design Review (2013)
  - Woollahra Council's Opportunities Sites Study (2010)
  - Rockdale Council's Residential Strategy (2007)
  - Rockdale Urban Centres Strategy (2010)
  - Rockdale Town Centre Masterplan (2012).
- Bays Precinct Urban Transformation Program: regeneration of 95 hectares of waterfront land around Blackwattle Bay including the Sydney Fish Market, Wentworth Park, Rozelle Bay, Rozelle Rail Yards, Glebe Island and the heritage-listed former White Bay Power Station.
  - Cooks Cove: investigation area in Rockdale Local Government Area is a council nominated site in the preliminary stages of investigation.
  - Central to Eveleigh Urban Transformation Program: renewal of the inner city rail corridor from Central to Eveleigh (extending to Macdonaldtown and Erskineville train stations), a 50-hectare site.

In addition to the projects for accelerated housing supply mentioned earlier, there are also several further projects in the investigation phase. These include:



- Sydenham to Bankstown Urban Renewal Corridor: Dulwich Hill, Marrickville and Sydenham station precincts from this urban renewal corridor are located within the Central District.
- Parramatta Road Corridor Urban Transformation Strategy November 2016: which includes the precincts of Camperdown, Leichhardt, Taverners Hill, Kings Bay, Burwood-Concord and Homebush.



### **Action L3: Councils to increase housing capacity across the District**

In order to increase housing supply and choice councils are required to implement the following actions and where appropriate incorporate into local housing strategies:

#### **Bayside Local Government Area**

The Council will:

- monitor and support the delivery of Bayside's five-year housing target of 10,150 dwellings recognising significant growth in infill areas and Discovery Point
- work with Land and Housing Corporation and Transport for NSW to investigate and coordinate urban renewal at Eastlakes and Eastgardens Shopping Centre and surrounds
- work with the Department of Planning and Environment to investigate urban renewal at Arncliffe and Banksia
- work with the Commission and Transport for NSW to consider potential options for further public transport connections in the south east of the District to accommodate forecast population growth
- investigate local opportunities to address diversity and demand in the short to medium term at local centres and close to transport and other areas with high accessibility
- progress investigations at Cooks Cove.

#### **Burwood Local Government Area**

The Council will:

- monitor and support the delivery of Burwood's five-year housing target of 2,600 dwellings
- investigate local opportunities to address diversity and demand in the short to medium term at local centres and close to transport
- work with Strathfield and Canada Bay Councils to plan and deliver urban renewal in Rhodes East with sustainability objectives a principal outcome
- work with adjoining councils to implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Implementation Tool Kit.

#### **Canada Bay Local Government Area**

The Council will:

- monitor and support the delivery of Canada Bay's five-year housing target of 2,150 dwellings
- investigate local opportunities to address diversity and demand in the short to medium term at local centres and close to transport
- work with adjoining councils to implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Implementation Tool Kit
- work with Strathfield and Burwood Councils to plan and deliver urban renewal in Rhodes East
- manage the competing demands for residential and enterprise lands.

#### **Inner West Local Government Area**

The Council will:

- monitor and support the delivery of Inner West's five-year housing target of 5,900 dwellings
- manage the competing demands for residential and enterprise lands
- work with UrbanGrowth NSW to plan and deliver urban renewal at The Bays Precinct
- work with adjoining Councils to plan and deliver urban renewal in the Sydenham to Bankstown corridor
- work with adjoining councils to



implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Implementation Tool Kit

- investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors and other areas with high accessibility.

#### **Randwick Local Government Area**

The Council will:

- monitor and support the delivery of Randwick's five-year housing target of 2,250 dwellings
- work with the Commission and Transport for NSW to consider potential options for further public transport connections in the south east of the District to accommodate forecast population growth
- investigate local opportunities to address demand and diversity in and around local centres and infill areas and other areas with high accessibility.

#### **Strathfield Local Government Area**

The Council will:

- monitor and support the delivery of Strathfield's five-year housing target of 3,650 dwellings
- manage the competing demands for residential and enterprise lands.
- work with Burwood and Canada Bay Councils to plan and deliver urban renewal in Rhodes East
- work with adjoining councils to implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Implementation Tool Kit
- investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors and other areas with high accessibility.

#### **City of Sydney Local Government Area**

The Council will:

- monitor and support the delivery of the City of Sydney's five-year housing target of 18,300 dwellings
- work with Land and Housing Corporation, UrbanGrowth NSW and Transport for NSW to plan and deliver urban renewal at Waterloo and in the Central to Eveleigh Urban Transformation Program.
- work with adjoining councils to implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Implementation Tool Kit
- work with UrbanGrowth NSW to plan and deliver urban renewal at the Bays Precinct
- manage the competing demands for residential and commercial development in the Sydney CBD
- work with Land and Housing Corporation to investigate and coordinate urban renewal of social housing within the local government area
- investigate local opportunities to address demand and diversity in and around local centres and infill areas with a particular focus on transport corridors and other areas with high accessibility.

#### **Waverley Local Government Area**

The Council will:

- monitor and support the delivery of Waverley's five-year housing target of 1,250 dwellings,
- investigate local opportunities to address demand and diversity in and around local centres and infill areas and other areas with high accessibility.

#### **Woollahra Local Government Area**

The Council will:

- monitor and support the delivery of Woollahra's five-year housing target of 300 dwellings, recognising the restricted opportunities provided under current planning controls
- investigate local opportunities to address demand and diversity in and around local centres and infill areas and other areas with high accessibility.

## 4.4 Improve housing diversity and affordability

Quality of life relies on how connected people feel within society and how cohesive and safe their community is. Many people want to stay in the area where they have always lived, regardless of their stage of life. This keeps them connected to friends and family, GPs, services, community facilities and local clubs. Our planning can help to facilitate this, by providing a mix of all the different types of housing people need. This is known as housing diversity.

### 4.4.1 Plan for housing diversity

Different suburbs provide different choices in terms of housing with dwelling typologies varying across the District. For example, Burwood and Strathfield have a higher share of detached dwellings compared to the City of Sydney, Waverley and Woollahra, which have a higher share of multi-unit dwellings.

Where dwelling stock is mostly detached and we expect the population to get older, there will be demand for smaller homes. The Central District's increasing proportion of older people and people with a disability will require the delivery of additional smaller homes, group homes, adaptable homes and aged care facilities.

Planning for a diversity of housing needs to first consider the nature of existing housing stock (dwelling type or bedroom mix) and current and future needs. It then needs to consider the commercial feasibility of different housing types – for example, the financial viability of different housing types such as studios compared to three-bedroom apartments as these can vary greatly in different areas.

We need innovative responses to feasibility barriers, particularly in areas where demand for smaller homes is combined with low floor space ratios and/or mostly detached dwellings, creating a barrier to building medium density housing. Some planning controls inhibit the development of larger intergenerational or group homes.

Due to planning context and recent economic conditions there has been a supply of apartments in the Central District and this is expected to continue. This provides transitional housing for seniors and more affordable homes for young people; however, they do not

supply the full range of housing types. More medium density row, terrace and villa homes are also required to provide greater diversity. In addition, the Central District's increasing proportion of older people and people with a disability will require the delivery of additional smaller homes, group homes, adaptable homes and aged care facilities.

This projected growth in people aged 65 years and over in the Central will also result in a proportional increase in demand for health and community services together with cultural activities that facilitate continued social inclusion. The ability to age in place, and in community, is fundamental to liveability, as it allows people to maintain established connections with neighbours, friends and family, and importantly, with health and community services.

There is a small proportion of family households in the Central District. Providing housing suitable for families is important in attracting global talent and any mismatch between supply and housing need should be considered.

A recent review of the Department of Planning and Environment's Apartment Design Guidelines provides consistent planning and design standards for apartments across NSW. The Department of Planning and Environment has prepared similar guidance for medium density housing.

Updated data on housing completions and types, housing market areas and demographic change will drive more appropriate planning responses.

Councils should consider the needs of the local population in their local housing strategy and align local planning controls and good design outcomes for different types of housing.



### Action L4: Encourage housing diversity

To encourage housing diversity the Department of Planning and Environment will:

- develop a toolkit to support the preparation of local housing strategies
- provide housing data to the development sector, councils and financiers to help them to understand the existing housing mix provision and meet the provide the appropriate housing mix.



#### **Liveability Priority 2: Deliver housing diversity**

Relevant planning authorities should to consider the needs of the local population base in their local housing strategy and how to align local planning controls that:

- address housing diversity that is relevant to the needs of the existing and future local housing market
- deliver quality design outcomes for both buildings and places.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

#### **4.4.2 Support planning for adaptable housing and aged care**

Our planning should support adaptable housing that can be easily modified to become accessible to accommodate people who are aging or living with a disability. Adaptable housing can better accommodate these needs where it conforms to guidelines published by Livable Housing Australia.

These guidelines relate to good housing design and adaptability and set out features that create long-term homes for the whole community, regardless of age, ability or changing life circumstances.

The best way to provide seniors housing and aged care is to co-locate them in places that have a mix of different uses and services, with good quality footpaths and pedestrian connections that make it easy for people to meet their day to day needs, health services and community and cultural facilities. These places also need adequate parking for in-home care visitation services.

#### **4.4.3 The Affordable Housing challenge**

##### **The difference between housing affordability and Affordable Rental Housing**

This draft District Plan uses two different but interrelated terms. Housing affordability is a broad term that we use to describe the challenges people across a range of income groups experience in finding affordable accommodation to rent or own.

If a household is spending more than 30% of their income on housing costs it is likely to impact their ability to afford other living costs such as food, clothing, transport and utilities. Because of this, these households are described as being in 'housing stress' and in need of affordable housing options.

In contrast Affordable Rental Housing is a specific term that we use to describe our approach to addressing the gap in housing provision for those on low and very low incomes.

The Greater Sydney housing market is recognised as one of the least affordable in the world. In the last decade alone, the ratio of house prices to incomes has continued to grow while median rents have increased in real terms. Our stakeholder engagement identified housing affordability as a key challenge for the Central District and more broadly for Greater Sydney.

This challenge is particularly acute in established areas undergoing urban renewal and gentrification, but is also evident in greenfield development. Development provides additional housing but can also reduce the affordability of housing and displace low income households.

More broadly, the provision of affordable housing across a range of tenures, types and price points is more than a liveability priority. Internationally, the provision of more affordable forms of housing is recognised to have notable productivity benefits. One London-based study found that over £1 billion a year would be lost in potential extra economic output if London failed to meet the affordable housing needs of its residents.



For this reason, this draft District Plan identifies a range of measures to improve affordability across the housing continuum. We want to encourage the supply of housing with a focus on the type of housing that the District needs as it grows, not just in numbers, but also in the diversity of housing types and sizes that offers different price points and can help improve affordability. However, housing supply and diversity are only part of the solution, and an Affordable Rental Housing Target complements these approaches to the affordable housing challenge.

A target also complements other government initiatives to address affordability across the housing continuum that include the Department of Family and Community Services Social and Affordable Housing Fund and Communities Plus initiatives.

In addition, implementation of the Affordable Rental Housing Target outlined here does not impede the operation of other existing planning controls that address affordable housing such as *State Environmental Planning Policy 70 – Affordable Housing (Revised Schemes)* and *State Environmental Planning Policy (Affordable Rental Housing) 2009*. This target does not preclude councils from negotiating additional affordable housing for moderate income households, nor does it affect existing planning mechanisms that secure affordable housing across the full income range, such as those in the City of Sydney or Willoughby.

#### 4.4.4 Deliver Affordable Rental Housing

##### Affordable Rental Housing Targets

This draft District Plan proposes an Affordable Rental Housing Target that builds on Action 2.3.3 of *A Plan for Growing Sydney*. It requires State and local governments to create affordable housing within government-led urban renewal projects. Our approach seeks to give greater clarity to councils and the development industry with regards to implementing Action 2.3.3.

While affordable rental housing targets are not new to Greater Sydney, to date the approach in significant developments such as Sydney Olympic Park, Rouse Hill, Redfern and Green Square has not been consistent. Our approach will be transparent, and tailored to the urban economics of the area in question so as not to hinder housing supply outcomes, and to meet the needs of Greater Sydney's most vulnerable.

The implementation of an Affordable Rental Housing Target complements other approaches to the housing affordability challenge, such as increasing the supply of homes across Greater Sydney (as set out in the previous section of this plan) and assisting households that require government support via social housing.

Low and very low income households need the greatest help in securing affordable housing options. Recent research by the Australian Housing and Urban Research Institute found that the group of households most likely to be in long-term housing stress are couples with children (particularly those aged between 35 and 54) and households with a family member with a disability. Recent research estimates that Greater Sydney requires at least 4,000 to 8,000 additional affordable dwellings per annum to meet the needs of this income group.

Our approach to affordable rental housing has been designed to meet the needs of Sydney's most vulnerable to:

- provide additional rental opportunities (in urban renewal and greenfield areas) in light of declining rental affordability across Greater Sydney
- support residents transitioning out of social housing
- provide housing opportunities closer to employment centres that will, in turn, reduce pressure on transport infrastructure.

The Affordable Rental Housing Target therefore aims to:

- be directed to eligible households on low and very low incomes whose housing needs are not met by the market
- support a mix of household types within communities
- support the transition out of social housing
- support development of the community housing sector.

**Who is eligible for housing provided through this Affordable Rental Housing Target?**

Affordable housing is defined under the *EP&A Act* as housing for very low income households, low income households or moderate income households.

Low and very low income households are the most vulnerable to housing stress because proportionally they have less money for living costs once they have paid their housing costs.

This draft District Plan identifies the most vulnerable households as eligible for housing secured by Affordable Rental Housing Targets and defined by the income groups in the table below:

| Household income | % of median Sydney income | 2016/17 income range                         |
|------------------|---------------------------|----------------------------------------------|
| Very low         | < 50%                     | < \$42,300 per annum or \$813 per week       |
| Low              | 50% - 80%                 | up to \$67,600 per annum or \$1,300 per week |

People on moderate incomes also experience housing stress and often work in key service areas such as health and education. Accordingly, we support housing affordability for these groups more generally by providing greater housing choice through a mix of dwelling types and price points as discussed in section 4.3.1.



### **Liveability Priority 3: Implement the Affordable Rental Housing Target**

Building on Action 2.3.3 of *A Plan for Growing Sydney*, when preparing planning proposals or strategic plans for new urban renewal or greenfield areas, the relevant planning authority will include an Affordable Rental Housing Target as a form of inclusionary zoning.

A target of 5% to 10% of new floor space will be applied at the rezoning stage so that it can factored into the development equation:

- within areas that have been shown, via a local housing strategy, or another form of appropriate research, to have current or future need for affordable rental housing
- to applicable land within new urban renewal or greenfield areas (government and private) subject to development feasibility assessed at a precinct scale
- to all new floor space (above the existing permissible floor space)
- in addition to local and State development contributions and cognisant of any public or private subsidy for affordable rental housing provision
- to provide a range of dwelling types including one, two and three+ bedroom homes
- in accordance with any relevant guidance developed by the Commission and Department of Planning and Environment.

The Affordable Rental Housing dwellings will be secured by the relevant planning authority and passed onto a registered Community Housing Provider to manage, further developing this emerging sector of the economy.

In this regard, we encourage the NSW Government to bring forward its own land to maximise affordable housing and Affordable Rental Housing.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.



### **Action L5: Independently assess need and viability**

We will work with industry, community housing providers and the Department of Planning and Environment to enable clear and consistent implementation of the Affordable Rental Housing Target target that is cognisant of flow on housing supply implications.

Where required, we will act independently to verify the development feasibility of a nominated target. We will also provide advice to government and determine where exceptions may be granted – for example, where the provision of affordable housing would financially hinder the delivery of a critical or major component of city-making infrastructure.

We will undertake a strategic needs assessment for Affordable Rental Housing across Greater Sydney to support the work of relevant planning authorities in preparing their local housing strategies.



### **Action L6: Support councils to achieve additional affordable housing**

In relevant areas, we will support councils and the Department of Planning and Environment in amending *SEPP 70 – Affordable Housing (Revised Schemes)*. The application of the target identified in this draft District Plan should not prejudice negotiations to secure affordable housing in other locations where this target is not applicable.





#### **Action L7: Provide guidance on Affordable Rental Housing Targets**

We will prepare a guidance note on Affordable Rental Housing Targets in collaboration with the Department of Planning and Environment, local government, State agencies, community housing providers, the private sector and the community.



#### **Action L8: Undertake broad approaches to facilitate affordable housing**

To address housing affordability more broadly, we will work with councils, industry, financial institutions and relevant State agencies (including community housing providers) to investigate or advocate for new opportunities, such as:

- planning approaches to support the community housing sector to better leverage housing affordability supply outcomes
- broader financing and taxation changes such as changes to asset classes for superannuation funds
- amendments to existing tenancy legislation to allow longer term rental leases to improve security of tenure
- more cost effective and innovative building approaches, including pre-fabricated and modular housing, collective housing, maximum car parking rates and more compact housing forms of suitable design quality.

#### **4.4.5 Support social housing in the Central District**

The Central District hosts the highest number of social housing units across Greater Sydney. In 2016 there were approximately 21,950 households living in social housing, representing 5% of the District's households. Areas of social housing concentration are located in Redfern, Waterloo, Daceyville, Glebe, Surry Hills, Matraville, Malabar and Maroubra. We are proud of our District's social and community housing and want to make sure that we continue to provide for the disadvantaged within our prosperous and vibrant neighbourhoods.

There is considerable demand for social housing and this is expected to increase. Furthermore, in previous years there has been a net loss of supply. To reverse this trend the Department of Family and Community Services commenced Communities Plus. This program is a self-funded, accelerated development program designed to create integrated communities containing affordable housing, replacement and new social housing, as well as private homes to enhance social outcomes in these communities.

This draft District Plan recognises and supports this ambition to provide a mix of housing on existing sites to create well-designed, socially cohesive communities.



#### **Liveability Priority 4: Increase social housing provision**

Relevant planning authorities and the Department of Family and Community Services (and the Land and Housing Corporation) should collaborate to optimise housing and community diversity outcomes on sites of social housing concentration.

Subject to appropriate consultation, feasibility considerations and environmental assessment, relevant planning authorities should translate optimal outcomes for social housing sites into land use controls.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

The Central District will continue to require social housing and much of this provision will come through Communities Plus.

One of the four Communities Plus initiatives that have commenced in Greater Sydney is in Waterloo which will be renewed to provide new and more social housing, integrated with affordable and private housing.

The NSW Government is working to develop a comprehensive master plan for the Waterloo housing estate and the broader area. The master plan will show new buildings, parks, car parking and community facilities.

The renewal will be staged over 15 to 20 years and Waterloo tenants will have the opportunity to return to new dwellings after renewal.

### Communities Plus

Communities Plus will deliver up to 23,000 new and replacement social housing dwellings, 500 affordable housing dwellings and up to 40,000 private dwellings across Greater Sydney.

Communities Plus is based on an asset management framework that leverages the value of the existing portfolio to accelerate supply.

Communities Plus will redevelop existing social housing estates by engaging private sector developers and community housing providers to design, fund and build affordable, social and private housing. As each development is completed, new social housing properties are handed back to the Department of Family and Community Services as payment for the land, making the program entirely self-funded.

Community housing providers will manage the social housing properties and own and manage the affordable housing component, further developing this emerging sector of our economy.

Currently, many social housing sites are subject to planning controls based on historical land use, rather than reflecting the local environmental capacity for density and height uplift. The Commission and the Department of Planning and Environment are working with Land and Housing Corporation, councils, Transport for NSW and other State agencies to adapt planning controls to maximise outcomes for the Communities Plus projects and thereby the residents of Greater Sydney.

#### 4.4.6 Facilitate integrated infrastructure planning

Action 3.1.1 of A *Plan for Growing Sydney* requires support for urban renewal by directing local infrastructure to centres where there is growth. A major challenge in creating capacity for additional housing, particularly in land release and major urban renewal areas, is the coordination of infrastructure and land use planning so that infrastructure is delivered in the right place at the right time, in line

with actual growth. This requires a detailed understanding of forecast growth and infrastructure investment programs across a range of providers and locations.

A more targeted and coordinated approach to planning and delivering regional, district and local infrastructure would achieve this while also expediting investment and development, and potentially boosting the delivery of new housing.

This approach to coordinated infrastructure planning could involve:

- working with the private sector to advance designs for infrastructure to achieve greater certainty of delivery costs and constraints
- reviewing development forecasts annually to create more accurate information about timing and location of development
- staging development to get the most efficient use of existing infrastructure capacity
- staging infrastructure delivery using interim solutions including packaged wastewater treatment systems and temporary intersection improvements
- involving the community in decision-making about infrastructure investment to ensure that it meets local needs.

This approach will help inform the update and review of funding arrangements for State infrastructure through Special Infrastructure Contributions, as well as inform the Commission's Annual Infrastructure Priority List.



#### Action L9: Coordinate infrastructure planning and delivery for growing communities

The Commission will work with the Department of Planning and Environment to better coordinate land use and infrastructure strategies at a State, district and local level to deliver infrastructure to growing communities as needed.

#### 4.5 Coordinate and monitor housing outcomes and demographic trends

Through the housing continuum approach, we will draw together all the actions and programs across State and local government as well as the not-for-profit and private sectors to improve our understanding of where new homes are needed and the type of dwellings required. This, in turn, determines planning needs for education, transport, utilities and other infrastructure.

The construction of new homes is a major economic activity and requires a supply of skilled workers, access to capital and availability of materials. To support the construction of new homes all stakeholders need up to date information on housing supply to coordinate supply capacity, infrastructure and delivery.

The Department of Planning and Environment publishes annual housing completions, which will be improved by the inclusion of more detailed data describing all types of housing. Supply forecasts and completions data needs to consider all housing types so that the mismatch of supply and demand can be closely monitored and used to inform activities across the sector.

The Department of Planning and Environment also prepares demographic projections and provides advice on demographic trends. Population projections that accurately describe projected changes in population characteristics like age and household type also inform planning for education, emergency services, utilities and transport.



#### Action L10: Provide data and projections on population and dwellings for local government areas across Greater Sydney

The Department of Planning and Environment will:

- regularly prepare updates to 20-year population and dwelling projections for NSW by local government area
- prepare a housing needs assessment that will assist the preparation of local housing strategies
- continue to release 20-year projections of population growth, including:
  - projections for age profiles (including student population age cohorts)
  - household types
  - implied dwellings
- publish annual 10-year housing supply forecasts that:
  - include forecast supply by local government area
  - enhance the existing forecasts to include details of housing types
  - include housing completions across Greater Sydney, including those in new growth areas, to allow comparison of projections and completions.



## 4.6 Create great places

*"Culture and climate differ all over the world, but people are the same. They'll gather in public if you give them a good place to do it."*

*Jan Gehl, Danish architect  
and urban designer*

Improving liveability means putting people at the heart of planning for great places. This means recognising, respecting and building on the valued characteristics of individual neighbourhoods while maximising the improvements that come with growth and change.

People in the Central District highly value the opportunity to live close to their place of work or study as well as the diversity of their neighbourhoods and proximity to culture and entertainment. Collectively the District is safe and prosperous. We have contrasting scenic landscapes and urban neighbourhoods contributing to distinctive communities and local characteristics. Our District includes the harbour, the beaches and the eastern coastline, cultural places, cafes and nightlife all of which are important to local liveability. These features also help to attract and sustain the talent required for a global city and showcase the District to visitors.

The original inhabitants of the Central District are the Gadigal people – one of 29 clans of the Eora nation. The Gadigal have been joined by other Aboriginal people whose communities and relationships add to our diverse, yet shared future. The District is also home to culturally and linguistically diverse groups, who are forging their own stories, creating culture, heritage and history. We want to foster this diversity and attractiveness and increase the amenity of the Central District.

Design-led planning aims to produce good architecture and planning as elements of a people-centred, sustainable, liveable environment. In this context we need to manage growth to create healthy, well-designed, safe and inclusive places that encourage economic and social activity, vibrancy and community spirit.

In the Central District this requires protecting, and where possible enhancing highly valued liveability characteristics. This draft District Plan looks at how we can work across government to provide the kind of places and facilities that help to build a more cohesive community.

### 4.6.1 Provide design-led planning

Design-led planning aims to produce good quality integrated urban land use and transport as key elements of a people-centred, sustainable and liveable environment. It involves working with communities to identify the key strengths of a place – what makes it special – and ways to enhance this in the future. Clear, shared goals can then be used to shape future initiatives, decision-making, development proposals and funding.

The NSW Government's draft architecture and urban design policy, *Better Placed* (October 2016), seeks to deliver design excellence and a safe, equitable and sustainable built environment. It outlines the importance of successful design for cities and towns noting that:

- Cities and centres are linked through **economic** factors: they support industry and commerce, employment and services. Accommodating an agglomeration of people and activity is key to a city or centre's productivity.
- Collectively, urban development is responsible for significant **environmental** and greenhouse impacts, energy use and displacement of ecological and agricultural land.
- Cities and towns welcome and house people and **communities**. The coming together of people in urban places plays an essential social function in accommodating relationships.

The draft policy advocates design-led planning and notes that '*the role of urban design and architecture is essential to all three of these factors and is a key determinant of successful urban places*'.

**The seven principles of urban design were established in *Better Placed***

**Principle 1: Contextual, local and of its place.**

The urban environment is where most of us live, work and recreate.

Places should be designed to be integral with local people and cultures and connected to their landscape and setting. In this way, a place will be 'of its location' — distinctive, resonant and engaging.

**Principle 2: Sustainable, efficient and durable.**

Cities, towns and the infrastructure they require have both a positive and negative impact on environmental quality and climate change.

An urban area should be designed to be accessible and compact; to minimise consumption of energy, water and natural resources; and to avoid detrimental impacts on natural systems. It should be designed to respond and adapt to changes over time.

**Principle 3: Equitable, inclusive and diverse.**

The city represents the coming together of the full spectrum of society in a mutually beneficial arrangement.

Cities and towns must accommodate and provide access to opportunities for all. Urban design should provide equitable access to housing, employment, public transport, public space and social opportunities.

**Principle 4: Enjoyable, safe and comfortable.**

How people experience cities has a daily impact on people's lives, and investment in development and infrastructure can have an impact for decades and generations.

Urban design should be people focused, providing environments that are user-friendly, enjoyable, accessible and dignified.

**Principle 5: Functional, responsive and fit for purpose.**

As the setting for our daily lives, the urban environment must work well for a wide range of purposes.

Urban design can influence the functionality and workability of urban areas permanently, and so design quality at the outset is essential.

**Principle 6: Value-creating and cost effective.**

Substantial investment goes into the urban environment and infrastructure from a range of sources.

Well-designed urban places have the potential to be highly cost effective over the long term, creating ongoing and increasing value for all.

**Principle 7: Distinctive, visually interesting and appealing.**

For most people the urban environment is where we live our daily lives.

The design of the city or precinct is fundamental to how it looks, feels and works for people. Poor design has a lasting, negative impact, while good design provides ongoing benefits for all.

The draft policy supports productivity, environmental management and liveability by fostering quality processes and outcomes in the delivery of housing, employment, infrastructure, open space and public areas.

Accordingly, this draft District Plan seeks to deliver several specific design-led planning outcomes, including:

- considerations for planning strategic and district centres (Section 3.4)
- design guidelines for medium density housing (Section 4.3)
- design guidelines for safe and healthy built environments (Section 4.6)
- urban agriculture, community and roof gardens for productive food systems (Section 4.6)
- integration of arts and cultural strategies, investment and actions into urban development (Section 4.7).
- support for enhanced sharing of community resources and spaces (Section 4.7)
- Aboriginal, European and natural heritage considerations (Section 4.7).

These areas identified above emphasise the broad range of outcomes that need to be balanced when planning for an area. Design-led planning and the design principles inform the process for considering how to balance competing objectives while delivering on the core needs of the community such as sufficient housing, affordable housing, economic activity – thus jobs. This is particularly important in the context of the three guiding principles that underpin the planning for how Greater Sydney grows as outlined in *A Plan for Growing Sydney*.



#### **Action L11: Provide design-led planning to support high quality urban design**

To provide high quality urban design, we will support the NSW Government Architect in the development and implementation of design-led planning approaches, specifically for collaboration areas and planning for centres and precincts.

#### **4.6.2 Plan for safe and healthy places**

As documented by the Heart Foundation, healthy built environments help prevent physical and mental health problems. This is achieved through the provision of functional well connected streets and public spaces in neighbourhoods that fulfil the services and social needs of residents.

Building on Action 3.3.1 of *A Plan for Growing Sydney* guidelines for the planning, design and development of a safe and healthy built environment can potentially be more effective if they are incorporated into broader considerations outlined in the Liveability Framework and the *Draft Policy on Urban Design and Architecture*.

Design-led planning of the public realm – footpaths, squares, open spaces, parks and nature strips – should result in places and streets that are safe and functional that can support people to walk or cycle rather than drive. Walkable, well-lit places and paths can provide a sense of safety for women, young children and older people, all of whom are often the first to sense that a neighbourhood is not safe – especially after dark.

Functional streets must also provide easy connections to day to day needs and transport options. Co-located schools, transport and services in mixed use areas capable of growth will improve the sustainability of these centres and their communities and enhance accessibility with the potential to reduce congestion.

Healthy built environments can also facilitate access to fresh seasonal food. Design-led planning for productive roof gardens, community gardens and other forms of urban agriculture can facilitate better health outcomes and greater community cohesion.



These characteristics of healthy safe environments can encourage more active lifestyles helping to reduce obesity and the rate of chronic illnesses such as diabetes and cardiovascular disease.



**Action L12: Develop guidelines for safe and healthy built environments**

The Commission will work with the Department of Planning and Environment to develop designed planning guidelines for developing a safe and healthy built environment.



**Liveability Priority 5: Facilitate the delivery of safe and healthy places**

Relevant planning authorities should:

- facilitate the development of healthy and safe built environments
- consider the inclusion of planning mechanisms such as floor space bonuses to incentivise the provision of:
  - neighbourhoods with good walking and cycling connections particularly to schools
  - social infrastructure such as public libraries or child care
  - urban agriculture, community and roof gardens for productive food systems.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

### 4.6.3 Enhanced walking and cycling connections

The Central District has the lowest car use for journeys to work and conversely, the highest proportion of walking and cycling to and from work. Around one in 10 people walk to work and with better connections we can improve this. A third of all our trips including recreation and shopping are walking trips. With better connections we can improve this. Co-location of complementary land uses also improves the viability of public transport, walking and cycling with potential to reduce congestion.

We see better walking and cycling connections and end of trip facilities, such as lockers and showers at a workplace, as way to increase activity levels and improve health and wellbeing. This requires thoughtful planning to enable well-designed footpaths and cycling facilities that link to services and transport options.

Co-location of complementary land uses such as shops, schools, child care, community and recreation facilities helps people to interact and improves the viability of public transport, walking and cycling, while increasing activity levels and helping to reduce congestion.

Transport for NSW is developing a Walkability Tool that will help to identify areas where improvements to the walking environment can be made. The tool assesses how easy it is to access services and destinations by foot, the relative comfort of walkways along adjacent roads and how easy it is for walkers to access public transport.

Transport for NSW's *Sydney's Walking Future* and *Sydney's Cycling Future* reflects the NSW Government's commitment to working with councils to make walking and cycling more convenient, safer and enjoyable. Funded through the Walking Communities program, improvements to the walking network will help to reduce the amount of time people spend at intersections, enhance facilities for pedestrians, and encourage more people to travel on foot.

Transport for NSW is also establishing Sydney's Principal Bicycle Network. This will be made up of high quality, high priority routes that facilitate direct, barrier-free travel between centres. Routes will be separated from motor vehicles and pedestrians and local bicycle routes will connect in to form a finer grain cycling network.

The Principal Bicycle Network routes already connecting the Central District are:

- Coogee to Randwick Cycleway
- better access to the northern and southern approaches to the Sydney Harbour Bridge Cycleway
- North Shore link
- Eastern Suburbs link (Bondi Junction to CBD)
- Inner West links
- South East Light Rail links
- Sydney Airport links
- Inner West Greenway missing links between Iron Cove Bridge and Cooks River.

Other walking and cycling projects in the Central District will continue to be delivered by both Roads and Maritime Services and local councils, and will be funded under the NSW Government's Walking and Cycling programs.

Transport for NSW and Roads and Maritime Services will continue to provide guidance to councils when making land use decisions that affect accessibility in and around centres.



**Liveability Priority 6:  
Facilitate enhanced walking  
and cycling connections**

Relevant planning authorities should facilitate enhanced walking and cycling outcomes by giving due consideration to the delivery of district and regional connections and walkable neighbourhoods.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

## 4.7 Foster cohesive communities in the Central District

The diversity and complexity of the communities within the Central District are valued by residents and need to be maintained and enhanced through the coming period of growth and change. People are proud to call the Central District home. Major events that celebrate our diversity include the Sydney Gay and Lesbian Mardi Gras and Chinese New Year. As the District grows, we have a responsibility to create cohesive communities each with their own sense of place. Our aim is to build on the District's strengths.

The history, heritage and cultures of our District are expressed in the unique characteristics of our neighbourhoods. These valued qualities, together with the District's diverse communities give rise to local identity and a sense of belonging. Growing the great places of the Central District requires protecting, and where possible, enhancing these highly valued liveability characteristics.

Through design-led planning we will work with communities to identify the key strengths of unique places within the District, and ways to enhance these in the future. We can enhance social cohesion and achieve this by protecting the heritage and local identity of the many unique neighbourhoods across the District.

By collaborating across the creative arts, business and communities we can foster cultural development and expression across the District. By protecting and enhancing existing access to natural landscapes, parks, sportsgrounds and recreation facilities we can encourage more active lifestyles. We will enhance liveability outcomes by greater sharing of sports and community facilities across the District.

Each of these elements of cohesive communities is discussed in more detail below.

### 4.7.1 Conserve and enhance the District's environmental heritage, including Aboriginal, European and natural

The original inhabitants of the Central District are the Gadigal people who continue to practice ancient cultural traditions and care for the land. As the town of Sydney developed, other Aboriginal people joined the Gadigal to live and work within the urban Aboriginal community. Gadigal culture has survived and today many places in the District are a testament to that. For example Redfern is the location of the development of the Aboriginal social justice movement that has resulted in a national system of Aboriginal Community Controlled Health organisations and Aboriginal Health Services.

The Central District is also home to precincts containing colonial heritage and later Victorian and Federation era heritage including, Millers Point and The Rocks, Haberfield in the Inner West, the Appian Way at Burwood and Daceyville at Botany Bay. The District's diverse European cultural heritage includes public buildings like courthouses and railway stations as well as the Chinese Market Gardens and sites such as La Perouse and Centennial Park in Randwick.

Places and items of heritage significance are protected by the *Heritage Act 1977*, the *National Parks & Wildlife Act 1974* and listed in local environmental plans for conservation. This protection can be further enhanced by the implementation of the best practice guidelines contained in the ICOMOS Burra Charter and the NSW Heritage Manual.

Both Millers Point and the Sydney Opera House areas have precinct-wide listings under the *Heritage Act 1977*, while approximately half the buildings in The Rocks are currently heritage listed. The Office of Environment and Heritage is currently investigating the potential for a precinct-wide listing of The Rocks on the State Heritage Register.

Also important to the District's values are its biodiversity including parks and landscapes that form significant parts of the Green Grid including, Sydney Harbour National Park, Ku-ring-gai National Park as well as Centennial Park. Protecting and enhancing the District's diverse landscapes, seashores and ridge lines will help ensure the Central District remains a great place to live.



This draft District Plan recognises that development must be more than sympathetic to the District's heritage – it must enhance it. Our heritage offers a point of difference that fosters connected communities and local identity. Opportunities to adaptively re-use character and heritage buildings through the development process should be used to protect and enhance places, spaces and qualities valued by the local community.



**Action L13: Conserve and enhance environmental heritage, including Aboriginal, European and natural**

To support high quality urban design and healthy places, the Office of Environment and Heritage, Department of Planning and Environment, and Aboriginal Affairs will collaborate to map Aboriginal-owned lands, places of significance, local community organisations and public art and place making projects and events celebrating Aboriginal history.

Relevant planning authorities need to identify, assess, manage and protect the heritage which underpins the community's pride of place.

The Commission will work with the Office of Environment and Heritage and councils to identify and share best practice in restoration, alterations, additions and adaptation of heritage items.



**Liveability Priority 7: Conserve heritage and unique local characteristics**

Relevant planning authorities should:

- require the adaptive re-use of historic and heritage listed buildings and structures in a way that enhances and respects heritage values
- protect Aboriginal, cultural and natural heritage and places, spaces and qualities valued by the local community.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

#### 4.7.2 Support the creative arts and culture

The District is home to many diverse cultural facilities and offerings from fine arts to underground films, from contemporary to traditional, professional, amateur and small to medium and independent artists and organisations.

A great number of arts and cultural organisations operate within the District including:

**Major organisations and venues:**

- Sydney Symphony Orchestra
- Opera Australia
- Belvoir
- The Bell Shakespeare Company
- The Australian Ballet
- Sydney Theatre Company
- Sydney Dance Company
- Bangarra Dance Theatre
- Sydney Opera House
- Australian Chamber Orchestra
- Art Gallery of NSW
- Object: Australian Design Centre
- Australian Centre for Photography
- Carriageworks
- Cockatoo Island
- Museum of Contemporary Art
- Sydney Gay and Lesbian Mardi Gras and Mardi Gras Arts Organisation

**Small to medium venues and operators:**

- Australian Theatre for Young People
- Force Majeure
- Monkey Baa Theatre Company
- Darlinghurst Theatre
- Performance Space
- De Quincey Company
- The Song Company
- Shaun Parker & Company
- Sydney Philharmonia Choir
- dLux MediaArts
- 107 Projects
- 4A Centre for Contemporary Asian Art
- Addison Road Community Centre

- Alaska Projects
- Artbank
- Artspace.

The events and activities that operate through these and many other local arts and cultural facilities help the Central District's residents to connect, celebrate and identify with one another.

The District's arts and culture inspire and energise its residents and in turn the District's people and places influence the distinctive arts and culture developed in the District. However, we are a net importer of creative content.

The public domain is an important place for cultural exchange through public art, cultural programs and festivals. Many of these are organised locally and are enhanced by collaboration and partnerships across the District. Neighbourhood street fairs, festivals, fetes, indoor and outdoor exhibitions, workshops and community markets provide important opportunities for people of all ages and walks of life to experience and participate in arts and culture.

Examples include some of Australia's major cultural events, including the Sydney Writers' Festival, Biennale of Sydney, Sydney Gay and Lesbian Mardi Gras, The Sydney Film Festival, The Sydney Festival, Sculpture by the Sea, and a more recent addition, Vivid Sydney. The work of local volunteers and support organisations across the District is further evidence of a strong community spirit.

In the Central District arts and culture promote local identity and provide for the needs of different groups in the community. Nurturing a culture of art in everyday local spaces through design-led planning can facilitate community cohesion and improve liveability outcomes.

Much of the cultural vibrancy of the District stems from night time activities that extend from the many popular eat streets, clubs, venues and small bars to lifestyle activities like cinemas and 24 hour gyms. With rapidly changing lifestyles and the emergence of new cultural pursuits the Central District will continue to be the focal point of these activities in Greater Sydney.

Due to the diversity of lifestyles of the District's residents and visitors there is a clear need to foster a sustainable and safe night time economy in Sydney City, district centres and local centres. This includes opportunities to diversify the focus of the night time economy by supporting the contribution of small business, retail and emerging and established cultural events and assets.

Arts and cultural policy, investment and actions should be well integrated into urban development. This can be achieved through planning proposals for urban renewal areas and priority precincts that enhance access to the arts in all communities and nurture a culture of art in everyday local spaces.

This District Plan builds on Action 3.4.1 of *A Plan for Growing Sydney* to develop global Sydney city as an international arts and cultural destination and to integrate arts and cultural policies and investment with broader development and urban renewal efforts across the city.

There are often challenges in providing places for arts and cultural activities due to their temporary nature. During the review of *A Plan for Growing Sydney* and the finalisation of the Central District Plan, we will further explore, in consultation with stakeholders, how the final District Plan can provide direction on the enhancement of arts, culture and night time activities for the Central District. This work will consider:

- the provision of community infrastructure (library/hubs) in planning for improved places
- delivering a diverse range of night time activities in appropriate places
- how to reinvigorate live music precincts
- how to better manage temporary arts and cultural activities
- the diversity of places which can support and benefit from arts and cultural activities
- improving links between Bondi Junction and Bondi Beach
- cultural diversity as a tourism attraction – Chinatown, Korean and Lebanese culture in Burwood and Strathfield
- cultural events and key assets such as:
  - Bondi Coastal Walk, Bondi to Coogee and potentially to La Perouse, Rose Bay

to Watsons Bay, continuous walk from City to Canada Bay, Botany Bay Trail, Bay Run/Homebush Bay Run

- Darling Harbour the Botanic Gardens, Centennial Park and Moore Park stadiums.



#### **Liveability Priority 8: Foster the creative arts and culture**

Relevant planning authorities should:

- integrate arts and cultural outcomes into urban development through planning proposals that nurture a culture of art in everyday local spaces and enhance access to the arts in all communities
- give due consideration to the inclusion of planning mechanisms that would incentivise the establishment and resourcing of creative hubs and incubators and accessible artist-run spaces.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

The Heart Foundation has identified that people who are not physically active are almost twice as likely to die from coronary heart diseases as those who are. As such, increasing the level of physical activity in the community is likely to have a major impact on public health.

Our planning should focus on allowing many activities to occur in the District's recreation spaces. We also need to look at more flexible use of underutilised public spaces to ensure we meet the demand for contemporary green spaces. We need to focus on multi-use recreation areas for a range of different user groups.

Future planning and decision-making should continue to enhance access to recreation and community facilities and accommodate new and shared use of facilities as required by existing and future local communities.



#### **Action L14: Develop a Central District sport and recreation participation strategy and sport and recreation facility plan**

The Office of Sport will coordinate and support the bringing together of Councils to develop a Sport and Recreation Participation Strategy and a Sport and Recreation Facility Plan for the Central District.

### **4.7.3 Create opportunities for more recreation and community facilities**

Adequate provision of the whole range of recreation and community facilities contributes to a liveable city. These include local and regional recreation areas, parks and natural landscapes and community facilities such as libraries, event spaces, community centres and community gardens.

With the District's good access to recreation facilities and bushland areas, future planning and decision-making should reinforce these distinguishing characteristics and continue to enhance access to these facilities.

These facilities, usually delivered by local government, are important to people at all stages of life and should therefore be accessible and inclusive so that people of all abilities can enjoy them.







#### 4.7.4 Support planning for shared spaces

Making more productive and sustainable use of existing resources is good urban governance. Given the growing and changing population of the Central District to 2036, a more clearly articulated governance system for the shared use of community resources could be a game changer for Greater Sydney.

By working with State agencies and local government we can identify assets that are available for complementary community use and investment. One example of this is the opportunity for government and non-government schools to collaborate with local government to access school facilities and open space. Shared use of resources could extend to:

- schools' open space resources
- community facilities such as meeting rooms, gymnasiums or art facilities
- private open space resources such as swimming pools and golf courses
- services (waste, access, recycled water) for multiple buildings within a street frontage.

##### Shared spaces: Pilot project

The Hills Shire and NSW Department of Education are collaborating on a pilot project that seeks to allow shared use of government school facilities with the broader community.

While the approach taken in The Hills Shire will not fit all local communities, it is a major step forward in the process of providing better utilisation of public assets.

Across Greater Sydney this approach might provide opportunities to better integrate schools with local communities, particularly in dense urban environments where there are competing land use constraints and growing demands for access to open space and community facilities.



#### Action L15: Support planning for shared spaces

To support the sharing of spaces we will:

- collaborate with State agencies, non-profit organisations, private providers and communities to identify opportunities for the shared use of community and school facilities
- support the NSW Department of Education's preparation of a joint venture template that will include the shared use of school playgrounds and other spaces
- where requested, provide strategic planning advice prior to sale regarding alternative uses of surplus government-owned land including schools.



#### Liveability Priority 9: Share resources and spaces

Relevant planning authorities should consider the delivery of shared local facilities such as community hubs, cultural facilities and public libraries as multifunctional shared spaces.

How these matters have been taken into account need to be demonstrated in any relevant planning proposals.

## 4.8 Respond to people's need for services

In accordance with Action 3.1 of *A Plan for Growing Sydney*, making the District a great place to live requires the provision of the infrastructure and services that people need, from birth to the end of life. The full range of services needs must be realised including child care, schools, hospitals, health centres and aged care, as well as cemeteries and crematoria.

The delivery of these services is the responsibility of many agencies and organisations that need to consider existing and future demand.

This section explores our approach to supporting the planning and delivery of these services.

### 4.8.1 Education infrastructure

In 2016, government schools in the Central District accommodate over 57,000 students representing 56% of the student population. In addition, roughly 45,000 students attend non-government schools.

By 2036 significant growth in the primary and secondary school aged population is expected

to result in an increase in school enrolments of around 43,000 or 42% based on the current enrolments in government and non-government schools.

Within the District, schools are evenly distributed from east to west. The District's 142 government schools are characterised by high utilisation rates. Spare classroom capacity across the District is generally available in at least two schools in each local government area with the exception of schools in Woollahra and Burwood.

Recent major investment in government schools include:

- funding to upgrade Alexandria Park Community School, Bellevue Public School, Bourke Street Public School, Fort Street Public School, Homebush West Public School, Marie Bashir Public School, Rainbow Street Public School, Randwick Public School and Russell Lea Public School
- a new primary school in Ultimo
- commitment for a new Inner City High school in the Sydney CBD.

Table 4-4: Actual (2016) and projected (2026 and 2036) NSW public school students for Central District

| School Level                   | 2016           | 2026           | 2036           | 2016-2036     | Change     |
|--------------------------------|----------------|----------------|----------------|---------------|------------|
| Government Primary             | 37,650         | 47,700         | 51,650         | 14,000        | 37%        |
| Government Secondary           | 19,650         | 26,300         | 30,650         | 11,000        | 56%        |
| <b>Government Subtotal</b>     | <b>57,350</b>  | <b>74,000</b>  | <b>82,300</b>  | <b>24,950</b> | <b>44%</b> |
| Non Government Primary         | 22,700         | 28,250         | 30,200         | 7,500         | 33%        |
| Non Government Secondary       | 22,300         | 28,950         | 32,700         | 10,400        | 47%        |
| <b>Non Government Subtotal</b> | <b>45,000</b>  | <b>57,200</b>  | <b>62,900</b>  | <b>17,900</b> | <b>40%</b> |
| <b>Total</b>                   | <b>102,350</b> | <b>131,200</b> | <b>145,200</b> | <b>42,850</b> | <b>42%</b> |

Source: NSW Department of Education, 2016

NSW Department of Education disclaim liability to the reliance of information in the *Child, Adolescent, and Student Projections 2016*. Information is correct only at the time of release and reflect the assessed observed current and retrospective trend. There is no certainty that these trends will be realised at any reported time point or geography. These projections are not targets and are made independently from Departmental policy direction.





**Liveability Priority 10:  
Support innovative school  
planning and delivery**

Relevant planning authorities should give due consideration to:

- innovative land use and development approaches, including:
  - using travel management plans, that identify travel options, to reduce car use
  - enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need
- the inclusion of planning mechanisms that would incentivise the:
  - development of new schools as a part of good quality and appropriate mixed use developments
  - the shared use of facilities between schools and the local community including playing fields and indoor facilities, so they can meet wider community needs.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.

#### 4.8.2 Plan to meet the demand for school facilities

To ensure school planning meets demand, requires an understanding of where the school-age population is likely to increase, stabilise or decline and, therefore, where and when new classrooms or schools will be needed, or where capacity will become available. Integrated school investment solutions can then be developed based on the unique characteristics of the District's communities.

If no additional classrooms were to be provided until 2036 there would be significant shortfalls based on projected changes in the primary and secondary school aged population. There is significant increasing demand in Homebush, Strathfield, Burwood, Croydon, Petersham, Randwick, Maroubra, Sydney and surrounds.

Existing school infrastructure will accommodate the majority of new enrolments, because most growth in the District will occur in existing areas. This will be achieved through expansion and innovative approaches to the use of land, facilities and floor space.

The Department of Education currently optimises use of its infrastructure in a number of ways including:

- the realignment of school catchment boundaries
- prioritising 'in catchment area' students
- increasing the size, amenity and functionality of existing schools
- using relocatable classrooms to manage fluctuations in enrolments.

While detailed demand for government school facilities and appropriate responses will be identified by the Department of Education, our planning must recognise that schools are critical infrastructure in growing communities. Furthermore our planning should support innovative approaches to the design and location of new and expanded school facilities.

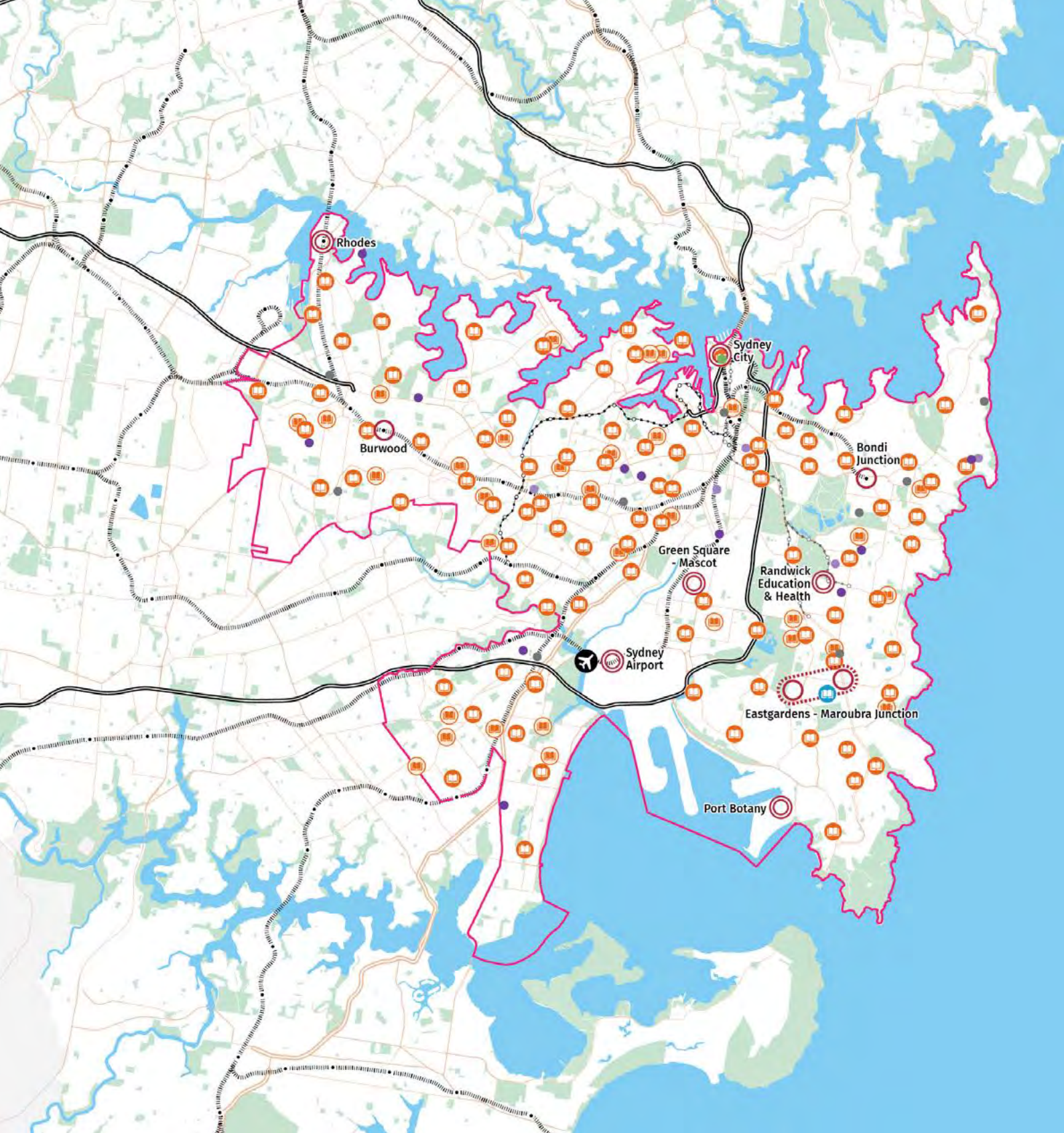


Figure 4-11: Primary Schools in the Central District (2016)

|  |                               |  |                                           |  |                             |  |          |
|--|-------------------------------|--|-------------------------------------------|--|-----------------------------|--|----------|
|  | Strategic Centre              |  | Government Environmental Education Centre |  | Metropolitan Rural Area     |  | Motorway |
|  | District Centre               |  | Government School for Specific Purposes   |  | National Parks and Reserves |  | Highway  |
|  | District Boundary             |  | Non-Government Special School             |  | Waterways                   |  | Roads    |
|  | Government Primary School     |  | Non-Government Combined School            |  | Railway                     |  |          |
|  | Non-Government Primary School |  | Metropolitan Urban Area                   |  | Railway Station             |  |          |





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Figure 4-12: Secondary Schools in the Central District (2016)

|  |                                  |  |                                           |  |                             |  |          |
|--|----------------------------------|--|-------------------------------------------|--|-----------------------------|--|----------|
|  | Strategic Centre                 |  | Government Environmental Education Centre |  | Metropolitan Rural Area     |  | Motorway |
|  | District Centre                  |  | Government School for Specific Purposes   |  | National Parks and Reserves |  | Highway  |
|  | District Boundary                |  | Non-Government Special School             |  | Waterways                   |  | Roads    |
|  | Government Secondary Schools     |  | Non-Government Combined School            |  | Railway                     |  |          |
|  | Non-Government Secondary Schools |  | Metropolitan Urban Area                   |  | Railway Station             |  |          |

Source: NSW Department of Education, 2016



Table 4-5: Count of public schools by school type and sector for Central District, (2016)

| School Type                    | NSW Public Schools | Catholic | Independent |
|--------------------------------|--------------------|----------|-------------|
| Primary                        | 99                 | 47       | 10          |
| Secondary                      | 30                 | 18       | 10          |
| Combined (K-12)                | 1                  | 5        | 42          |
| School for Specific Purposes   | 11                 | 2        | 3           |
| Environmental Education Centre | 1                  |          |             |
| Total                          | 142                | 72       | 65          |

Source: NSW Department of Education, 2016 and Catholic Education Commission, 2016 and Association of Independent Schools of NSW, 2016



#### **Action L16:** **Support planning for school facilities**

To better support planning and decision-making across education providers and relevant planning authorities, the Department of Planning and Environment will:

- continue to release 20-year projections of the student population in the District
- annually release housing forecasts showing where and when school catchments will be affected by growth
- monitor housing completions in new growth areas to confirm where student populations are growing
- work with NSW Property and the Department of Education to identify the strategic potential of key government sites
- support the creation of a joint forum for government and non-government school sectors to work collaboratively to plan for future growth and change.

#### **4.8.3 Plan for the provision of early education and child care facilities**

Demand for early education and child care facilities will also increase in the Central District given the expected 12,650 new babies and toddlers that will reside in the District by 2036. Planning for these facilities in existing communities will increasingly require innovative approaches to the use of land and floor space, including co-location with compatible land uses such as primary schools and office buildings.

In order to meet the increasing demand for child care and early education facilities, the Department of Planning and Environment and the Department of Education is working jointly with other government and non-government agencies to improve the quality and availability of early childhood education and care facilities by streamlining the planning system and aligning it to the National Quality Framework for Early Childhood Education and Care.

Out of school hours childcare is essential for jobs growth and consistent with the Department of Education's arrangements for joint use.

#### 4.8.4 Plan for the provision of youth services

The District's population is growing and its characteristics are also changing. The Central District is also multicultural and while older people will make up a greater proportion of residents in the future many other sectors of the community also require social, cultural and age appropriate service provision.

The Central District has considerable demand for targeted youth services and facilities. Age appropriate cultural, social and employment facilities are important to support our youth and address issues such as mental health, homelessness, pre-employment training and job readiness in a socially appropriate manner.

#### 4.8.5 Support the Aboriginal community

Engagement with the Aboriginal community, built on trust and integrity, should be founded on a framework of self-determination and Aboriginal control, particularly in terms of the management of assets and cultural heritage, and the development of policies and strategies for economic and social opportunities.

Equity of access to appropriate whole-of-life social infrastructure can improve the Aboriginal community's health, wellbeing and economic participation. In particular consideration of targeted health and education services and child care and aged care services are required. Collaboration with the diverse Aboriginal communities of the District will be required to determine appropriate priorities.

Federal and State agencies are working with Aboriginal communities, local government and service providers to deliver high quality educational and health outcomes.



#### Action L17: Support the provision of culturally appropriate services

The Commission and Department of Aboriginal Affairs will establish an ongoing engagement forum with Greater Sydney's Aboriginal community in order to better inform our planning. This will include representatives from Aboriginal Land Councils, Aboriginal youth and students, and Aboriginal service providers.

Together, we will prepare and agree on an engagement strategy, and focus on deliverable actions that align with Aboriginal community aspirations in each district. Through this approach information can be provided to relevant planning authorities to support planning outcomes for the Aboriginal community.



#### Liveability Priority 11: Provide socially and culturally appropriate infrastructure and services

Relevant planning authorities should:

- collaborate with Federal and State agencies and service providers to integrate local and District social infrastructure for Aboriginal residents including preschools, child care and aged care services
- include appropriate planning mechanisms to incentivise the provision of these services required by local communities where appropriate.

How these matters have been taken into account need to be demonstrated in any relevant planning proposals.

#### 4.8.6 Support planning for health networks

The health network encompasses the whole spectrum of health facilities and services for every segment of the community. The network includes hospitals and emergency services as well as associated surgeries, clinics, pathology and allied health providers. Co-location of business educational institutions and industry provides a competitive advantage. A strong health network is also a generator of local jobs.

Planning controls for productive health precincts and centres that allow complementary and ancillary services such as short-term accommodation, residential aged care, child care, specialist or allied health infrastructure will support better accessibility to services.

In the Central District, the health and education super precincts including those in Randwick and Camperdown drive economic prosperity and social wellbeing, as they are important locations for knowledge-intensive jobs, innovation and service delivery.

Health and education services will co-locate to varying degrees in smaller centres and to a greater extent in the established health care precincts where the employment opportunities can be leveraged to improve transport networks and connectivity. For these reasons planning controls should support the creation of productive local health networks and consider the operational needs of providers.

#### 4.8.7 Support planning for health facilities and services

The Central District is served by the Royal Prince Alfred Hospital at Camperdown, Prince of Wales Hospital in Randwick and St Vincent's at Darlinghurst. Both the Sydney and South Eastern Sydney Local Health Districts support these tertiary hospitals and the associated facilities and services.

Current planning for major new and improved health infrastructure includes:

- upgrades to St Vincent's Hospital to include a new Psychiatric Alcohol and Non-prescription Drug Assessment (PANDA) Unit and Emergency Department enhancements (nearing completion)
- the Bright Alliance joint program in

cancer care (incorporating the Nelune Comprehensive Cancer Care Centre), research and clinical teaching at the Randwick Hospitals Campus

- investment in the Royal Prince Alfred Hospital car park
- Missenden mental health services upgrade at Royal Prince Alfred Hospital (complete)
- Concord Hospital Upgrade
- \$500 million reconfiguration and expansion of Prince of Wales
- community health programs such as GP clinics, medical centres and other specialist health services as administered by the Australian Government's Primary Health Networks.



#### Liveability Priority 12: Support planning for health infrastructure

Relevant planning authorities should give due consideration to the need to support the co-location of ancillary uses that complement health precincts, including:

- residential aged care facilities
- housing for health workers
- visitor and short-term accommodation
- health and medical research activities
- child care
- non-critical patient care
- commercial uses that are complementary to and service the health precinct

Consideration should also be given to the protection of health precincts and super precincts from residential encroachment into key employment areas.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.



#### 4.8.8 Plan for emergency services

NSW State Emergency Services, NSW Police, NSW Ambulance, Fire & Rescue NSW and NSW Rural Fire Service all work to protect the safety of our community. Not only do they prepare for, and provide assistance in, times of emergency they also build community resilience and reduce community concerns about personal safety and property security.

These highly mobile services need to be able to render assistance quickly and efficiently. The location of these services with a high level of transport connectivity is an essential requirement and needs to be considered in regional and local planning.

Early and ongoing collaboration with relevant planning authorities and communities is essential to delivering these services. The implementation of crime prevention through environmental design principles is also required.

Improved reporting on housing completions and forecast supply by the Department of Planning and Environment will also support agencies to deliver services appropriately across the District, including improved risk profiling and an understanding of how emergency service catchments and demand will be affected by demographic change.



##### **Liveability Priority 13: Support planning for emergency services**

Relevant planning authorities must consider the operational and locational requirements of emergency services.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.



##### **Action L18: Support planning for emergency services**

The Department of Planning and Environment will provide demographic data and projections, as detailed in Action L10, to inform emergency service planning.

#### 4.8.9 Plan for cemeteries and crematoria

Cemeteries and crematoria are important infrastructure, as all cities require land for burial or cremation and associated facilities such as chapels, reception centres and car parking.

Contemporary facilities often incorporate gardens, bushland settings and open space areas reflecting society's changing preferences.



##### **Liveability Priority 14: Support planning for cemeteries and crematoria**

Relevant planning authorities should give consideration to the need and locational requirements of cemeteries and crematoria.

How these matters have been taken into account need to be demonstrated in any relevant planning proposal.



##### **Action L19: Support planning for cemeteries and crematoria**

To support relevant planning authorities in planning for the full spectrum of their resident's lives, Cemeteries and Crematoria NSW will provide guidance on the appropriate location and development consent conditions for new cemeteries and appropriate land use controls and zoning. Once made available this information will be shared on our website.







# 5 A Sustainable City

*'The integration of environment and development concerns and greater attention to them will lead to the fulfilment of basic needs, improved living standards for all, better protected and managed ecosystems and a safer, more prosperous future.'*

Agenda 21, 1992

A sustainable city protects and enhances its natural environment, integrating its bushland, open spaces, waterways and vegetation into the planning for how it will grow and build its resilience and efficiency. This draft District Plan outlines the priorities and actions required to safeguard the District's environment.

It draws on *Our vision – Towards our Greater Sydney 2056*, which sets out the strategic basis for Greater Sydney as an efficient and resilient city. It also draws on the ambitions of *A Plan for Growing Sydney's* Goal 3 for a great place to live with communities that are strong, healthy and well connected and Goal 4 for a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

This draft District Plan recognises that a metropolitan-wide approach to sustainability is needed to protect and enhance the environment. This means thinking of sustainability in terms of what is required for all of Greater Sydney and how best to then apply this thinking to protect and enhance the Central District's environment.

Collaboration will be needed to protect the elements people value about the area, adapt and respond to a changing climate, build resilience to future shocks and create more efficient natural systems as the District grows. It also proposes to make Greater Sydney a net-zero carbon emissions city by 2050.

This chapter outlines the sustainability priorities and actions for the Central District.

The priorities are presented in two ways. Firstly, each heading outlines a priority area, and we provide context and detail to expand on the outcomes sought. Some headings cover factual issues only; these are not included in the list below.

Secondly, within the broad priority areas, there are, in many cases, more detailed priorities. We identify the specific purpose of these priorities in each case by detailing how they relate to

strategic planning and planning proposals.

The priorities should be considered in strategic planning activities and planning proposals as appropriate.

The full list of sustainability priorities covered in this section is outlined below:

- enhancing the Central District in its landscape
- protecting the District's waterways
- maintain and improve water quality and waterway health
- protect and conserve the values of Sydney Harbour
- enhance access to Sydney Harbour foreshore and waterways
- managing coastal landscapes
- protecting and enhancing biodiversity
- avoid and minimise impacts on biodiversity
- delivering Sydney's Green Grid
- align strategic planning to the vision for the Green Grid
- maximise benefits to the public from the innovative use of golf courses
- protect, enhance and extend the urban canopy
- improve protection of ridgelines and scenic areas
- creating an efficient Central District
- support opportunities for District waste management
- planning for a resilient Central District
- mitigate the urban heat island effect
- integrate land use and transport planning to consider emergency evacuation needs
- assist local communities develop a coordinated understanding of natural hazards and responses that reduce risk.



## 5.1 The Central District's environment

The Central District goes out from Sydney City to Rhodes and Strathfield in the west, across to the eastern beachside suburbs including Bondi Beach, Coogee and Maroubra. It also stretches southwards along the shores of Botany Bay to Sans Souci and includes the area known as the Inner West.

The District has some of Australia's most densely populated areas and important infrastructure as well as some of its most recognised environmental assets, including Sydney Harbour foreshore, Botany Bay foreshore and the eastern suburbs beaches and coastline. The highly urbanised nature of the District means that the small pockets of native vegetation that remain are very important to the District. Water quality is also important for a thriving and resilient community living and working on a healthy coastline, harbour, wetlands and waterways.

The District's National Parks and green and open spaces contain significant environmental attributes and provide for a range of recreational opportunities. They also attract significant tourism and business investment to the District, with significant economic benefits. National Parks and reserves within the Central District include Sydney Harbour and Malabar Headland National Parks, and the northern portion of Kamay Botany Bay National Park. There are several other significant areas of open space, including:

- Royal Botanic Gardens and Domain
- Centennial Park and Moore Park
- Wentworth Park
- The foreshores of Botany Bay along the Grand Parade.

The Central District is located within two distinct subregions of the Sydney Basin Bioregion – the Cumberland and Pittwater subregions. Wetland, foreshore and coastal areas of the District provide habitat for a range of animals, particularly waterbirds, shorebirds and frogs. The chain of 11 ponds that comprise Botany Wetlands are nationally important and provide habitat for a range of species.

### The Greater Sydney Sustainability Profile

Our Greater Sydney Sustainability Profile, available at [www.greater.sydney](http://www.greater.sydney), provides maps and baseline information on the landscape and environmental characteristics of places across Greater Sydney, on flows of carbon, energy, water and waste, and on the resilience of communities across Greater Sydney to natural hazards.

It has been compiled to support the information contained in this chapter, and the reporting of information on the Greater Sydney Dashboard.

After more than 200 years of urban development, the extent of native vegetation remaining in the Central District is low. Ten threatened ecological communities are found in the Central District, mostly in small remnants of native vegetation. The Central District supports a significant proportion of the remaining areas of Eastern Suburbs Banksia Scrub. Of the area originally covered by Eastern Suburbs Banksia Scrub, less than 1% remains. This unique assemblage of plants provides habitat for small native animals such as ringtail possums, blue-tongue lizards, eastern rosellas and wattle birds.

Residents of the Central District recognise the importance of parks, open space, tree canopy and greenery to the District's health and wellbeing. They have also indicated that they would like to see a greater focus on initiatives to actively promote environmental sustainability.

### The Sydney Basin Bioregion

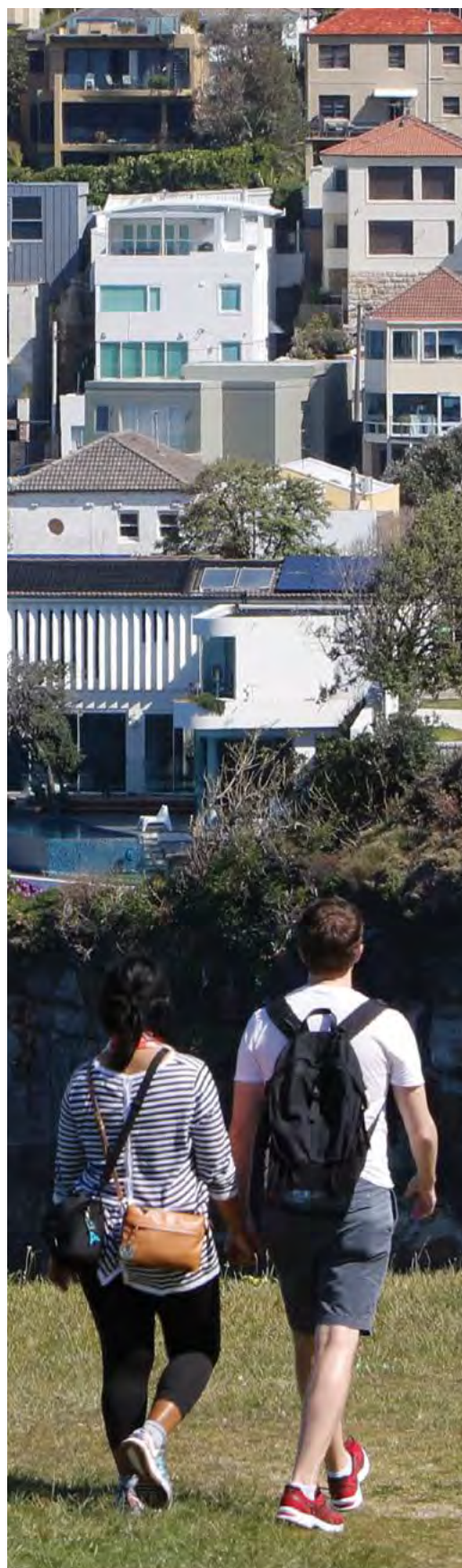
Because biodiversity does not recognise state, district or local government planning boundaries, governments across Australia have adopted a bioregional approach to conserving and managing biodiversity in the landscape.

Bioregions are relatively large land areas characterised by broad, landscape-scale natural features and environmental processes that influence the functions of entire ecosystems. Each bioregion displays its own patterns in the landscape, ecosystem processes and fauna and flora. Within each bioregion, smaller subregions have been defined based on differences in geology, vegetation and other biophysical attributes and are the basis for determining the major regional ecosystems.

Of the 85 bioregions recognised in Australia, 17 are in NSW. The Sydney Basin Bioregion extends from just north of Batemans Bay to Nelson Bay, and almost as far west as Mudgee. It is one of two bioregions contained wholly within the State.

As well as Greater Sydney itself, the Sydney Basin Bioregion encompasses Wollongong, Nowra, Newcastle, Cessnock and Muswellbrook.

It includes a significant proportion of the catchments of the Hawkesbury-Nepean, Hunter and Shoalhaven river systems, all of the smaller catchments of Lake Macquarie, Lake Illawarra, Hacking, Georges and Parramatta Rivers, and smaller portions of the headwaters of the Clyde and Macquarie rivers.



## 5.2 Enhancing the Central District in its landscape

The landscape of the Central District has influenced the pattern of urban development, helping to shape the character of the communities within the District and providing a legacy of environmental assets. The Central District has a diverse range of landscapes, from the dramatic sandstone landscape of cliffs and world famous beaches along Sydney Harbour and east coast to the more highly urbanised landscape of Sydney City, which is surrounded by waterways and parklands, and the suburban landscapes, with hills, smaller creeks and sandy plains between the southern shore of Parramatta River, the Cooks River and Botany Bay.

These landscapes attract residents, business and visitors but also create infrastructure and connection challenges, such as the bays which create natural barriers to moving across and through the District.

Many of the Central District's established neighbourhoods have streets lined with mature trees that add to the character and appeal of the District's landscape. The urban tree canopy can also cool the environment, remove pollutants from the air and provide habitat for a range of native species. The Central District's urban tree canopy also provides shade along many important walking and cycling routes around important centres, which makes access to these centres easier and more enjoyable.

The Central District has some of Greater Sydney's oldest infrastructure. The network of pipes, powerlines and other essential infrastructure can be described as a 'grey grid' given that in many instances, it is outdated and nearing the stage when it will need to be decommissioned and replaced. The ageing of the grey grid offers the Central District an opportunity to transform the District, by investing in smart, efficient infrastructure that meets the needs of a sustainable 21st Century city, rather than simply replacing infrastructure.

This draft District Plan outlines our approach to supporting the Central District in its landscape, and is composed of three highly interconnected elements:

1. healthy waterways, which include natural, human-made and manipulated water systems and coastline
2. areas of native vegetation, biodiversity and ecological communities
3. Sydney's Green Grid of parks and open space, which includes public areas used for sports and recreational activity, as well as public areas and streets where people connect and spend time.

### The Metropolitan Rural Area

Another important and interconnected element of Greater Sydney's sustainable landscape is the Metropolitan Rural Area, located at the periphery of Greater Sydney. *A Plan for Growing Sydney* highlights the broad range of environmental, social and economic assets of the Metropolitan Rural Area, which include valuable opportunities for agriculture, tourism and biodiversity conservation, as well as mineral and energy resources, and drinking water catchments.

While the Metropolitan Rural Area is not part of the Central District, it plays a vitally important role in the environmental health and productivity of Greater Sydney, and helps support the great lifestyle enjoyed by residents of the Central District. The Metropolitan Rural Area is, along with the three other interconnected elements of the Central District's landscape, an important part of the Commission's approach to planning for a sustainable environment.

Although the Central District is highly urbanised, rural activities are part of the District's landscape. There are active market gardens at Phillip Bay, Banksia and Kyeemagh. In addition, there are community gardens, urban farms and bee-keeping projects across the District that add to the high quality of life in the Central District and complement rural activities in the Metropolitan Rural Area.

### 5.3 Protecting the District's waterways

The Central District's waterways include the Bronte-Coogee and Cape Banks aquatic reserves, which provide protection for fish, aquatic animals and marine vegetation. The Central District also contains two major wetland corridors – the Mill Stream and Botany Wetlands and Lachlan Swamps are nationally important wetlands. The Rockdale wetland corridor also includes important areas of open space for sport and recreation.

The way we plan the Green Grid is important in this regard, as it can give communities better connections between the land and water, and can better integrate management of the coast and the land. The vision for Sydney's Green Grid is addressed in Section 5.6.

Sydney Harbour is one of Greater Sydney's most recognised and valuable assets – it is part of what makes Sydney one of the most attractive and recognisable cities in the world. The Sydney Harbour foreshore provides places for major cultural events and celebrations, is important to the city's arts and cultural events such as New Year's Eve and Vivid, and makes an economic contribution through tourism. Sydney Harbour is also a working waterway, with cruise ships and recreational watercraft operations while ferries are an important part of the District's public transport network. Sydney Harbour also provides opportunities for local recreation around its foreshores.

Sydney Harbour has a range of planning controls and governance frameworks in place. The Commission will examine where these could be updated or improved to reflect changing demand for activity in the Harbour and to deliver a better and more coordinated approach to protecting and managing access to the waterway and foreshores.

Greater Sydney's other major waterways would benefit from having clear strategic plans in place to help guide how the waterway is protected, enhanced and enjoyed. Many waterways are managed by a range of stakeholders and the Commission has a clear role to play in facilitating collaboration between stakeholders to deliver better strategic planning.

The Commission will explore new forms of governance arrangements for the 'Blue Grid' of waterways in this regard during the review of *A Plan for Growing Sydney* in 2017.





Figure 5-1: Central District catchments and waterways

|  |                      |  |                        |  |                            |  |                    |
|--|----------------------|--|------------------------|--|----------------------------|--|--------------------|
|  | Strategic Centre     |  | Parramatta River Basin |  | Botany Bay Basin           |  | Port Hacking Basin |
|  | District Centre      |  | Georges River Basin    |  | Lane Cove River Basin      |  | Coastal Catchment  |
|  | District Boundary    |  | Cooks River Basin      |  | Manly Lagoon Basin         |  | Waterway           |
|  | River Flow Direction |  | Port Jackson Basin     |  | Middle Harbour Creek Basin |  |                    |



### **Sustainability Priority 1: Maintain and improve water quality and waterway health**

The Office of Environment and Heritage and the Environment Protection Authority have developed a risk-based framework to assist decisions that maintain, improve or restore water quality in the strategic planning process to help meet the NSW Water Quality and River Flow Objectives.

Relevant planning authorities and managers of public land should:

- adopt the Office of Environment and Heritage and the Environment Protection Authority's framework to determine the appropriate stormwater and wastewater management targets that contribute to maintaining or improving water quality and waterway health to meet the community's values
- consider more water sensitive approaches to managing stormwater to meet the water quality and quantity targets, including harvesting and re-use of water and management of riparian corridors
- develop mechanisms to allow offsetting between sub-catchments and facilitate cost-effective opportunities to meet the management targets for whole catchments and water quality objectives for receiving waters
- while management targets are being established, ensure that the quality of stormwater and wastewater from public land and new development in established urban areas maintains or improves the health of waterways, in line with community values and expectations of how waterways will be used.



### **Sustainability Priority 2: Protect and conserve the values of Sydney Harbour**

When preparing strategic plans, relevant planning authorities around Sydney Harbour should consider opportunities to:

- conserve and interpret Aboriginal and European heritage
- protect and enhance aquatic and terrestrial biodiversity (also see Section 5.5)
- enhance access to and along the foreshore and provide connected green space around the foreshore (also see Section 5.6)
- manage demand for and the design of essential maritime facilities within the natural and built environment.

How these matters are taken into account is to be demonstrated in any relevant planning proposal.



### **Sustainability Priority 3: Enhance access to Sydney Harbour foreshore and waterways**

Councils around Sydney Harbour should work with Roads and Maritime Services to revise foreshore and waterway access strategies for Sydney Harbour. These strategies should consider ways to manage competing demands placed on Sydney Harbour including:

- protection of flora and fauna
- public access to the foreshore and waterway
- growth in boat ownership
- changes in boat size
- demand for moorings, marinas, dinghy storage and other boat support infrastructure
- demand for on-street boat parking



### **Action S1: Review criteria for monitoring water quality and waterway health**

State agencies and councils currently apply a range of approaches to managing the District's waterways, which often flow through more than one local government area, reducing the potential to meet water quality objectives.

For the Central District, these objectives cover a range of matters including protection of aquatic ecosystems, primary and secondary recreation, the attractiveness and cleanliness of the waterway.

We will support monitoring programs that have consistent indicators and criteria that track progress towards meeting the community's environmental values and long-term goals for the waterway, set out in the NSW Water Quality and River Flow Objectives ([www.environment.nsw.gov.au/ieo/](http://www.environment.nsw.gov.au/ieo/)), noting that it can help target where management actions are needed to maintain water quality across the District. As data becomes available, it will be reported annually on the Greater Sydney Dashboard (see Section 1.3.4).

The Office of Environment and Heritage will:

- recommend criteria for monitoring water quality and aquatic ecosystem health for the different waterways in the District, linked to the NSW Water Quality and River Flow Objectives and national guidelines
- collaborate with councils and other stakeholders to undertake monitoring based on the recommended criteria for each waterway type, as resources become available
- encourage complementary monitoring programs that can help fill gaps in data on water quality and ecosystem health and raise community awareness and support for the protection of waterways
- provide open access to water quality and waterway health data through an Information Asset Register.

### **CASE STUDY:**

#### **Delivering Water Sensitive Growth**

Lake Illawarra is a popular coastal location for tourists, and supports a productive commercial and recreational fishery as well as a range of endangered ecological communities. Water quality issues in the lake are long-standing, and are still evident in some parts of the lake.

The Illawarra-Shoalhaven Regional Plan adopts the Office of Environment and Heritage and the Environment Protection Authority's framework that community benefits associated with the ecological health of the lake are not adversely affected by development in the catchment. The risk-based framework can be used as a strategic planning tool for assessing water quality management requirements for new development, including design of water quality strategies and infrastructure, and tailoring development controls and conditions of consent to manage the quality of water reaching Lake Illawarra.



## 5.4 Managing coastal landscapes

The NSW Government is reforming the legislative and regulatory framework for coastal management. These reforms will recognise and map four types of coastal areas, allowing State agencies and councils to better target the way they manage coastal landscapes.

The Central District's coast is a dynamic natural asset. Wind, waves, ocean currents, storm events and shifts in climatic systems continually influence the coast, requiring an effective management regime. Inundation and erosion from storm events are a natural process on the coast which can impact on the landscape and significant heritage assets. Coastal management programs provide the best opportunity to address the impacts of coastal hazards. In the Central District, several areas are vulnerable to hazards, including Waverley Cemetery and Bondi, Coogee and Maroubra Beach.

*The Coastal Management Act 2016* directly integrates coastal management and planning requirements into local land use planning responsibilities under the *Environmental Planning and Assessment Act 1979*.

Coastal management programs will be included in council community and strategic planning and integrated planning and reporting under the *Local Government Act 1993*.

Coastal management programs will guide land use planning decisions so that they better reflect coastal management issues at a district level. They may be developed for the whole or any part of the coastal zone within a local government area or across the District.

The NSW Government will provide \$83.6 million across NSW from 2016 to 2021 to:

- enable the preparation of coastal management programs
- support coastal councils to implement coastal management programs
- support the delivery of state-wide science and technical advice
- review and assess programs and proposals to ensure consistency with the new coastal management framework.



## 5.5 Protecting and enhancing biodiversity

The Central District's national and regional parks, as well as native vegetation on privately owned land, provides habitat for threatened species and populations. The District's coastline, estuaries and waterways also provide habitat for a range of aquatic species and communities. The protection of biodiversity in the landscape provides a range of economic and social benefits, such as opportunities for tourism and recreation. For the Central District to be sustainable, we need to protect and enhance biodiversity and the landscapes that underpin our social and economic wellbeing.

Established urban areas in the Central District contain areas of bushland that are important for biodiversity, as well as for their contribution to the visual landscape, waterway health and other environmental processes. Many areas of urban bushland are on public land managed by local councils, while some urban bushland is found on privately owned land. We will work to examine opportunities to strengthen the protection of bushland in urban areas as part of the review of *A Plan for Growing Sydney* in 2017.

The protection of aquatic habitat and aquatic threatened species should also be considered in future planning for the Central District. The *Fisheries Management Act 1994* contains separate offsetting measures to manage the impact of activities on aquatic habitats.

Conservation outcomes can be delivered more effectively and efficiently through strategic planning at the landscape level, rather than on a site-by-site basis. This is because strategic planning can consider opportunities to connect areas of biodiversity, the relationship between different areas and threats to natural features. Strategic planning can also consider the effects of conservation efforts across the landscape. District planning is, therefore, a vital part of the ongoing process of protecting and enhancing biodiversity in the landscape.

In 2014, the Independent Biodiversity Legislation Review Panel, as part of the review of biodiversity legislation in NSW, supported the consideration of biodiversity at the landscape scale and recommended the use of biodiversity certification, focused on proposed high-intensity development areas that also contain important environmental values.

The NSW Government has endorsed the Independent Panel's recommendations and in response, has developed a fresh approach to strategic conservation planning in Greater Sydney, with an initial emphasis on strategic environmental assessment and biodiversity certification of conservation planning in western Sydney.

For the Central District, conservation planning will focus on opportunities to protect and enhance areas of valuable native vegetation close to existing national parks.

The objectives of strategic conservation planning for the Central District are to:

- maintain, and where possible improve, the conservation status of threatened species and threatened ecological communities
- achieve better outcomes for biodiversity conservation than the outcomes that could have been achieved by site-by-site or project-by-project efforts
- facilitate urban growth and development in line with *A Plan for Growing Sydney* and this draft District Plan
- provide an equitable model for recognising and recovering the cost of biodiversity impacts from urban growth and development
- reduce the potential for land use conflict
- reduce the cost and timeframes for development approvals, including approvals for infrastructure.

The Commission supports this strategic approach to protecting biodiversity in the Central District. This complements the delivery of Sydney's Green Grid (see section 5.6). The Commission also supports the use of local knowledge and expertise to identify fine-grain opportunities to connect and enhance smaller pockets of biodiversity in the landscape.



#### **Sustainability Priority 4: Avoid and minimise impacts on biodiversity**

Efforts to protect biodiversity values should be based on avoiding and minimising adverse impacts to biodiversity, as far as practicable. Only when impacts cannot be avoided or minimised, should consideration be given to offsetting those impacts.



#### **Action S2: Update information on areas of high environmental value**

Detailed information on areas of high environmental value is available from sources including the Office of Environment and Heritage and by councils. High quality vegetation mapping is available for most of Greater Sydney. Where necessary, data and mapping will be ground-truthed to improve its accuracy and effort will be directed towards surveys that fill any information gaps.

The Department of Planning and Environment and the Office of Environment and Heritage will:

- work with councils to update map data layers on areas of high environmental value as new information becomes available
- continue to make data on areas of high environmental value available to relevant planning authorities and the public.

#### **Biodiversity offsets to protect biodiversity**

The NSW Government has introduced a biodiversity offsets scheme to help address the loss of biodiversity values, including threatened species, due to habitat degradation and loss.

Biodiversity offsets are a market-based scheme that provides a streamlined biodiversity assessment process for development, a rigorous and credible offsetting scheme as well as an opportunity for rural landowners to generate income by managing land for conservation.

'Biodiversity credits' can be generated by landowners and developers who commit to enhance and protect biodiversity on their land. These credits can then be sold, generating funds for the management of the site. Credits can be used to offset the loss of biodiversity that might occur as a result of development. The credits can also be sold to those seeking to invest in conservation outcomes, including philanthropic organisations and government.



## 5.6 Delivering Sydney's Green Grid

*A Plan for Growing Sydney* identified the opportunity to create Sydney's Green Grid, and noted that delivering a city-wide Green Grid would promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve the resilience of Greater Sydney.

This draft District Plan builds on the concept of Sydney's Green Grid articulated in *A Plan for Growing Sydney*, which has the potential to become a major legacy for future generations.

We have developed a vision for Sydney's Green Grid with an appreciation of Greater Sydney's landscape and recognition of the diversity of elements and connections, including the Blue Grid of Sydney's beaches, estuaries and waterways, its variety of parks and open spaces and connections to bushland, from local pockets of native vegetation to Sydney Harbour. Our detailed report outlines the conceptual approach behind Sydney's Green Grid and is available in our background papers at [www.greater.sydney](http://www.greater.sydney).

By recognising the different ways people use open space now and into the future, and by planning open space as a Green Grid, there are more opportunities to provide:

- **Amenity:** Open space, in particular less formal open spaces such as bushland or natural waterways, which can influence a place's character, with biodiversity and waterways having an intrinsic value that must be recognised when planning at a wider scale.
- **Activity:** With a growing population, more people will require access to more parks and sporting grounds for organised sport and recreation.
- **Accessibility:** These spaces need to be connected through networks of streets, places and public areas in ways that makes it easier to walk or cycle.

Our objectives for Sydney's Green Grid are for a highly connected and diverse network that:

- increases access to open space
- promotes good health and active living
- creates new high quality public areas and places
- makes the urban environment more green
- enhances green spaces
- promotes green skills in bushland and waterway care and restoration
- improves access to sport and recreation facilities
- delivers better tools for future open space planning.

The Central District's open spaces include large parks such as Centennial Park, Moore Park, Sydney Park and the long corridor of open space along the foreshore of Botany Bay. The area around Canada Bay and Concord has a large amount of high quality open space and sport and recreation facilities, including several golf courses. The Central District also includes major sports and recreational facilities including Randwick Racecourse and a cluster of golf courses in the eastern and south eastern suburbs and in the local government areas of Canada Bay, Strathfield and Burwood.

Different types of open space serve different purposes. The Sydney Open Space Audit, available at [www.greater.sydney](http://www.greater.sydney), has categorised open space as either regional open space, district open space or local open space. Regional open space has a region-wide catchment, serving communities across Greater Sydney. District open space serves a number of neighbourhoods or suburbs, with a catchment that often extends across council boundaries.

Open space makes up almost 14% of the District and 56% of all open space is regional open space. The largest areas of open space in the Central District are around La Perouse and Malabar, Centennial Park and Moore Park and the Royal Botanic Gardens and Domain. Although the distribution of open space across the District is uneven, all homes within the Central District are within recommended five kilometres distance from regional open space.







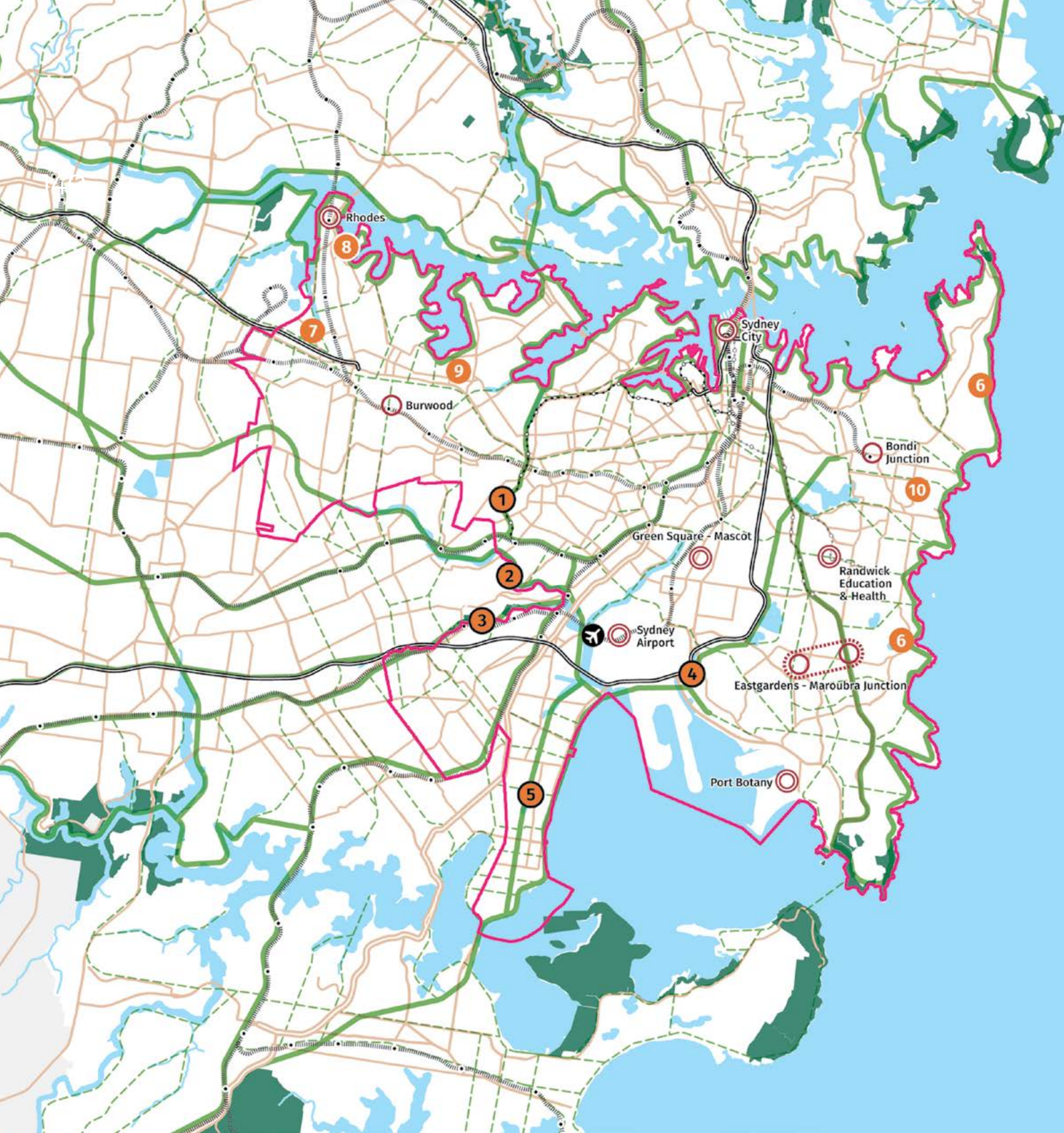


Figure 5-2: Central District Green Grid

|  |                             |  |                   |  |                                  |
|--|-----------------------------|--|-------------------|--|----------------------------------|
|  | Strategic Centre            |  | Railway           |  | Projects Important to District   |
|  | District Centre             |  | Railway Station   |  | Green Grid Opportunities (Major) |
|  | District Boundary           |  | Motorway          |  | Green Grid Opportunities (Other) |
|  | Waterways                   |  | Highway           |  |                                  |
|  | National Parks and reserves |  | Priority Projects |  |                                  |



Our long term vision for Sydney's Green Grid in the Central District is shown on Figure 5-2.

#### Priority Projects:

##### 1 The Iron Cove Greenway and the Hawthorne Canal

Creating a sequence of connected open spaces that follows the Hawthorne Canal and the Light Rail Corridor from Leichhardt North to Dulwich Hill Light Rail Stations which provides enhanced open space to growing communities along the light rail.

##### 2 The Cooks River Open Space Corridor

Will become a regionally significant parkland corridor, improving water quality and providing high quality open spaces with links to nearby centres including Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek. This is a priority Green Grid project for both the Central and South Districts.

##### 3 Wolli Creek Regional Park and Bardwell Valley Parklands

Straddles the boundary of the South and Central Districts. It will provide open space for recreation, walking and cycling trails, connect patches of ecologically significant vegetation and improve water quality and stormwater management. It will also connect to other nearby Green Grid projects. This is a priority Green Grid project for both the South and Central Districts.

##### 4 Mill Stream and Botany Wetlands Open Space Corridor

Extends from Botany Bay and Sydney Airport through The Australian, Lakes, Eastlakes and Bonnie Doon Golf Courses to Centennial Park. The corridor is home to two regionally rare vegetation communities, the Sydney Freshwater Wetlands and the Eastern Suburbs Banksia Scrub. Public use and access along this corridor is limited, and this project presents a significant opportunity for improved north south access and cross-district access.

##### 5 Rockdale Wetlands Open Space Corridor

Will create a connected open space corridor for walking, cycling and greening the urban environment. It will also protect and enhance the important hydrological and ecological assets of the corridor. Parts of this corridor are currently zoned for a future motorway. This motorway should be designed to retain and protect recreational open spaces and the ecological values of the corridor.

#### Other important projects to deliver Sydney's Green Grid in the Central District are:

##### 6 The Great Coastal Walk

Completing missing links, including around Malabar Headland, from Malabar to La Perouse and South Coogee to North Maroubra, and from North Bondi to South Head.

##### 7 Powells Creek and Mason Park, Strathfield

Providing walking and cycling links, urban greening, stormwater treatment and a mix of open space uses that link Concord West, North Strathfield, Homebush and Strathfield to Parramatta Road, Bicentennial Park and the Parramatta River Foreshore.

##### 8 Rhodes and Concord Open Space and Hospital Precincts

Connecting the Parramatta River foreshore open spaces from Rhodes and Concord including Brays Bay Reserve, the Kokoda Track Memorial Walkway, Rocky Point, the Thomas Walker Hospital grounds, Concord Hospital grounds and river foreshores, the Dame Edith Walker Hospital grounds, Concord Golf Course and Concord RSL lands. This will make better use of under-utilised open space around the hospitals and community facilities and create a connected walking and cycling trail along the river foreshores.

##### 9 Hen and Chicken Bay Foreshore

Hen and Chicken Bay will be connected to the Bay Walk, providing more opportunities for walking and cycling. This project also provides opportunities for enhanced connections to Burwood via Burwood Road, St Luke's Park and Queen Elizabeth Park.

##### 10 Eastern Beaches Walk

Building on the success of the Great Coastal Walk by providing improved east-west connections, primarily through street conversion projects and improved pedestrian and cycle links, from both Bondi and Bronte beaches, to Bondi Junction, Centennial Park and Sydney CBD.



**Sustainability Priority 5: Align strategic planning to the vision for the Green Grid**

Consistent with Action 3.2.1 of *A Plan for Growing Sydney*, relevant planning authorities should consider opportunities to support the delivery of the Central District Green Grid. This could include consideration of how land use zones can be applied, how new development is designed, or where voluntary planning agreements and agreements for dual use of open space and recreational facilities could contribute to delivering the Green Grid.

How these matters have been taken into account is to be demonstrated in any relevant planning proposal.

The Central District boasts a large number of golf courses, which provide opportunities for recreation and tourism, green the urban landscape and in some cases, provide habitat for threatened ecological communities.

As the Central District grows and demand for recreation space changes, there may be opportunities to manage some golf courses in innovative ways that provide a wider range of open space types and recreational activities.



**Sustainability Priority 6: Maximise benefits to the public from the innovative use of golf courses**

When new opportunities to examine the future use of golf courses arise, relevant planning authorities should consider how golf courses could be managed to provide greater public benefits to communities in a way that responds to local needs for green space and recreation.

Trees in the urban environment provide many benefits. A green canopy provides shade to reduce the ambient temperature at ground level, provides habitat for biodiversity and enhances the look of the urban landscape. Trees in the urban environment also provide benefits by removing fine particles from the air and improving air quality. This is particularly important along busy road corridors where air quality can be improved. Some councils in Greater Sydney have already mapped areas at the greatest risk of becoming urban heat islands and are using this information to prioritise planting of shade trees to adapt and respond to a changing climate. *The Draft Climate Change Fund Strategic Plan* includes an action to increase tree canopy coverage in heat exposed suburbs



**Sustainability Priority 7: Protect, enhance and extend the urban canopy**

When making strategic plans, relevant planning authorities should consider tree canopy cover in land release and established urban areas, with a focus on providing shade to streets.

Councils should include green cover and shade tree planting along major transport corridors in local infrastructure investment planning, development control and urban design.

How these matters have been taken into account is to be demonstrated in any relevant planning proposal.

Across Greater Sydney, communities have an appreciation of visual beauty of scenic landscapes. Scenic landscapes are often associated with particular environmental attributes, and have social and economic value. They can provide communities with a sense of identity, preserve links to Aboriginal and colonial era heritage and culture and provide opportunities for tourism and recreation.

As the Central District grows, it will become more important to map and recognise the importance of these scenic landscapes and to develop planning and design approaches to respect and protect them.



### **Sustainability Priority 8: Improve protection of ridgelines and scenic areas**

The scenic qualities of landscapes are already recognised and considered in some areas of Greater Sydney, as part of the strategic planning and development process.

All councils should identify and map areas with high scenic value and develop strategies, planning and development controls that protect important scenic landscapes and vistas of them. Planning and development controls should prohibit opportunities for development on ridgelines that would diminish their scenic quality.

How these matters have been taken into account is to be demonstrated in any relevant planning proposal.



### **Action S3: Use funding programs to deliver the Central District Green Grid priorities**

Consistent with Action 3.2.1 of *A Plan for Growing Sydney*, councils have a leading role in delivering the Central District Green Grid priorities through their planning and investment in open space. Funding programs managed by the NSW Government can be used to extend and enhance open space as part of the Green Grid. These are:

- **Metropolitan Greenspace Program:** matches funding contributions from councils to improve open spaces for recreational purposes and to create links between bushland, parks, waterways and centres.
- **Environmental Trust grants programs:** funds projects that rehabilitate or regenerate the environment, or to promote environmental education and sustainability.
- **Sydney's Walking Future and Sydney's Cycling Future programs:** aims to improve walking and cycling connections.

We encourage councils to apply for funding through these programs to deliver the Central District Green Grid priorities. We will also oversee the distribution of Metropolitan Greenspace Program grants.



### **Action S4: Develop support tools and methodologies for local open space planning**

As the Central District grows, demand for open space and recreation areas will increase. There may also be increased demand for different types of open space to meet changing community needs.

The Commission will provide local councils with a toolkit of resources and a consistent methodology that will help councils plan for the active recreation and open space needs of their communities. The tool kit will recognise the widely varying contexts that influence opportunities to provide open space across Greater Sydney.



### **Action S5: Identify opportunities for shared golf courses and open space**

The Commission will work with the Office of Sport and Recreation, Transport for NSW, Sydney Water and councils to identify potential opportunities to share existing golf courses that could provide important Green Grid connections, open space or alternative sport and recreation facilities.

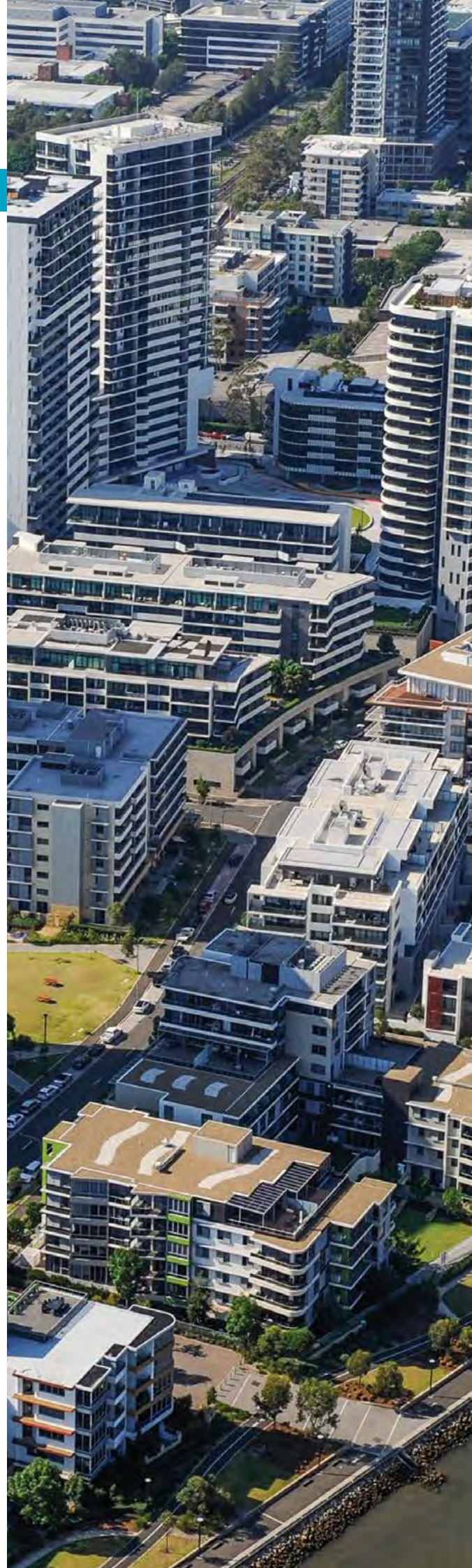




**Action S6: Update the Urban Green Cover in NSW Technical Guidelines to respond to solar access to roofs**

The *Urban Green Cover in NSW Technical Guidelines* were developed to increase resilience to urban heat island impacts and help communities prepare for impacts of climate change. The Guidelines cover vegetation, as well as permeable and reflective surfaces to minimise local temperatures and encourage evaporation from soil and plants. These guidelines identify issues that councils should consider when selecting trees, such as tolerance to air and water pollution, drought or waterlogging, wind tunnelling, overshadowing and reduced sunlight, as well as lifespan and the location of underground and overhead services.

The Office of Environment and Heritage and the Department of Planning and Environment, through their participation in the Low Carbon Living Cooperative Research Centre, will review the *Urban Green Cover in NSW Technical Guidelines* to investigate taking solar access to roofs into consideration. This will mean trees selected to increase canopy cover do not overshadow roofs that have the potential to accommodate solar hot water systems and solar panels.



## 5.7 Creating an efficient Central District

Increasing a city's efficiency reduces impacts on the environment and the city's carbon footprint while increasing productivity. This means progressive reduction in carbon emissions, potable water use, and waste. It also means upgrading the District's grey grid of ageing infrastructure with a focus on urban renewal areas and precincts. Incorporating water sensitive urban design measures as areas develop will help vegetation growth and protect waterways. Maximising local water recycling and the potential for stormwater harvesting can create opportunities for greening public open spaces including parks, ovals and school playgrounds.

The NSW Government has a number of policies that aim to improve energy efficiency and reduce greenhouse gas emissions. These include:

- NSW Climate Change Policy Framework
- *Draft Climate Change Fund Strategic Plan*
- *NSW Government Resource Efficiency Policy*
- Waste Avoidance and Resource Recovery Strategy 2014-21
- *Metropolitan Water Plan*.

Improving resource efficiency is critical to reducing greenhouse gas emission reductions to meet the NSW Government target of net zero carbon emissions by 2050, in line with Australia's international commitments to combat climate change. The Commission's ambition is to make Greater Sydney a net zero carbon emission city by 2050.

Making more efficient use of water, energy, fuels and materials and improving the management of waste and recycling will help Greater Sydney become more sustainable and also help minimise risks from potential future rises in the costs of energy.

### The NSW Climate Change Policy Framework

In December 2015, Australia and 194 other countries agreed on the United Nations Paris Agreement on climate change. The key objectives of the Paris Agreement include:

- a goal to limit the increase in global temperatures to well below 2°C and pursue efforts to limit the rise to 1.5°C
- a commitment to achieve net-zero emissions globally, by the second half of the century.

The NSW Government endorses the Paris Agreement, and has released the NSW Climate Change Policy Framework, outlining how NSW will take action that is consistent with Australia's commitment to the Paris Agreement.

The NSW Climate Change Policy Framework sets out two aspirational objectives for the State; to achieve net zero emissions by 2050; and to be more resilient to a changing climate. These long-term objectives aim to attract investment in renewable energy and energy efficiency, guide public and private sector decision making, and help make NSW Government policy consistent with national and international policy on climate change.

To implement the NSW Climate Change Policy Framework, the NSW Government has prepared the *Draft Climate Change Fund Strategic Plan*, which sets out priority investment areas and potential actions using \$500 million of new funding from the \$1.4 billion Climate Change Fund over the period from 2017 to 2022, to help NSW make the transition to a net-zero emissions future and adapt to a changing climate.

### 5.7.1 Waste management

The Central District relies on waste facilities outside its region for processing and disposal of the majority of its waste. One of the pressing issues for this District is the diminishing availability of putrescible landfill and the region's reliance on landfill as a waste disposal option. There are currently only two landfills available for Central District councils for putrescible waste disposal, one in Lucas Heights in the South District and one in Eastern Creek in the West Central District. At current input rates, these two landfills could close within the next four years.

By mid-2017, several Central District councils will be sending their waste to Banksmeadow Transfer Terminal. From there, waste will be transported via train to the Woodlawn Mechanical Biological Treatment Facility once this facility becomes operational.

Some councils are interested in opportunities to divert their waste from landfill and increase resource recovery by treating separated organics and then processing the residual through an energy from waste facility.

*A Plan for Growing Sydney* noted the need for additional waste and recycling and facilities residents can use to drop off unwanted bulky household waste.

A major challenge for the District is the future provision and management of waste services arising from the growing population and increased urban densities.

The Central District's industrial precincts have the potential to become locations for waste management facilities, including locations for recycling municipal waste, recycling commercial and industrial waste and recycling hazardous materials from households. Large areas of land may be required for recycling and waste management. There may be opportunities to manage construction and demolition waste within the District, by separating, reusing and recycling materials.

Managing commercial waste within the District would improve efficiency, reduce truck movements and boost the recycling economy. There may also be opportunities for the co-location of a range of waste management facilities and waste to energy facilities in the Central District's industrial precincts. The Commission will consider these issues, as well as the barriers to councils managing commercial waste locally, as part of the review of *A Plan for Growing Sydney* in 2017.



#### **Sustainability Priority 9: Support opportunities for District waste management**

When making plans, relevant planning authorities should:

- use appropriate land use zones to minimise the potential for conflict with the operation and expansion of existing waste facilities
- protect precincts that have functioning waste management facilities from encroachment by residential and other sensitive development
- consider ways to encourage design measures such as fully enclosing waste facilities to minimise dust, odours and noise impacts to mitigate the risks and potential impacts on surrounding communities
- consider opportunities to support co-location of waste management facilities with other activities that produce or reuse waste materials.

How these matters have been taken into account is to be demonstrated in any relevant planning proposal.





### **Action S7: Identify land for future waste reuse and recycling**

As the Central District grows, the need to manage waste will grow. In the longer term, existing waste management facilities will not have the capacity to accommodate the growth in waste. In higher density neighbourhoods, there may be opportunities to improve the efficiency of waste collection services, by introducing innovative precinct-based waste collection, reuse and recycling.

In accordance with Action 4.3.2 of *A Plan for Growing Sydney*, the Environment Protection Authority and the Department of Planning and Environment, in participation with councils will identify additional land for waste reuse and recycling, and how and where precinct-based waste collection services could operate within Greater Sydney.

#### **5.7.2 Energy and water**

Making more efficient use of energy and water is a cost effective way to reduce carbon emissions, reduce pressure on waterways and ecosystems and reduce costs. The NSW Government has released *A Draft Plan to Save NSW Energy and Money*, as part of the NSW Climate Change Policy Framework. Steps to reduce greenhouse gas emissions will rely on action taken at the local and district scale, as well as national and international efforts. Monitoring the use of energy and water can help guide and support targeted measures to make the Central District more efficient and sustainable.

We will report annually on carbon emissions across Greater Sydney on the Greater Sydney Dashboard in accordance with the C40 (Carbon Disclosure Protocol) requirements. Access to data will help support the identification of targeted and cost-effective initiatives to help meet the NSW target of net zero carbon emissions by 2050.

We will also report on a range of environmental measures in line with Action IM3 above (see Section 1.2.4)

Adopting a place-based approach and identifying Collaboration Areas enables us to plan for improved environmental performance. This could also improve the ability to:

- renew and replace inefficient infrastructure (greening the infrastructure grey-grid)
- organise utilities, car parking, amenities, open space, urban green cover and public spaces
- apply and further develop successful approaches from other areas of Greater Sydney.

The Central District has an opportunity to become a global leader in sustainability and energy efficiency. This could include precinct-wide energy efficiency measures, for large urban renewal and commercial development projects that have more than 250,000 square metres of floor space. Precinct-wide energy efficiency measures would extend to include efficient management of water and waste as well. This will be examined in more detail as part of the review of *A Plan for Growing Sydney* in 2017.



### **Action S8: Embed the NSW Climate Change Policy framework into local planning decisions**

We will work with councils, the Office of Environment and Heritage and other State agencies to discover how best to implement the NSW Climate Change Policy Framework across Greater Sydney. We will identify which actions in the *Draft Climate Change Fund Strategic Plan* could be delivered in partnership with State agencies and local councils to improve energy efficiency, reduce emissions and improve environmental performance.



#### **Action S9: Support the development of initiatives for sustainable low carbon future**

When identifying areas that are likely to undergo significant change, relevant planning authorities should identify areas that have the potential to become low carbon – high environmental efficiency areas.

Our goal is to enable progressive reduction in carbon emissions potable water use and waste and to upgrade the District's ageing infrastructure, with a focus in the first instance, on NSW Government-led urban renewal areas, priority precincts and Priority Growth Areas.



#### **Action S10: Support the development of environmental performance targets and benchmarks**

Improving the energy and water efficiency of buildings, and reducing waste in urban renewal projects and infrastructure projects have a wide range of benefits, including reduced greenhouse gas emissions, reduced costs associated with energy use, and greater appeal to building owners and tenants.

Adopting innovative transport technologies, such as electric vehicles, can also help make the Central District more sustainable and efficient. Electric vehicles also have other benefits, such as lower levels of noise and air pollution that can be particularly valuable in densely-settled urban areas.

The Commission, in partnership with the NSW Climate Council, the Australian Government, State agencies and utility providers, will investigate ways to define environmental performance targets and benchmarks for areas and projects, and implementation measures to help reach these targets. This will include consideration of the potential growth in use of electric vehicles and options for standardised approaches to charging locations for electric vehicles.

We will also consider ways to move towards greater sharing of open source data to support better environmental performance.

## **5.8 Planning for a resilient Central District**

*Urban resilience is “the capacity of individuals, communities, institutions, businesses and systems within a city to survive, adapt and thrive no matter what kinds of chronic stresses and acute shock they experience”.*

*100 Resilient Cities project*

The Central District's coastal and harbourside qualities contribute to a great lifestyle. The interface of urban areas and activities with the natural landscape; however, brings risks, including coastal inundation and erosion, and flooding. Impacts from natural hazards have the potential to increase as the climate changes, requiring adaptive responses.

The NSW Government has a number of policies and programs that aim to make NSW more resilient to natural hazards and a changing climate. As well as the NSW Climate Change Policy Framework and the *Draft Climate Change Fund Strategic Plan*, AdaptNSW, the NSW and ACT Regional Climate Change Model and a number of other climate change adaptation programs are in place.

### Greater Sydney's resilience challenge and 100 Resilient Cities

Around the world, leading cities are examining the challenge of urban resilience and exploring ways to become more resilient. 100 Resilient Cities is an international project developed by the Rockefeller Foundation, dedicated to helping cities around the world become more resilient to the physical, social and economic challenges that are a growing part of the 21st Century.

Cities in the 100 Resilient Cities network are provided with resources, including financial and logistical guidance, expert support, and access to a global network of cities, to develop a roadmap to resilience. Work is underway to develop a resilience strategy for Greater Sydney.

Greater Sydney's participation in the 100 Resilient Cities network is being led by the City of Sydney. We support the Resilient Sydney office – hosted by the **City of Sydney** – to develop a resilience strategy for Greater Sydney.

The most significant natural hazards and acute shocks that could affect the Central District include coastal inundation and flooding. The Central District can also experience damaging wind and hail caused by storms. These natural phenomena will be exacerbated by climate change.

AdaptNSW is a Government led approach to understanding climate change to better manage risk and take actions to adapt. Projections to 2030 across Greater Sydney are:

- **Rain:** Average annual rainfall is expected to increase by +1.7% in the Sydney Basin. Rainfall is projected to increase during autumn (+9.7%) with the largest increase seen in the northern margins of the Greater Sydney Region. Rainfall is projected to reduce in spring (-2.6%) and marginally in summer (-0.2%).
- **Bushfire:** The Forest Fire Danger Index (FFDI) quantifies bushfire weather conditions, combining observations of temperature, humidity and wind speed. Fire weather is classified as severe when the FFDI is above 50. Severe fire weather is projected to have a slight increase in summer months to 2030. Decreases are projected during autumn and across the Sydney Basin in spring. A reduction during autumn is likely due to increases in rainfall. Bushfires are not a major threat in the Central District; however, bushfire smoke from other parts of Greater Sydney can impact air quality in the Central District.
- **Heat:** Hot days, measured by the number of days a year with a maximum temperature over 35°C, are projected to increase by an average of four days per year by 2030. There is little change to hot days expected along coastal areas of the Central District.
- **Cold:** Changes in cold nights, measured by minimum temperature (less than 2°C) can have considerable impacts on native ecosystems and agricultural crops reliant on cold winters. There are no changes expected along coastal districts, including the Central District.



Managing flooding is an important priority for communities across Greater Sydney. All local government areas in the Central District are exposed to some flood threat, whether from major rivers or local overland flow. Damage caused by flooding can be significant.

In NSW, councils have responsibility for managing flood risk, including the development of flood studies and floodplain risk management studies. The NSW Government provides councils with technical, financial and policy assistance in floodplain risk management. The NSW Government has also prepared the Floodplain Development Manual 2005, to guide local planning for development on flood liable land.

Compared to many cities around the world, Greater Sydney enjoys excellent air quality, which enhances our reputation as a sustainable and liveable city. However, the combined effect of air circulation patterns in the Sydney Basin, local topography, and proximity to different sources of air pollution such as wood-fire smoke, can lead to localised air quality issues, particularly in parts of the West and South West Districts. We will examine options to improve air quality, as part of the review of *A Plan for Growing Sydney* in 2017.

Transport movements along major road and rail corridors generate noise and are a source of air pollution. The degree of noise or air pollution can be related to the volume of traffic and the level of truck and bus movements. There are controls in place in the *State Environmental Planning Policy (Infrastructure) 2007* to assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive adjacent development.

Reducing particle pollution is a priority for the NSW Government and the community as exposure can be particularly harmful. The national standard for particle pollution has been exceeded in Greater Sydney for up to 11 days per year in the last decade and the fine particle standard has been exceeded for up to 14 days per year. These events are often associated with extreme events such as bushfires and dust storms.

We support public transport, walking and cycling, and electric vehicles as opportunities to reduce air pollution, and will collaborate with the Office of Environment and Heritage and other agencies and utilities to report annually on air quality across Greater Sydney through the Greater Sydney Dashboard.



#### **Sustainability Priority 10: Mitigate the urban heat island effect**

Relevant planning authorities should consider where the urban heat island effect is experienced, and the location of vulnerable communities and use strategic plans to reduce impacts from extreme heat.

How these matters have been taken into account is to be demonstrated in any relevant planning proposal.



#### **Sustainability Priority 11: Integrate land use and transport planning to consider emergency evacuation needs**

Relevant planning authorities should coordinate with Transport for NSW and the State Emergency Service to consider land use and local road planning, so that it is integrated with emergency evacuation planning and takes into account the cumulative impact of growth on road evacuation capacity.

How these matters have been taken into account is to be demonstrated in any relevant planning proposal.



**Sustainability Priority 12: Assist local communities develop a coordinated understanding of natural hazards and responses that reduce risk**

The Commission, the NSW Government and local councils will continue to adopt a range of tools and resources and implement actions to adapt to climate change and reduce risks to public and private assets. We will also explore ways to coordinate, improve and communicate information about risks associated with climate change to local communities.



**Action S11: Incorporate the mitigation of the urban heat island effect into planning for urban renewal projects and Priority Growth Areas**

Air temperatures in Greater Sydney are expected to increase due to climate change and increasing urbanisation, though less so in coastal areas of the Central District. The highly urbanised environment in the Central District can increase localised heat even more.

Nevertheless, increasing the tree canopy is an important priority for the Central District, which can help reduce the impact of the urban heat island effect. The Office of Environment and Heritage has mapped areas where extreme heat is experienced and where it is likely to increase with climate change. These maps are available at [www.climatechange.environment.nsw.gov.au](http://www.climatechange.environment.nsw.gov.au)

The Department of Planning and Environment will consider ways to reduce the impact of the urban heat island effect in its planning for priority urban renewal precincts and corridors, and in the new development code for Priority Growth Areas across Greater Sydney.



**Action S12: Review the guidelines for air quality and noise measures for development near rail corridors and busy roads**

The Department of Planning and Environment will work with other State agencies to review *State Environmental Planning Policy (Infrastructure) 2007* and update the *Development Near Rail Corridors and Busy Roads—Interim Guideline* (Department of Planning 2008) to include contemporary air quality and noise information. This will include analysis of likely rail corridor and road vehicle movement patterns in 2036 to provide an understanding of where air quality and noise issues might need to be managed into the future.

The Environment Protection Authority, in collaboration with the Department of Planning and Environment and stakeholders, will develop principles for reducing emissions and exposure to air pollution. These will be able to be used by relevant planning authorities and will be considered when preparing strategic plans and making development decisions across Greater Sydney.



**Action S13: Identify and map potential high impact areas for noise and air pollution**

Across the Central District, the Environment Protection Authority and councils already provide a framework for the operation of potentially hazardous activities to operate and manage any impacts on air quality and noise.

The Environment Protection Authority will work with the Department of Planning and Environment and councils to identify and map buffers around industries that have been granted a licence to pollute. Buffers will vary based on the level of risk of impacts on the surrounding community.







| Term                                                | Draft District Plan definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Central City                                        | The metropolis of three cities includes the developing Central City, which is anchored by Greater Parramatta and the Olympic Peninsula (GPOP) in the West Central District and the strategic centres of Blacktown (also associated with Western City), Norwest, Macquarie Park (also associated with Eastern City) and Rhodes.                                                                                                                                                                      |
| Collaboration Area                                  | A Collaboration Area is a designated place where a significant productivity, liveability or sustainability outcome can be better achieved through the collaboration of different levels of government and in some cases the private sector or landowners. It is also a place where the Commission will seek to lead or be a major player in facilitating the collaboration.                                                                                                                         |
| District centres                                    | <p>District centres play a significant district role due to the presence of one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>• the scale of retail activity, generally over 50,000 square metres of floor space</li> <li>• the presence of health and education facilities that serve the district and the local community</li> <li>• the level of transport services.</li> </ul> <p>District centres also generally have between 5,000 to 10,000 jobs.</p> |
| Eastern City                                        | The metropolis of three cities includes the established Eastern City, which spans the North, Central and South Districts and the strategic centres of Northern Beaches Hospital, Macquarie Park (also associated with Central City), Chatswood, St Leonards, North Sydney, Sydney City, Randwick Health and Education, Green Square-Mascot, Sydney Airport, Port Botany and Kogarah.                                                                                                                |
| Employment Lands Development Program                | The Employment Lands Development Program provides information on planning for employment lands and business parks across metropolitan Sydney and is administered by the Department of Planning and Environment. The Program produces an annual report on the supply of and demand for employment lands.                                                                                                                                                                                             |
| Greater Parramatta                                  | Greater Parramatta includes Parramatta City, and the precincts of Westmead, Parramatta North, Rydalmere and Camellia.                                                                                                                                                                                                                                                                                                                                                                               |
| Greater Parramatta and the Olympic Peninsula (GPOP) | Greater Parramatta and the Olympic Peninsula (GPOP) is the first Collaboration Area of the Commission. GPOP spans 13 kilometres east-west from Strathfield to Westmead and seven kilometres north-south from Carlingford to Lidcombe and Granville and includes the strategic centres of Greater Parramatta and Sydney Olympic Park. The Parramatta River flows east through the heart of GPOP and the planned Parramatta Light Rail forms the GPOP spine.                                          |
| Greater Sydney                                      | Greater Sydney is defined as the 33 local government areas of Bayside, Blacktown, Blue Mountains, Burwood, Camden, Campbelltown, Canada Bay, Canterbury-Bankstown, Cumberland, Fairfield, Georges River, Hawkesbury, Hornsby, Hunters Hill, Inner West, Ku-ring-gai, Lane Cove, Liverpool, Mosman, Northern Beaches, North Sydney, Parramatta, Penrith, Randwick, Ryde, Strathfield, Sutherland, The City of Sydney, The Hills, Waverley, Willoughby, Wollondilly and Woollahra.                    |

| Term                                 | Draft District Plan definition                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Greater Sydney Dashboard             | The Greater Sydney Dashboard will be an interactive web-based tool that will provide access to indicators for cross-District issues such as jobs and housing targets to assist decision-making. It will be used to gain insights from our collaborations and build on evidence already commissioned by various State agencies and councils. The Dashboard will also include a data store to assist decision-making and strategic planning. |
| Global Sydney                        | Global Sydney is the combination of the Western, Central and Eastern Cities.                                                                                                                                                                                                                                                                                                                                                               |
| Gross Domestic Product               | Gross Domestic Product (GDP) is a measure of the size of a country's economy and productivity defined as the market value of all final goods and services produced in a country within a given period of time. (Source: Regional Development Australia, Sydney Metropolitan Region Economic Baseline Assessment Update, Final, July, 2013)                                                                                                 |
| Gross Value Added                    | Gross Value Added is the measure of the value of goods and services in a particular area.                                                                                                                                                                                                                                                                                                                                                  |
| Health and education jobs            | Health and education job categories are: Education; Health Care; and Social Assistance based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.                                                                                                                                                                                                               |
| Health and education super precincts | Health and education super precincts are important locations for knowledge-intensive jobs, innovation and service delivery. They contain Greater Sydney's most important higher education and specialist health institutions and are assets that create significant opportunity to drive economic prosperity and social wellbeing.                                                                                                         |
| Housing market areas                 | Greater Sydney's 18 housing market areas are based on research by the City Futures Research Centre at the University of New South Wales that identified that approximately 82% of all household moves made in Greater Sydney are within 15 kilometres of their previous home.                                                                                                                                                              |
| Industrial jobs                      | Industrial job categories are: Agriculture, Forestry and Fishing; Mining; Manufacturing; Electricity, Gas, Water and Waste Services; Wholesale Trade; and Transport, Postal and Warehousing based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.                                                                                                          |
| Knowledge-intensive jobs             | Knowledge-intensive job categories are: Information, Media and Telecommunications; Financial and Insurance Services; Rental, Hiring and Real Estate Services; Professional, Scientific and Technical Services; and Public Administration and Safety based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.                                                  |
| Local centres                        | Local centres vary in size from a few shops on a corner to a vibrant main street. They are on a smaller scale than district centres and generally serve the local population.                                                                                                                                                                                                                                                              |
| Local Environmental Plan             | A Local Environmental Plan (LEP) is a statutory spatial plan which comprises planning controls that are typically the main mechanism for determining the type and amount of development that can occur on a parcel of land. In the Greater Sydney Region, LEPs can be made by the Minister for Planning or the Greater Sydney Commission.                                                                                                  |

| Term                                | Draft District Plan definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Metropolitan Rural Area             | The Metropolitan Rural Area is the non-urban area within the Greater Sydney Region. It includes rural towns and villages, farmland, floodplains, national parks and areas of wilderness. Rural towns and villages are distinct from urban areas in that they provide mainly for local growth needs, as distinct from the needs of the broader Greater Sydney Region. The Metropolitan Rural Area creates a rural and bushland backdrop to Sydney and will be managed to balance local growth needs with environmental protection, resource management, agriculture, tourism and culture, research activity, military uses and community safety. |
| Parramatta City                     | Parramatta City covers the central business district of Parramatta.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Planning controls                   | Planning controls are the combination of land use zones and development standards that control the use and built form of development. Development standards may limit height, density, set back from the road or property boundary and lot size for development or subdivision.                                                                                                                                                                                                                                                                                                                                                                 |
| Priority Growth Areas               | Priority Growth Areas of Greater Sydney identified by the NSW Government as major greenfield development areas. Information about Priority Growth Areas is available on the Department of Planning and Environment's website.                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Priority Precincts                  | Priority Precincts are areas that the Minister for Planning considers have a wider social, economic or environmental significance for the community or have redevelopment potential on a scale that is important in implementing the State's planning objectives. Priority Precincts are envisaged as larger areas, usually made up of multiple land holdings, capable of delivering significant additional growth and requiring coordination from State and local government to realise their potential.                                                                                                                                       |
| Population-serving jobs             | Population-serving job categories are: Retail Trade; Accommodation and Food Services; Arts and Recreation Services; Construction; and Other Services based on the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 used by the Australian Bureau of Statistics.                                                                                                                                                                                                                                                                                                                                                      |
| State Environmental Planning Policy | A State Environmental Planning Policy is a statutory plan, typically prepared by the Department of Planning and Environment and endorsed by the Minister for Planning. It can be a spatial plan for particular land in NSW, and/or it can set policy which applies to particular land or all land in NSW.                                                                                                                                                                                                                                                                                                                                       |
| Strategic centres                   | <p>Strategic centres have one or more of the following characteristics:</p> <ul style="list-style-type: none"> <li>• a higher proportion of knowledge-economy jobs, principally relating to the presence of major hospitals, tertiary education institutions, standalone office development or a combination of these</li> <li>• the presence of existing or proposed major transport gateways</li> <li>• a major role in supporting the increased economic activity of the Eastern, Central or Western Cities.</li> </ul> <p>Strategic centres also tend to have over 20,000 jobs:</p>                                                         |
| Sydney City                         | Sydney City includes the contiguous areas of Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, The Bays Precinct, Camperdown-Ultimo Health and Education, Central to Eveleigh, Surry Hills and Sydney East.                                                                                                                                                                                                                                                                                                                                                                                                                                     |



| Term                    | Draft District Plan definition                                                                                                                                                                                                                                                                                                                            |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport gateways      | Transport gateways are locations with major ports or airports, and their surrounding precincts. They perform an essential and ongoing role to connect Sydney with locations across Australia and the world. Transport gateways are vital to Sydney's prosperity and often support large concentrations of complementary business activity and employment. |
| Urban Feasibility Model | The Urban Feasibility Model is a strategic planning tool developed by the Department of Planning and Environment which calculates the potential of an investigation area to deliver housing, based on planning and development controls and economic feasibility, framed by development costs and the local housing market.                               |
| Western City            | The metropolis of three cities includes the emerging Western City focused on the proposed Western Sydney Airport. The Western City will encompass the West and South West Districts and include the strategic centres of Penrith, Liverpool, Campbelltown-Macarthur and Blacktown (also associated with Central City).                                    |

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