

OUR GREATER SYDNEY 2056

Revised **Draft Eastern City District Plan**

– connecting communities

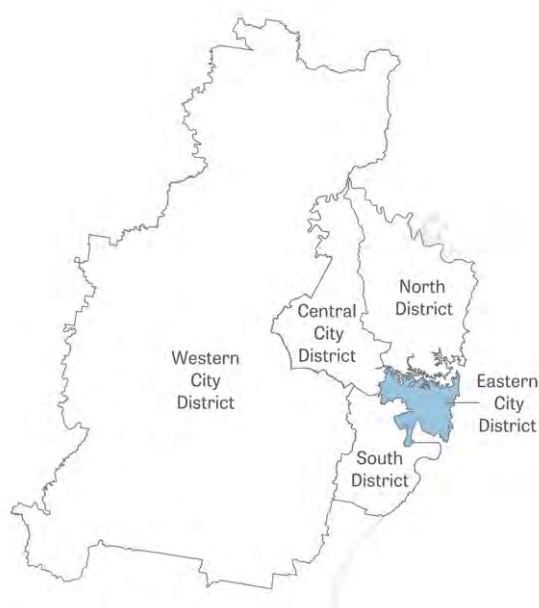


Acknowledgement of Country

The Greater Sydney Commission acknowledges the traditional owners of the lands that include Eastern City District and the living culture of the traditional custodians of these lands. The Commission recognises that the traditional owners have occupied and cared for this Country over countless generations, and celebrates their continuing contribution to the life of Greater Sydney.

Eastern City District

Bayside
Burwood
City of Sydney
Canada Bay
Inner West
Randwick
Strathfield
Waverley
Woollahra



How to be involved

This revised draft *Eastern City District Plan* replaces the draft *Central District Plan*, released in November 2016.

You can read the entire updated draft District Plan at www.greater.sydney

This draft District Plan is on formal public exhibition until the 15th December 2017.

You can make a submission:

by visiting:

www.greater.sydney/submissions

by emailing:

submissions@gsc.nsw.gov.au

by post to:

Greater Sydney Commission
Draft Eastern City District Plan
PO Box 257
Parramatta NSW 2124

Before making a submission, please read the Privacy Statement at www.greater.sydney/privacy. If you provide a submission in relation to this document using any of the above addresses, you will be taken to have accepted the Privacy Statement.

Please note that all submissions and comments will be treated as public and will be published in a variety of mediums. If you would like to make a submission without it being made public or if you have any questions about the application of the Commission's privacy policy, please contact the Commission directly on 1800 617 681 or submissions@gsc.nsw.gov.au.

Chief Commissioner
Lucy Hughes Turnbull AO



This draft District Plan sets out planning priorities and actions for the development of the Eastern City District.

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

The Eastern City District is vitally important to the success and prosperity of Greater Sydney, NSW and Australia. To remain globally competitive, we need the District to be a magnet for skilled people and innovative ideas from around the world. 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 Eastern City District's population growing from almost one million 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 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 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 are bringing together public resources and expertise to create a more liveable, productive and sustainable city.

I encourage everyone to review this draft District Plan. Your suggestions and comments are important in making this District Plan a living and working document to guide the Eastern City District's future.

Eastern City Commissioner
Maria Atkinson



As we look to 2036, if we want to ensure we have the highest combined economic, environmental and liveability scores of any medium-sized city in the world, we need to change to get there.

While our District has the lowest car use for journeys to work, and the highest proportion of walking and cycling to and from work, we need to improve these statistics, and enable smarter solutions for moving people, goods and services.

We have parks and schools with green assets, but we need more – can we make better use of existing spaces by sharing them? And how can we make better use of vacant or underutilised spaces? We want to encourage more artistic and creative activities and industries - day and night. But at the same time, we want to preserve and grow our industrial economy to cater for local urban services and the new economy.

We have a responsibility to ensure the public can access our amazing waterways.

We need to connect our green links and to add to our street tree canopy. We need to update our aging and constrained energy and water infrastructure and ensure urban renewal projects deliver liveability and sustainability outcomes.

And finally, beyond our physical spaces, we need to think about how to foster a stronger, more connected community. We want to celebrate our heritage, both indigenous and non-indigenous. We need to ensure there is a real diversity of housing choices, including affordable local housing, better and more social housing, and that people can change housing type but stay in our District.

This draft Eastern District Plan is part of a conversation about the changes we need to make to create the District we want.

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Future of the Eastern City District

The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge-intensive jobs from the Asia Pacific Region.

The Eastern City District is a national economic powerhouse accommodating 37 per cent of Greater Sydney's jobs and generating over 45 per cent of its economic activity.¹ Its agglomeration of nationally significant businesses and institutions are anchored by the Harbour CBD and stretch across the Eastern Economic Corridor from Macquarie Park to the international trade gateways of Sydney Airport and Port Botany.

The draft *Eastern City District Plan* guides the growth of the District within the context of Greater Sydney's three cities to further improve its social, economic and environmental assets.

Home to the globally competitive Harbour CBD and liveable neighbourhoods, the District comprises iconic built places and natural attractions, 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.

This draft District Plan guides the District's growth by escalating the role of the traditional CBD to a Harbour CBD that incorporates Sydney CBD, North Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, The Bays Precinct, Camperdown-Ultimo, Central to Eveleigh and parts of Surry Hills and Sydney East with policy settings that support innovative and creative industries and a night-time economy.

A boost to innovation, economic development and knowledge-intensive jobs will come from invigorating and expanding the offering at the Camperdown-Ultimo and Randwick health and education precincts and the strategic centres of Green Square-Mascot, Rhodes, Bondi Junction, Burwood and Eastgardens-Maroubra.

The District's freight routes, particularly from Australia's international gateways of Sydney Airport and Port Botany, will be protected to improve the efficiency of international trade. Industrial and urban services land will be protected from residential encroachment.

Urban renewal will deliver quality lifestyles rather than just new homes. Well-designed housing types in neighbourhoods close to transport and other infrastructure will include vibrant public places and walking and cycling paths.

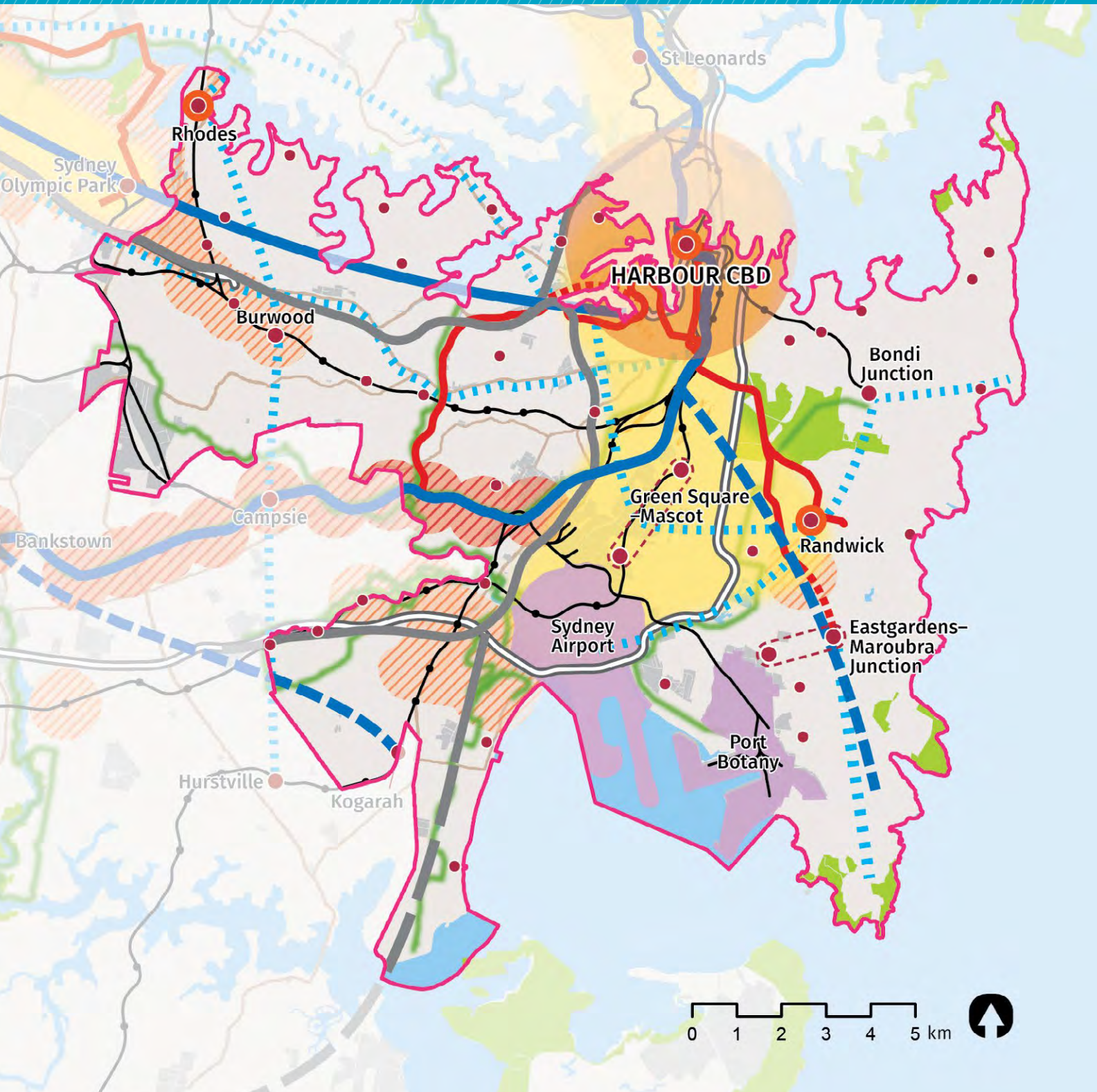
Much needed recreational and open spaces will be available through more effective use, such as sharing facilities like golf courses and school playgrounds, and by spaces in new settings like rooftops.

The District's many cultural, artistic and tourism assets, including Aboriginal culture, will be more highly valued for significant social and economic contributions locally, nationally and internationally.

Sustainability and energy efficiency innovation will reduce greenhouse gas emissions transitioning the Eastern City to a low-carbon, high efficiency District. Infill and urban renewal precincts will provide opportunities to further improve the energy and water efficiency of new and existing buildings, incorporate building and precinct scale renewables and manage waste.



Eastern City District Structure Plan 2036



NOTE: Committed projects of: Western Harbour Tunnel & Beaches Link, F6 – WestConnex to President Avenue Kogarah, Parramatta Light Rail Stage 2 and Sydney Metro West are subject to final business case, no investment decision yet. Routes and stops for some transport corridors/projects are indicative only.

Housing



Existing and projected dwellings

	2016	2036
Eastern City District	466,500	624,000

Jobs



Centre job target ranges

	2016	2036
Bondi Junction	13,800	17,000–20,500
Burwood	10,300	12,000–14,000
Eastgardens-Maroubra Junction	6,900	8,000–9,000
Green Square-Mascot	59,500	75,000–80,000
Randwick	22,800	32,000–35,500
Rhodes	15,700	22,000–25,500
Harbour CBD*	496,900	662,000–732,000

*excluding North Sydney

	Metropolitan City Centre		Waterways
	Health and Education Precinct		Train Station
	Strategic Centre		Committed Train Link
	Local Centre		Train Link / Mass Transit Investigation 10–20 years
	Economic Corridor		On Street Rapid Transit
	Trade Gateway		Motorway
	Industrial Land		Committed Motorway
	Transit Oriented Development		Road Investigation 0–10 years
	Urban Renewal Area		Green Grid Priority Project
	Major Urban Parkland and Reserve		

Greater Sydney context



Figure 1: Metropolis of three cities

Planning for the five districts of Greater Sydney will support the vision for a metropolis of three cities (refer to Figure 1).

- The emerging **Western Parkland City** with the Western Sydney Airport and Badgerys Creek Aerotropolis will grow a strong trade, logistics, advanced manufacturing, health, education and science economy within a Western Economic Corridor and will be the most connected place in Australia.
- The developing **Central River City** will capitalise on its location in the centre of Greater Sydney and with radial transport links will continue developing its world-class health, education and research institutions, its finance, business services and administration sectors, and its logistics and urban services to drive the economy and support a growing population.
- The established **Eastern Harbour City**, Australia's global gateway, will build on its economic credentials and leverage its strong financial, professional, health and education sectors and push its capabilities with an innovation precinct that boosts productivity and global connections.

This vision will transform land use and transport patterns and rebalance Greater Sydney so the benefits of growth are shared more equally and equitably to all residents as Greater Sydney's population increases from 4.7 million to 8 million over the next 40 years.

Each of the three cities is at a different stage of development so implementation requires a targeted approach to growth.

Economic growth is to be commensurate with population growth across Greater Sydney. Increasing productivity, global competitiveness and the region's export sectors are expected to increase economic activity to \$655 billion with 817,000 new jobs by 2036.

Greater Sydney's Eastern Economic Corridor has high concentrations of jobs with good road and public transport connectivity and high levels of interaction between business and people. This corridor

contributed two-thirds of the State's economic growth over the 2015-16 financial year. Planning and investment will strengthen the established Eastern Economic Corridor and will complement it by growing the Greater Parramatta and the Olympic Peninsula (GPOP) and Western Economic Corridors.

People want to live close to jobs and services, so each of the three cities will have more housing in the right places which will assist with housing affordability. Housing and jobs will be aligned with new or improved infrastructure from transport to schools, health facilities and public places under new growth infrastructure compacts.

Improved transport within and between each of the three cities will produce a 30-minute city where most commuters can travel to their nearest metropolitan city centre by public transport within 30 minutes, and where everyone can travel to their nearest strategic centre by public transport seven days a week to access jobs, shops and services.

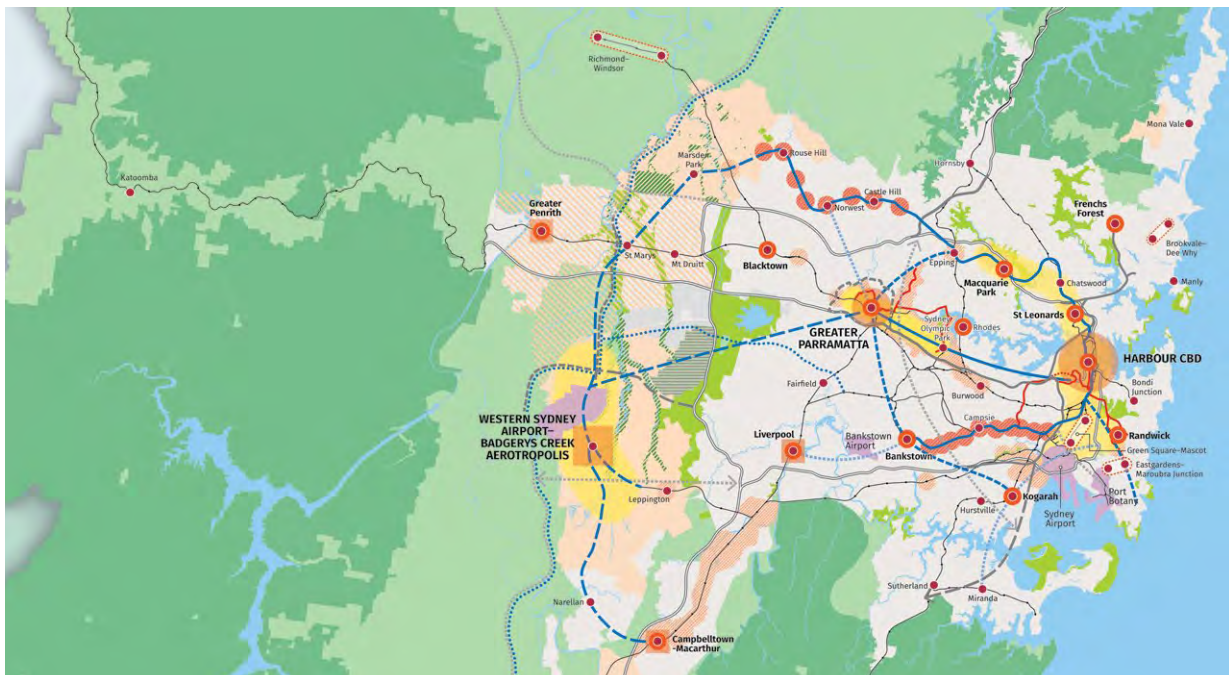
Better transport means people will be closer to knowledge-intensive jobs, city-scale infrastructure and services, and lifestyle features like entertainment, sporting and cultural facilities.

Walking and cycling will become increasingly important as part of daily travel with well-designed paths in popular thoroughfares improving the sustainability of the region and the wellbeing of residents. Growth within each of the three cities will be accompanied by higher quality public places and green spaces leading to opportunities for healthy lifestyles and community cohesion. Creativity, culture and the arts will be supported and acknowledged as part of the innovation economy.

The Greater Sydney Green Grid will connect green areas including parks, bushland and playgrounds to town centres, public transport and public places encouraging healthy lifestyles, enhancing biodiversity and supporting ecological resilience.

A metropolis of three cities brings liveability, productivity and sustainability benefits to all parts of Greater Sydney. It is consistent with the 10 Directions in *Directions for a Greater Sydney* which establishes the aspirations for the region over the next 40 years. The 10 Directions have been key to integrating land use, transport and infrastructure planning – they are foundational building blocks for the draft *Greater Sydney Region Plan*.

Figure 2: Greater Sydney Structure Plan 2056 – the three cities



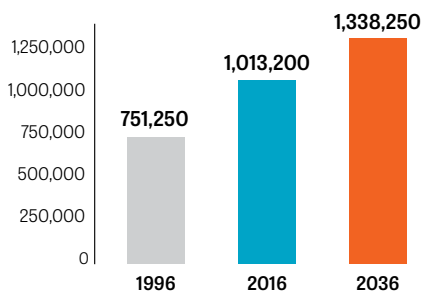
NOTE: Committed projects of: Western Harbour Tunnel & Beaches Link, F6 Extension and Sydney Metro West are subject to final business case, no investment decision yet. Routes and stops for some transport corridors/projects are indicative only.

Eastern City District snapshot

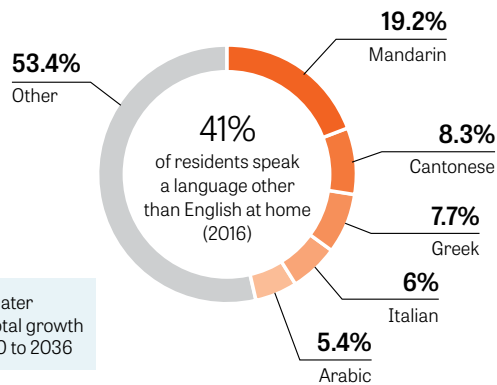


People – Population, age and languages spoken

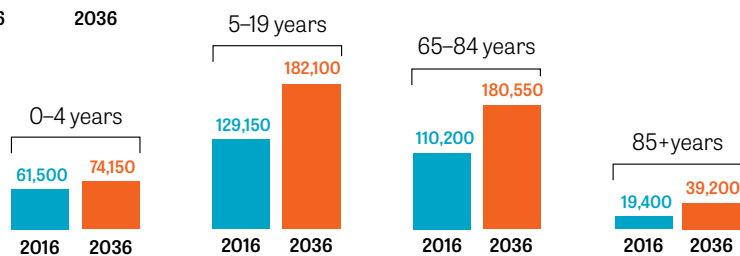
+325,000 more people by 2036



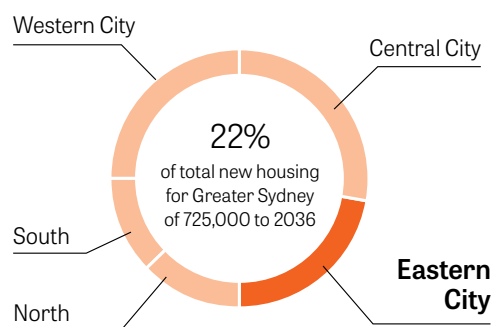
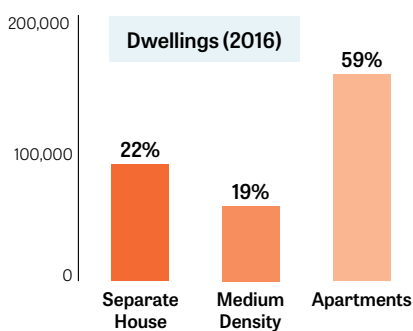
19% of Greater Sydney's total growth of 1,740,400 to 2036



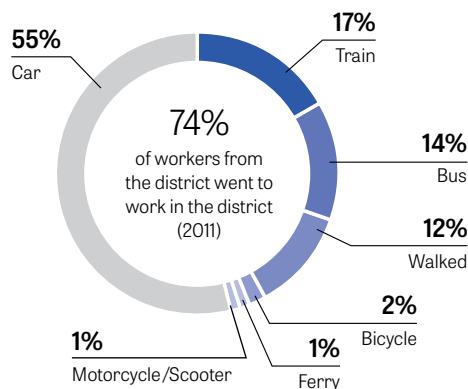
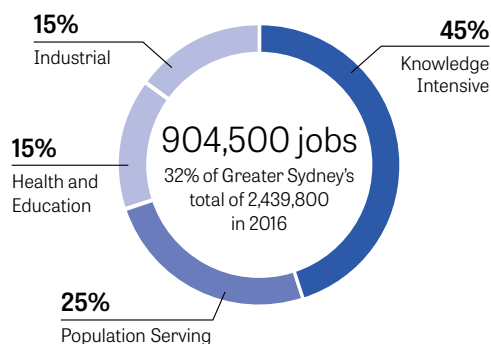
There will be a **70%** increase in the number of people aged 65 years and older in the next 20 years.



Dwelling demand and dwelling types



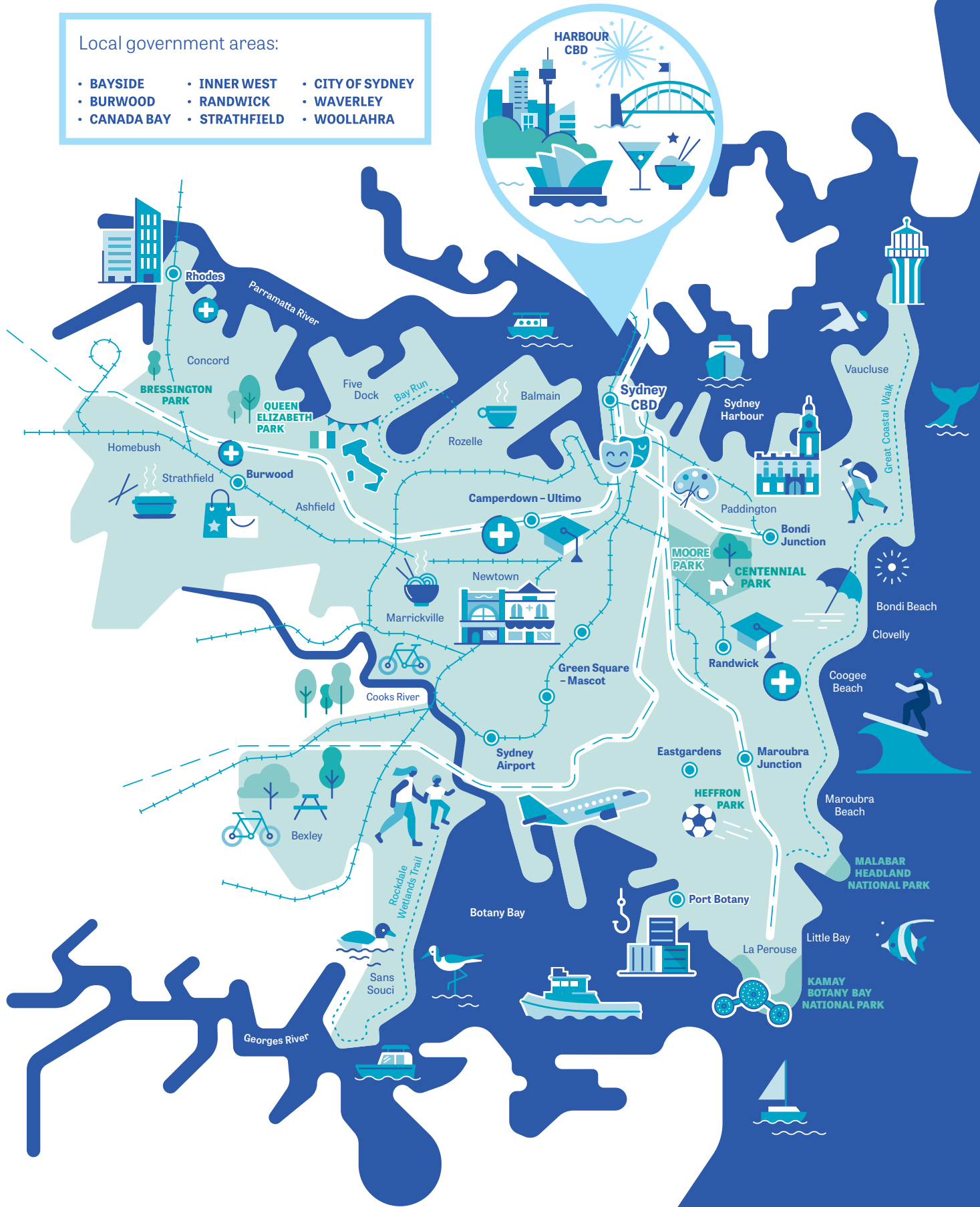
Jobs and journey to work








District context






Local government areas:

- BAYSIDE
- BURWOOD
- CANADA BAY
- INNER WEST
- RANDWICK
- STRATHFIELD
- CITY OF SYDNEY
- WAVERLEY
- WOOLLAHRA



Ten Directions and Planning Priorities

Directions	A city supported by infrastructure	A collaborative city	A city for people	Housing the city	A city of great places
Metrics	Infrastructure supporting new developments  <ul style="list-style-type: none"> Number of land use plans supported by infrastructure plans (NSW Department of Planning and Environment, Greater Sydney Commission, Councils) 	Working together to grow a Greater Sydney  <ul style="list-style-type: none"> Proportion of agreed outcomes achieved in Collaboration Areas 	Celebrating diversity and putting people at the heart of planning  <ul style="list-style-type: none"> Annual survey of community sentiment 	Giving people housing choices  <ul style="list-style-type: none"> Number of councils on track to deliver housing targets Number of councils with schemes that implement Affordable Rental Housing Targets 	Designing places for people  <ul style="list-style-type: none"> Percentage of dwellings within walking distance of a local or strategic centre Percentage of dwellings within walking distance of open space
Eastern City District Planning Priorities	Planning Priority E1 A city supported by infrastructure	Planning Priority E2 Working through collaboration	Planning Priority E3 Providing services and social infrastructure to meet people's changing needs Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities	Planning Priority E5 Providing housing supply, choice and affordability with access to jobs and services	Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage

A well connected city	Jobs and skills for the city	A city in its landscape	An efficient city	A resilient city
Developing a more accessible and walkable city	Creating the conditions for a stronger economy	Valuing green spaces and landscape	Using resources wisely	Adapting to a changing world
				
<ul style="list-style-type: none"> Percentage of dwellings located within 30 minutes by public transport of a metropolitan city centre/cluster Percentage of dwellings located within 30 minutes by public transport of a strategic centre 	<ul style="list-style-type: none"> Growth in jobs in targeted metropolitan and strategic centres. Change in number of people employed locally (five yearly) 	<ul style="list-style-type: none"> Proportional increase in Greater Sydney covered by urban tree canopy 	<ul style="list-style-type: none"> Number of precincts with low carbon initiatives 	<ul style="list-style-type: none"> Number of local government areas undertaking resilience planning
Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city	Planning Priority E7: Growing a stronger and more competitive Harbour CBD Planning Priority E8: Growing and investing in health and education precincts and the Innovation Corridor Planning Priority E9: Growing international trade gateways Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres Planning Priority E12: Protecting industrial and urban services land Planning Priority E13: Supporting growth of targeted industry sectors	Planning Priority E14: Protecting and improving the health and enjoyment of Sydney Harbour, and the District's waterways Planning Priority E15: Protecting and enhancing bushland and biodiversity Planning Priority E16: Protecting and enhancing scenic and cultural landscapes Planning Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections Planning Priority E18: Delivering high quality open space	Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently	Planning Priority E20: Adapting to the impacts of urban and natural hazards and climate change

1

About the draft Plan

The Eastern City District covers the Bayside, Burwood, City of Sydney, Canada Bay, Inner West, Randwick, Strathfield, Waverley and Woollahra local government areas (refer to Figure 3).

This draft *Eastern City District Plan* is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the draft *Greater Sydney Region Plan* at a district level and is a bridge between regional and local planning.

The draft District Plan informs local environmental plans and the assessment of planning proposals as well as community strategic plans and policies. The draft District Plan also assists councils to plan for and deliver growth and change, and align their local planning strategies to place-based outcomes. It informs infrastructure agencies, the private sector and the wider community of expectations for growth and change. Community engagement on the draft District Plan will contribute to a plan for growth that reflects local values and aspirations, in a way that balances regional and local considerations (refer to Figure 4).

The draft *Greater Sydney Region Plan* has been prepared by the Commission concurrently with the Government's *Future Transport 2056* and Infrastructure NSW's *State Infrastructure Strategy* to integrate land use, transport and infrastructure across the region for the first time in a generation. In this context, all the transport initiatives outlined in the draft District Plan are sourced from *Future Transport 2056*.

This draft District Plan has been prepared to give effect to the draft *Greater Sydney Region Plan*. The final District Plan will need to reflect the final content of the Region Plan. The draft District Plan identifies, where relevant, areas of state, regional and district significance, including priority growth areas.

In preparing this draft District Plan, the focus has been on identifying the Planning Priorities that are important to achieving a liveable, productive and sustainable future for the District. Relevant Objectives, Strategies and Actions from the draft *Greater Sydney Region Plan* are embedded in each of the Planning Priorities, to integrate the District's challenges and opportunities with the Greater Sydney vision of a metropolis of three cities.

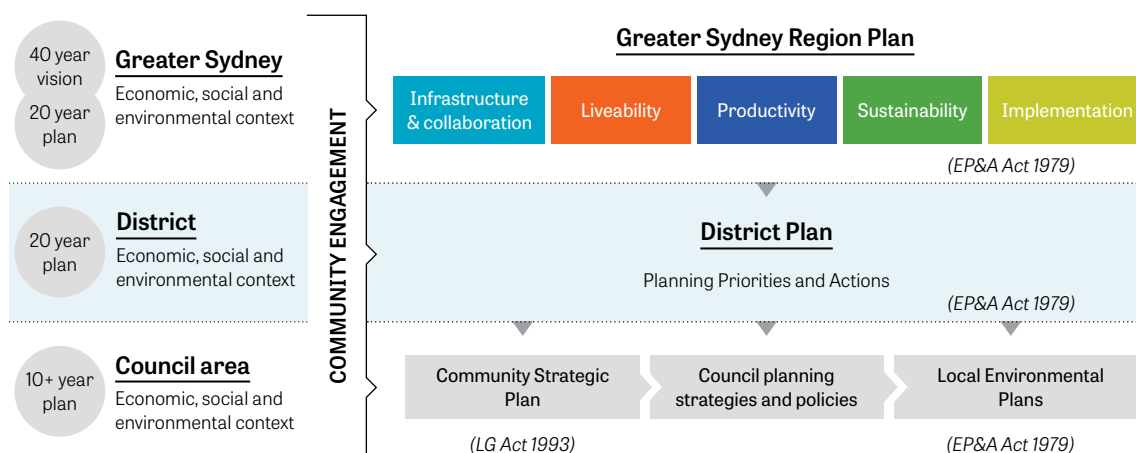
The concurrent preparation of the draft District Plan with the draft *Greater Sydney Region Plan* has maximised the opportunities to integrate these two plans. All data in this draft District Plan is based on current government approved and published data sourced from the relevant State agency.

In undertaking strategic planning processes, and/or preparing or considering planning proposals, planning authorities must give effect to the draft District Plan, specifically the Planning Priorities and Actions.

Figure 3: Eastern City District



Figure 4: Relationship of regional, district and local plans



Changes from the 2016 draft District Plan

This draft *Eastern City District Plan* is a revised version of the draft Central District Plan which was released in November 2016.

This draft District Plan reflects feedback from the initial exhibition period and from consultation throughout the development of the draft *Greater Sydney Region Plan*.

In preparing the new draft District Plan, the Commission has recognised that there were Planning Priorities and Actions that were common to all districts – these have been incorporated into the draft *Greater Sydney Region Plan*.

The draft *Greater Sydney Region Plan* applies to the five districts that make up the region. The NSW Government declared six districts for the Greater Sydney Region on 27 January 2016. These were realigned to five districts on 22 September 2017.

Feedback

This draft District Plan incorporates feedback from the exhibition of draft District Plans from November 2016 to March 2017.

This draft District Plan is the Commission's formal response to the key issues raised in submissions. The top six issues raised in relation to the draft Central District Plan are outlined below:

Vision and priorities for the District

- Support for the vision of the plans – including the three cities concept, planning for health and education precincts, Collaboration Areas and alignment of infrastructure with growth, especially transport.

Housing density

- Concern over increasing densities, the impact on local amenity and the delivery of necessary transport and social services infrastructure.

Transport planning

- Potential to better capture opportunities across the District, improve transport links from less accessible locations and leverage WestConnex for improved outcomes along Parramatta Road.

Housing targets

- Questions about equity of housing targets across the District, with a preference for medium-rise housing over high density development.

Open space

- Support for the Blue and Green Grid; and suggestions for improvements to walking and cycling networks in specific locations.

Area specific

- Objections from residents of North Strathfield in relation to development outcomes delivered through the *Parramatta Road Corridor Urban Transformation Strategy 2016*.

View the *Interim Submissions & Engagement Report* and the *Submissions Response Report* at www.greater.sydney/what-weve-heard to see a summary of the responses to the key issues.

2

Infrastructure and collaboration

Greater Sydney is a successful and growing city, but, to become more liveable, productive and sustainable, it will need additional infrastructure and services in the right places and at the right time.

Infrastructure planning requires collaboration – managing the competing needs of a city involves all levels of government, industry and the community. The draft *Greater Sydney Region Plan* emphasises the alignment of local environmental plans, transport programs and other agency programs. This involves the interface of NSW Government investment, such as transport interchanges, and local infrastructure programmed by councils, such as public domain improvements.

Planning for infrastructure will include consideration of how such investments will contribute to the shape and connectivity of Greater Sydney as a metropolis of three cities. This draft District Plan responds to major transport, health and education investments either committed to or planned in the District, such as Sydney Metro and CBD and South East Light Rail and aligns with *Future Transport 2056*.

The increasingly rapid change of technological innovations will influence the planning and delivery of infrastructure. Recognising and facilitating this adaptability in infrastructure is critical.

Infrastructure – planned to support orderly growth, change and adaptability – must be efficient. Optimal use of infrastructure increases infrastructure capacity to better support communities.

For the Eastern City District, this means the following Planning Priorities:

- Planning for a city supported by infrastructure.
- Working through collaboration.

Planning Priority E1

Planning for a city supported by infrastructure

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 1: Infrastructure that supports the three cities; Objective 2: Infrastructure that aligns with forecast growth – growth infrastructure compact; Objective 3: Infrastructure that adapts to meet future needs and Objective 4: Infrastructure that is optimised** and the corresponding strategies.

Future infrastructure investment is to be considered in the context of how it will contribute to the shape of Greater Sydney as a metropolis of three cities. This considers the influence of metropolitan, district and local level infrastructure planning, and emphasises connections between each of the three cities.


For the Eastern City District, this includes connections along the Eastern Economic Corridor and to the North and South districts. Connections west – through the Central City District and through to the emerging Western Parkland City – will also be essential to this vision. This also includes coordinated infrastructure and land use planning to maximise the use of existing infrastructure.

To align infrastructure with growth, a growth infrastructure compact approach could be used. This approach is being piloted in Greater Parramatta and the Olympic Peninsula (GPOP). The compact would identify possible scenarios for land use and infrastructure to assess optimal land

use, infrastructure investment and community outcomes. The Commission will use this pilot to consider a broader application, particularly for areas set to experience high growth.

Planning for infrastructure considers infrastructure in terms of its function: catalytic infrastructure such as major transport investments that generates greater demand and influences land uses; enabling infrastructure such as electricity and water, without which development cannot proceed; and supporting infrastructure such as local bus services that meet demand in growing communities.

In terms of transport planning, for example, new public transport infrastructure, such as taxis and rideshare will help connect residents to their nearest strategic or metropolitan city centre within 30 minutes. In other areas, traditional facilities such as libraries are being reimaged as community hubs.

 Actions	Responsibility
1. Prioritise infrastructure investments to support the vision of a metropolis of three cities.	Councils, other planning authorities, State agencies and State-owned corporations
2. Sequence growth across the three cities to promote north-south and east-west connections.	Councils, other planning authorities, State agencies and State-owned corporations
3. Align forecast growth with infrastructure.	Councils, other planning authorities, State agencies and State-owned corporations
4. Sequence infrastructure provision using a place-based approach.	Councils, other planning authorities, State agencies and State-owned corporations
5. Consider the adaptability of infrastructure and its potential shared use.	Councils, other planning authorities, State agencies and State-owned corporations
6. Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	Councils, other planning authorities, State agencies and State-owned corporations

Planning Priority E2

Working through collaboration

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 5: Benefits of growth realised by collaboration of governments, community and business** and the corresponding action.

Collaboration in the planning and delivery of infrastructure, housing, jobs and great places is essential to realise the full benefits of growth.

The complexities of a growing region mean different approaches are required depending on the context. This ranges from nationally significant investment, corridors of renewal and land release, to a focus on a specific strategic centre or precinct.

The role of the collaboration also varies: it may be for the development of an integrated strategy where alignment of agencies is critical, for coordination of investment across different tiers of government to achieve land use outcomes, or for the delivery of specific projects.

Table 1 outlines the approaches supporting land use and infrastructure planning and delivery.

The suite of Collaboration Areas, Priority Growth Areas and Priority Precincts are highlighted throughout this draft District Plan.

The Commission's facilitation role in bringing together various parties with an interest in the District's future and channelling their collective energy into improved planning outcomes, is demonstrated by its Collaboration Areas. This collaborative approach is underpinned by *Directions for a Greater Sydney* and is central to the way the Commission works.

The responsibility for creating great places does not rest with any one organisation. As a non-statutory initiative, Collaboration Areas offer a new way of working to deliver collective responses that support growth and change. This will be undertaken by identifying and aligning the activities and investments of government and stakeholders, based on evidence, to respond to unprecedented growth and investment.

The outputs of the collaborations are a Place Strategy and an Infrastructure Plan that provide certainty to the community and the private sector, and direct the NSW Government's investment and policies to achieving great places.

In the Eastern City District, the following areas have been identified as Collaboration Areas:

- **Camperdown-Ultimo health and education precinct**, led by the Commission, which will bring together the Royal Prince Alfred Hospital, the University of Sydney, University of Technology Sydney, University of Notre Dame Sydney Campus, TAFE Ultimo, and medical research institutions.
- **Randwick health and education precinct**, led by the Commission, which will bring together the University of NSW Kensington Campus, Prince of Wales public and private hospitals, the Royal Hospital for Women and Sydney Children's Hospital.
- **Rhodes East** – where the Commission will facilitate collaboration between City of Canada Bay Council, utility providers, Transport for NSW, NSW Department of Planning and Environment and other key institutions and agencies, to develop a long-term sustainability initiative for this area.

Other collaborative processes include:

- **Central to Eveleigh Urban Transformation Strategy** – the Strategy is being realised through a number of linked, but separate, projects being led by Transport for NSW and the NSW Department of Family and Community Services with support from UrbanGrowth NSW Development Corporation.
- **Sydenham to Bankstown Urban Renewal Corridor**, led by the NSW Department of Planning and Environment, provides a framework for development that is cohesive with the existing character and amenity.



- **Parramatta Road Corridor Urban Transformation Strategy**, initially developed by UrbanGrowth NSW, will be a collaboration of Council's implementing the Strategy, supported by the Commission.
- **Bayside West** is a priority growth area being led by the NSW Department of Planning and Environment and includes the Arncliffe Communities Plus project, which will deliver a mix of social, affordable and private dwellings.

Additional projects where collaboration will assist with outcomes are outlined in Planning Priority E5.


The Priority Precincts will be consistent with the objectives and strategies of the *Greater Sydney Region Plan* and the relevant District Plans to enhance liveability, sustainability and productivity.

These projects will be well planned and designed and will be delivered in collaboration with councils and informed by key government agencies and their asset plans. This planning will be supported by a Special Infrastructure Contribution or similar satisfactory arrangement to help fund the delivery of essential community infrastructure such as health, schools, open space and roads.

The Commission is also collaborating with local councils to improve regional open space and deliver Greater Sydney's Green Grid through the administration and management of the Metropolitan Greenspace Program (refer to Planning Priority E17).

Table 1: Approaches to supporting land use and infrastructure planning and delivery

Collaboration	Agency	Focus
City Deal	Australian; State and Local Government	Domains for action: <ul style="list-style-type: none"> — governance, city planning and regulation — infrastructure and investment — housing — jobs and skills — innovation and digital opportunities — liveability and sustainability
Collaboration Areas	Greater Sydney Commission	Strategy development including: <ul style="list-style-type: none"> — integrated place management (strategic centres and health and education precincts) — strategy drivers: economic productivity, liveability, sustainability — infrastructure alignment
Priority Growth Areas Urban Renewal Corridors	NSW Department of Planning and Environment	Transformative corridor delivery including: <ul style="list-style-type: none"> — new land release areas — city-shaping transport investment and urban renewal — infrastructure schedules and funding options
Priority Precincts	NSW Department of Planning and Environment	Transformative precinct delivery: <ul style="list-style-type: none"> — targeted development focused on housing diversity around a centre and transit node/rail station — infrastructure schedules and funding options
Urban Transformation	UrbanGrowth NSW Development Corporation and Landcom	Project delivery: <ul style="list-style-type: none"> — focus on optimisation of government-owned land and urban renewal

 Actions	Responsibility
7. Identify, prioritise and deliver Collaboration Areas.	Greater Sydney Commission



3

Liveability

The Eastern City District is a place of distinctive and lively centres, villages neighbourhoods and suburbs that house diverse and culturally rich communities. This diversity is strongly valued by residents and a key to the dynamism and energy of the District's many great places.

As Greater Sydney's global gateway the District offers residents many work, housing, health and education choices. The District's residents and visitors also enjoy access to plentiful cultural and creative assets and opportunities for participation in sporting, creative, cultural and artistic pursuits. The Eastern City District is home to a broad selection of places with lively street-life and a night-time economy that contribute to the District's attractiveness as a place to live, work and visit.

The Eastern City District will continue to be home to the highest proportion of people aged 25 to 64 in Greater Sydney. This group of people includes the highest number of knowledge workers and tertiary educated workers in the region and these people add to the vibrancy and productivity of the District.²

As the overall population of more than 1 million people grows, it is also ageing. While the number of residents over 65 is expected to grow by 70 per cent, single-person households are expected to remain the dominant household type, with the largest growth in this group projected to occur in Strathfield (75 per cent), Burwood (62 per cent) and Sydney (60 per cent).

Together with overall population growth of around 325,000 (2016–2036), these demographic changes mean that an additional 157,500 homes will be required in the District by 2036. Many new homes will be in the Sydenham-Bankstown, Parramatta Road and Central to Eveleigh Urban Renewal

Corridors. New housing will also be concentrated in the Bayside West Priority Growth Area and the Bays Precinct.

Liveability is about people's quality of life. Maintaining and improving liveability means housing, infrastructure and services that meet people's needs; and the provision of a range of housing types in the right locations with measures to improve affordability. This enables people to stay in their neighbourhoods and communities as they transition through life.

Creating and renewing great places, neighbourhoods and centres requires place-based planning and design excellence that builds on local strengths and focuses on public places and open spaces.

Great places are walkable – they are designed, built and managed to encourage people of all ages and abilities to walk or cycle for leisure, transport or exercise. This requires fine grain urban form and land use mix at the heart of neighbourhoods. Walkable, great places that demonstrate these characteristics promote healthy, active lifestyles and social interaction and can better support the arts, creativity, cultural expression and innovation.

A place-based and collaborative approach required to maintain and enhance the liveability of the Eastern City District can be achieved by the following Planning Priorities:

- Providing services and social infrastructure to meet people's changing needs.
- Fostering healthy, creative, culturally rich and socially connected communities.
- Providing housing supply, choice and affordability, with access to jobs and services.
- Creating and renewing great places and local centres and respecting the District's heritage.



Planning Priority E3

Providing services and social infrastructure to meet people's changing needs

In terms of the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 6: Providing services and infrastructure to meet communities' changing needs** and the corresponding strategies.

As the District's population grows, major demographic changes are also occurring. Planning must recognise the changing composition of population groups in local places and provide services and social infrastructure that meet the changes in people's needs through different stages of life. This requires integrated planning and collaboration. This includes considering both the provision of services and the overall outcomes for the community and intergenerational equity.

Population projections and age profiles show distinct differences where specific demographic groups will live in the Eastern City District (refer to Figures 5 and 6). The City of Sydney will accommodate 32 per cent of the District's total growth over the 20 years to 2036 (102,600 people) due to the anticipated urban renewal across the local government area. The smallest growth is expected in Woollahra and Waverley local government areas (2,050 and 5,100 people respectively) to 2036.

Growth increases demand on existing services and infrastructure, particularly sport and recreation facilities that are, in some cases, at or nearing capacity. Residents need the right local mix of services, programs and social infrastructure at the heart of walkable neighbourhoods to support them to live socially connected, active and healthy lives.

This includes co-located schools, health services, aged care, community and cultural facilities, parks and recreation facilities, and accessible walking and cycling connections.

Improving safety, accessibility and inclusion by co-locating activities benefits all residents and visitors. It supports a fine grain urban form and landuse mix which provides a greater diversity of uses and users and thereby improves liveability.

Creating opportunities for increased shared use and more flexible use of underutilised facilities such as schools, sports facilities, church halls and creative spaces can support growth and respond to the different needs of local demographic groups. Multipurpose and intergenerational facilities are the key to better use of, and access to, infrastructure in new developments.

Publicly owned land, including social housing in renewal precincts, may provide opportunities to optimise the co-location of social infrastructure and mixed uses at the heart of neighbourhoods.

Integrated and targeted delivery of services and infrastructure is needed to support growth and respond to the different needs of population groups. Accessible local health services and regional health infrastructure such as hospitals are important for all people across the District. Sydney Local Health District and part of the South Eastern Sydney Local Health District focus on delivering healthy communities through local health services including community health services, obesity prevention and promotion of the benefits of a healthy built environment (refer to Planning Priority E4).

Children and young people

Over the 20 years to 2036 projections show an expected increase of 20 per cent in the number of children under four years who will live in the District in 2036, with almost 33 per cent of the growth in this age group anticipated in the City of Sydney, 25 per cent in Bayside and approximately 10 per cent each in Canada Bay and Inner West local government areas. Forecasts also show a 41 per cent increase in school-aged children.

Planning for early education and child care facilities requires innovative approaches to the use of land and floor space, including co-location with compatible uses such as primary schools and office buildings, close to transport facilities.

The NSW Department of Education estimates that an extra 42,850 students will need to be accommodated in government and non-government schools in the District by 2036. The City of Sydney and Bayside local government areas will each take up 22 per cent of the District's increase in school-aged children, followed by Canada Bay and Inner West local government areas, with 12-13 per cent of this growth each.

Schools play an important role in creating and supporting inclusive and vibrant neighbourhoods. Planning for new schools, and use of existing schools must respond to demand in innovative ways such as more efficient use of land, contemporary design, greater sharing of spaces and facilities, and flexible learning spaces. Safe walking and cycling links to schools maximises opportunities for young people to lead more active lifestyles.

The NSW Department of Education's *School Assets Strategic Plan* sets the direction and framework

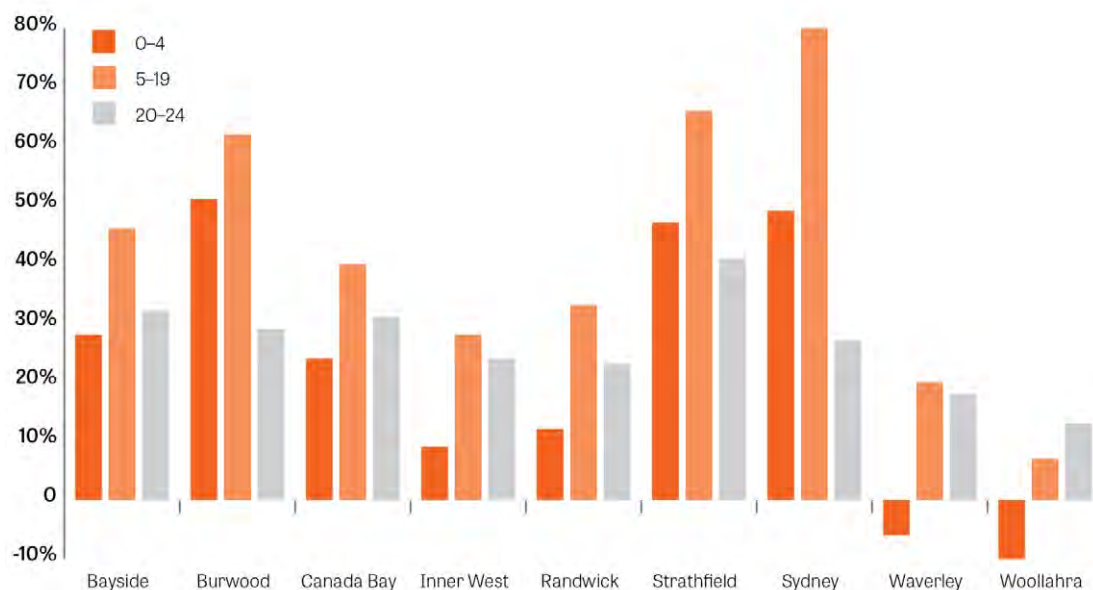
Education and Child Care SEPP

State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 will make it easier for child care providers, schools, TAFEs and universities to build new facilities and improve existing facilities. It streamlines approval processes recognising the need for additional educational infrastructure with a focus on good design.

The accompanying *Child Care Planning Guideline* will assist in matters such as site selection, location and building design to meet national requirements for child care.

for the future of school infrastructure. School Infrastructure NSW, a new specialist unit within the department, will undertake school community planning and deliver the education infrastructure program, working with other State agencies and groups to develop schools as community hubs.

Figure 5: Eastern City District projected population change 2016 to 2036 by local government area: 0-4, 5-19 and 20-24 years



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

The needs of children and young people go beyond schools. They also require careful consideration of the way that open spaces, cultural spaces and the public realm are designed and managed to include children and young people (refer to Planning Priority E6).

The Office of the Advocate for Children and Young People’s *NSW Strategic Plan for Children and Young People* is the first legislated three-year whole-of-government plan that is focused on all children and young people aged 0-24 years. It aims to help ensure children and young people have opportunities to thrive, get the services they need and have their voice heard.

Strathfield and Bayside local government areas are projected to see the largest growth in people aged 20–24 years across the District (41 per cent and 32 per cent respectively) between 2016–2036.

The Eastern City District provides important opportunities for tertiary and vocational education and training. These allow people to gain and refine skills for employment and connect with other people in the community. TAFEs and universities are also employment hubs for knowledge-intensive industries.

Older people

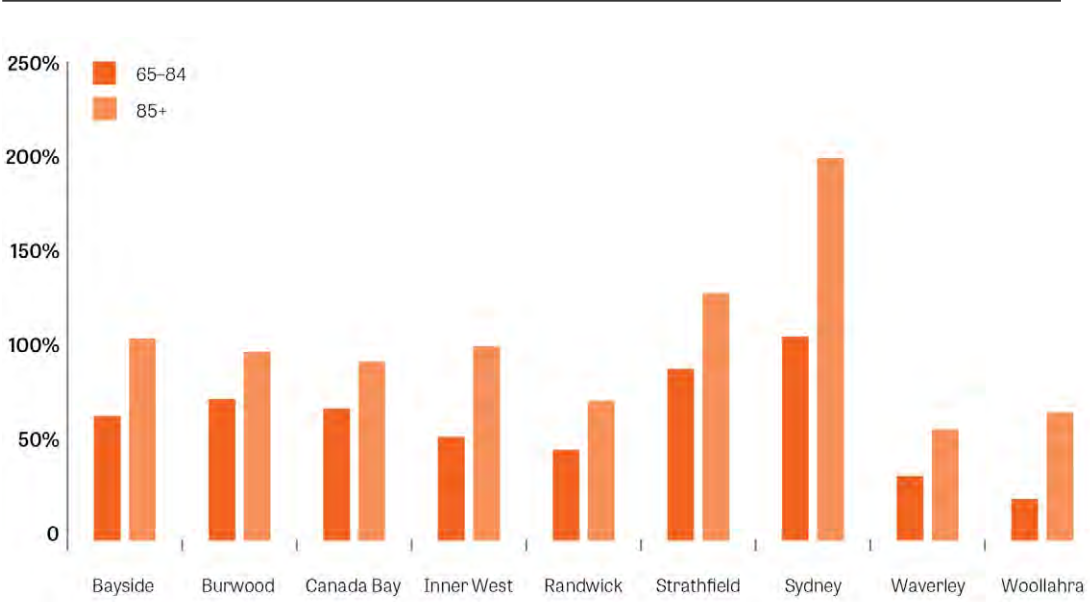
The District is expected to see a 102 per cent proportional increase in people aged 85 and over and a 64 per cent increase in the 65-84 age group by 2036. This means 16 per cent of the District’s population will be aged 65 or over in 2036, up from 12 per cent in 2016.

The local government areas of Sydney, Bayside and the Inner West will have the largest projected volume of growth in both age groups. In the Bayside, Burwood, Strathfield and Sydney local government areas there will be a significant proportional increase in people over 65.

More compact housing types and medium-density housing, as well as the design of walkable neighbourhoods, will create opportunities for older people to continue living in their community, where being close to family, friends and established health and support networks improves people’s wellbeing.

Walkable places that encourage older people to lead physically and socially active lives for as long as possible are required to facilitate ageing in community. Universal design – the design of homes and places that can be accessed, understood and used by all people, regardless of their age or ability – also improves accessibility for older people.

Figure 6: Eastern City District projected population change 2016 to 2036 by local government area: 65–84 and over 85 years



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

Coordinated and additional health, social and aged care services and collaborative responses across government and industry are needed to meet the expected increase in demand for local aged care facilities and respite services, including home care options (with associated visitor parking). This approach will also need to address care for people with specific needs such as those with dementia and the frail aged.

The *NSW Department of Ageing Strategy 2016–2020*, prepared by the NSW Department of Family and Community Services, responds to the opportunities and challenges of the ageing population.

Accessibility

Public places including streets, parks, shopping precincts and community facilities must be designed so that people of all ages and abilities can participate in community life. In addition to the rapidly ageing population, the District includes over 37,000 people with a disability.³ Walkable places and homes of universal design are essential to provide opportunities and participation for all people.

Joint and shared use

Infrastructure can be adapted and shared for different uses – school and open space facilities can be used for community, sports, arts, screen and cultural or recreational use when they are not otherwise required.

The Commission has identified a number of opportunities for developing a more collaborative city by enhancing shared use of spaces and greater connectivity between residents. These include the occasional use of streets for community events such as temporary markets, basketball and other sports or school fetes.

Established partnerships between local councils and the NSW Government for shared use of school facilities in the Eastern City District include a joint-use agreement between Council of the City of Sydney and the Department of Education, enabling co-use of a movement complex, fitness lab and performing and visual arts areas.


Shared use agreements increase opportunities for the community to access facilities and resources and facilitate programs and activities where resources and funding are limited. This is particularly important in urban environments with high land values and growing demand for access to open space and community facilities.

Related government initiatives:

- NSW Department of Education, *School Assets Strategic Plan Summary*, 2017
- Office of the Advocate for Children and Young People, *NSW Strategic Plan for Children and Young People*, 2016–2019
- NSW Government, *NSW Ageing Strategy*, 2016–2020
- South Eastern Sydney Local Health District, *Healthcare Services Plan*, 2012–2017
- Sydney Local Health District, *Strategic & Healthcare Services Plan, Strategic Priorities in Health Care Delivery to 2021*

Useful links:

- Mapping the NSW Budget 2017–18
- State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017
- Livable Housing Design Guidelines

 Actions	Responsibility
8. Deliver social infrastructure to reflect the needs of the community now and in the future.	Councils, other planning authorities and State agencies
9. Optimise the use of available public land for social infrastructure.	Councils, other planning authorities, State agencies and State-owned corporations

Planning Priority E4

Fostering healthy, creative, culturally rich and socially connected communities

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 7: communities that are healthy, resilient and socially connected;** **Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods** and **Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation** and their corresponding strategies.

To foster healthy, creative, culturally rich and socially connected communities this draft District Plan recognises cultural richness and diversity as some of Greater Sydney's key strengths. Strong social connections are key to these strengths and a foundation of resilience and healthy lifestyles among the District's residents. To support and deliver these outcomes a multi-faceted and place-based approach is required to focus on the local inter-relationships between healthy, creative, culturally rich and socially connected communities.

Healthy and active lifestyles

Research identifies three key aspects of the built environment that support healthy lifestyles and improved health outcomes: strong social connections, physical activity and access to fresh food.⁴ Consequently, the design and management of streets, places and neighbourhoods are essential to achieving improved mental and physical health outcomes. These characteristics of the built environment are important preventative responses to the incidence of chronic lifestyle diseases like obesity and type 2 diabetes. This is important given that around 36 per cent of the adult population in Eastern City District are overweight or obese.⁵

Walkable streets that provide accessible and safe connections to schools, daily needs and recreation facilities can encourage greater physical activity and social connection. Fine grain urban form and local mixed use places can provide better access to fresh food, together with opportunities for people to participate in arts, recreation and cultural activities. Connectivity of, and access to, diverse open space and opportunities for recreational physical activity are also essential.

Diverse neighbourhoods

Greater Sydney, like many global cities, has a diversity of people from differing socioeconomic circumstances and a range of social, cultural, ethnic and linguistic backgrounds. As the District grows and changes, supporting social connections, and cultural and creative expression will build resilience through understanding, trust and neighbourliness.

Targeted local responses to address spatial variations in socioeconomic disadvantage across the Eastern City District are required, particularly in neighbourhoods that experience greater disadvantage.

The Eastern City District is home to people from many cultural and social backgrounds. Forty-seven per cent of residents in the District are from 206 countries including China, England, New Zealand, India and Italy. As a result, 41 per cent of the District's population speak 208 non-English languages in their homes.⁶ The top four languages other than English are Mandarin (19 per cent), Cantonese (eight per cent), Greek (eight per cent) and Italian (six per cent).

The Strathfield and Burwood local government areas demonstrate the strongest linguistic diversity with more than 65 per cent of residents speaking a language other than English at home.

The Eastern City District is home to refugees from many parts of the world. Burwood, City of Sydney, Inner West, Waverley and Randwick City Councils are declared Refugee Welcome Zones and have made a commitment in spirit to welcoming refugees into communities and celebrating their diversity of cultures.

A diversity of housing types such as urban renewal, local infill – missing middle – and new communities in land release areas supports diversity of household types and community needs.

Place-based planning in the District's culturally diverse neighbourhoods utilises engagement that recognises the different ways people participate. Many councils have targeted approaches that consider specific linguistic or other needs to support greater participation.

A better understanding of people's social and economic aspirations and specific needs achieved through engagement and participation, enhances inclusion and identifies culturally appropriate responses to local needs, to deliver improved health and wellbeing outcomes.

Aboriginal people

The District's Aboriginal people, their histories and connections to Country and community make a valuable and continuing contribution to the District's heritage, culture and identity. Supporting Aboriginal self-determination, economic participation and contemporary cultural expression will strengthen the District's identity and cultural richness.

The District contains landholdings acquired under the *Aboriginal Land Rights Act 1983* where Local Aboriginal Land Councils may be working towards planning outcomes that will help support self-determination and economic participation.

As this draft District Plan is implemented, engagement with Aboriginal communities will be founded on self-determination and mutual respect, and to foster opportunities for economic participation, culturally appropriate social infrastructure and contemporary cultural expression. Exemplar programs include the Redfern community's Clean Slate Without Prejudice program that supports children and young people's development.

Supporting creative enterprise, cultural expression and social connection

Cultural and creative expression is a hallmark of innovation and promotes understanding of people's differences. Place-based planning will build on the

District's artistic, heritage, cultural, volunteering and creative strengths.

Co-locating artistic and creative organisations will support creative enterprises and precincts. This requires planning for multi-functional and shared spaces with opportunities for artists and makers to live, work, exhibit, sell and learn locally.

Cultural diversity is celebrated through a multitude of opportunities for cultural expression that develop and are nurtured by the communities of the Eastern City District. The District's artistic and cultural experiences include:

- cultural events and celebrations such as NAIDOC Week, National Reconciliation Week, Chinese New Year and Ferragosto festivals, Sydney Gay and Lesbian Mardi Gras, Vivid, and Sydney Festival
- arts and cultural facilities, including major attractions such as the Sydney Opera House, Roslyn Packer Theatre, the Art Gallery of NSW, Museum of Contemporary Art, Carriageworks and local attractions such as the White Rabbit Gallery, Monkey Baa Theatre for Young People, 107 Projects, Addison Road Community Centre and local public libraries
- open space and recreational facilities, such as Moore and Centennial Parks, Elizabeth Park, Concord; Bressington Park, Homebush; Heffron Park, Maroubra and the Royal Botanic Gardens.

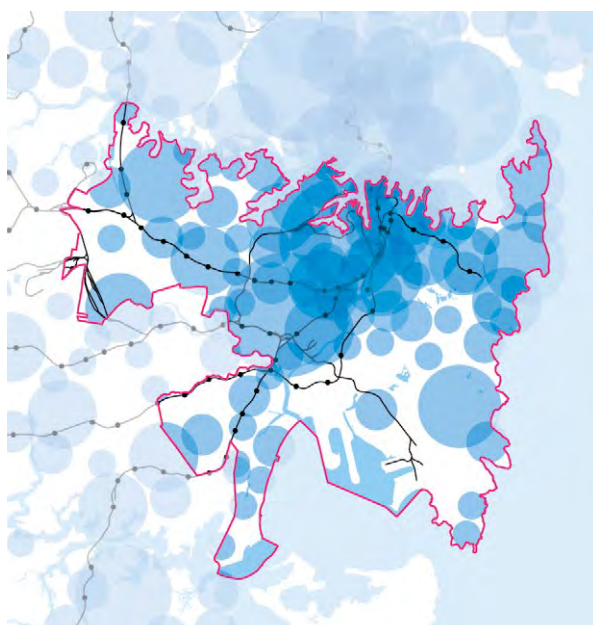
Support for a wide range of creative enterprises and opportunities for cultural expression will expand arts and cultural institutions, and support audience and artist participation. Locations to consider for creative industries and cultural enterprises may include underutilised mixed use areas and ground level retail or declining high streets. Greater use of public areas for interim and temporary uses through flexible regulatory settings can support activation of places and encourage participation.

Continued investment in the arts, screen and cultural sector attracts a skilled workforce and encourages innovation in other sectors.

Consistent with the *State Infrastructure Strategy Update 2014*, the Cultural Infrastructure Program Management Office is working with Infrastructure NSW to develop a cultural infrastructure strategy, which will include clear strategies and actions for Greater Sydney.

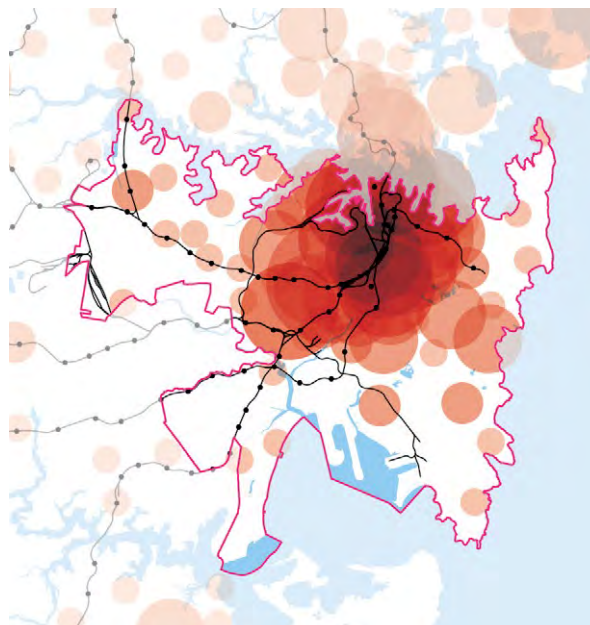
Eastern City District social connectors

Figure 7: Eastern City District social infrastructure



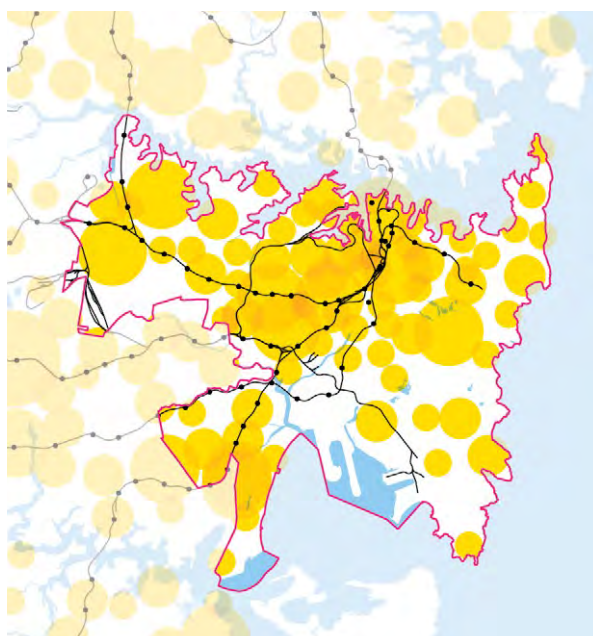
● Social infrastructure includes facilities such as community and neighbourhood hubs, sportsfields, clubs and courts, men's sheds, pools and leisure centres

Figure 8: Eastern City District shared places



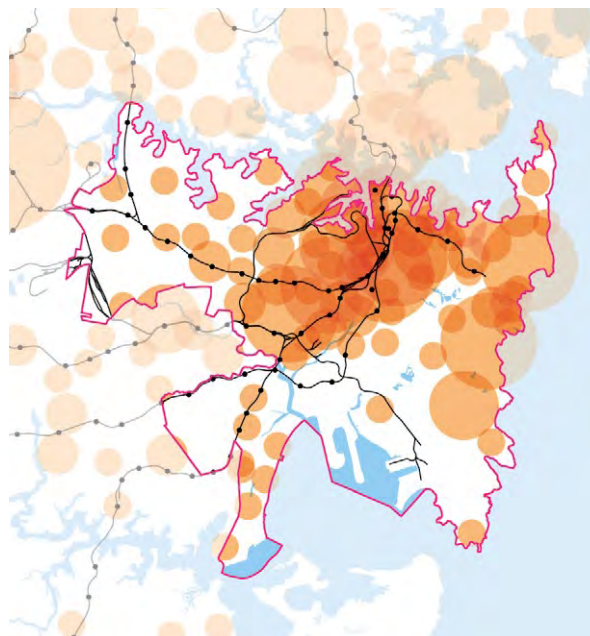
● Sharing spaces include community gardens, co-working spaces and car sharing

Figure 9: Eastern City District learning



● Learning spaces include education facilities like child care, schools, TAFEs and universities as well as libraries

Figure 10: Eastern City District street life



● Street life and meeting places include live music venues, farmers' markets, high streets and eat streets

There are many educational and community facilities, social enterprises, community initiatives, clubs and sporting organisations and facilities that connect people with one another. These social connectors help foster healthy, culturally rich and networked communities which share values and trust and can develop resilience to shocks and stress.

Key social strengths and their multi-faceted nature are illustrated in Figures 7 to 10. These preliminary maps illustrate concentrations of social connectors in and around some local centres. These social connectors provide opportunities for people to connect with one another and include:

- social infrastructure such as community and neighbourhood hubs, sports fields, clubs and courts, men's sheds, pools and leisure centres
- education facilities like child care, schools, TAFEs and universities as well as libraries
- sharing spaces like community gardens, co-working spaces and car sharing
- street life and meeting places including live music venues, farmers' markets, high streets and eat streets.

Stronger concentrations of social connectors are indicated by larger dots. The maps illustrate examples of centres where place-based planning can recognise and enhance existing community connections and provide a focus for strengthening and adding new social connectors. Focusing and augmenting social connectors in accessible places will help to improve individual and community health, inclusion and participation outcomes.

Social connectors are some of the characteristics on which the local identity and distinctive functions of these centres are built. For example, street life is particularly evident in places like Surry Hills, Marrickville and Pitt Street Mall, Sydney.

The District's cultural vibrancy is reinforced by night-time activities that extend from popular eat streets, clubs and small bars to lifestyle activities like cinemas. Stimulating and diversifying the night-time economy in appropriate locations across the District can support local economies and culture. This can generally occur in mixed-use centres with adequate noise control, locally appropriate operating hours and safe late-night travel options.

Lifelong learning facilities and libraries continue to provide valuable opportunities to continue education and connect with others in the community. Digital connectivity is also emerging as key to building broad and diverse communities of interest that can cross traditional spatial boundaries.

In the Eastern City District places with high concentrations of social connectors are characterised by:

- access to trains or high frequency bus routes
- cultural and economic diversity
- high levels of volunteering
- high provision of social infrastructure
- access to education and learning
- walkable town centre/eat street
- diverse housing mix (density, tenure, affordability).

Place-based planning to enhance social connections within and across communities should focus these activities at the heart of neighbourhoods and in local centres to enhance social and economic participation.

This co-location of social infrastructure with daily needs and other services helps build connections – as is evidenced at multi-purpose intergenerational facilities such as The Connection, Community Centre, Rhodes and Surry Hills Library.

In recognition of the importance of sporting participation as a key activity and social strength, the NSW Office of Sport will bring councils together across the District to develop a Sport and Recreation Participation Strategy and a Sport and Recreation Facility Plan for the District.

Related government initiatives:

- NSW Department of Planning and Environment, *Aboriginal Community Land and Infrastructure Program*
- NSW Department of Planning and Environment, *Cultural Infrastructure Program*
- NSW Office of Sport, *A New Way of Delivering Sport and Active Recreation in NSW*.



 Actions	Responsibility
10. Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by: <ul style="list-style-type: none"> a. providing walkable places with active street life and a human scale b. co-locating schools, social, health, sporting, cultural and shared facilities. 	Councils, other planning authorities, State agencies and State-owned corporations
11. Consider cultural diversity in strategic planning and engagement.	Councils, other planning authorities, State agencies and State-owned corporations
12. Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Councils to better understand and support their economic aspirations as they relate to land use planning.	Councils, other planning authorities, State agencies and State-owned corporations
13. Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including: <ul style="list-style-type: none"> a. creative arts and cultural enterprises and facilities b. creative interim and temporary uses c. appropriate development of the night-time economy. 	Councils, other planning authorities, State agencies and State-owned corporations
14. Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.	Councils, other planning authorities, State agencies and State-owned corporations

Planning Priority E5

Providing housing supply, choice and affordability, with access to jobs and services

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 10: Greater housing supply**; and **Objective 11: Housing is more diverse and affordable** and the corresponding strategies.

The draft *Greater Sydney Region Plan* sets out objectives to deliver housing supply and affordability. The location, type and cost of housing requires choices that have far-reaching impacts on quality of life, including time spent commuting, which affects people's ability to spend time with family or in community.

Housing is more than just dwellings and needs to be considered across the housing continuum and with a place-based approach that is designed to support communities and create great places (refer to Objective 11 of the draft *Greater Sydney Region Plan*).

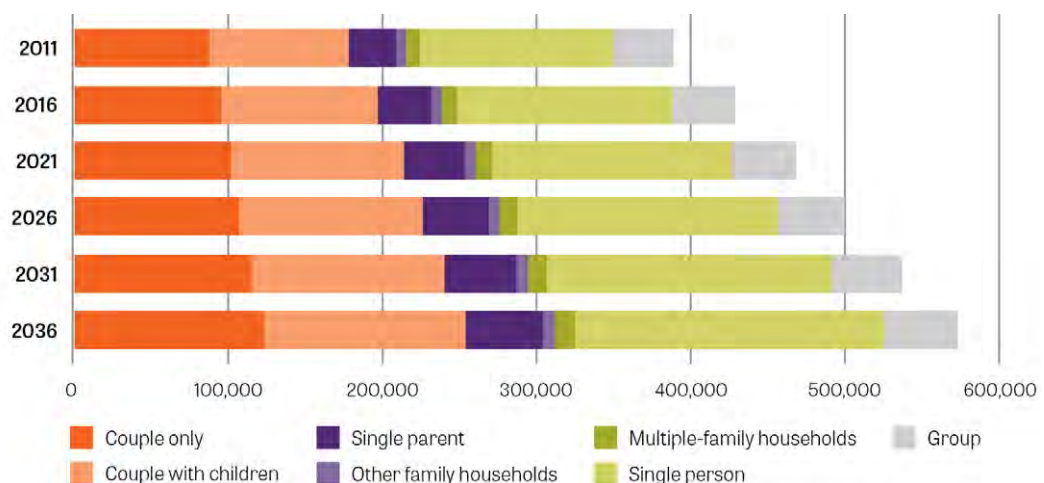
The NSW Department of Planning and Environment's projections of population and household growth in the Eastern City District translate to a need for an additional 157,500 homes between 2016 and 2036.

Housing diversity and choice

New housing must be in the right places to meet demand for different housing types, tenure, price points, preferred location and design. Housing supply must be coordinated with local infrastructure to create liveable, walkable, cycle-friendly neighbourhoods with shops, services and public transport. This means that some areas are not appropriate for additional housing due to natural or amenity constraints, or lack of access to services and public transport.

Planning for housing needs to consider the type of dwellings required to respond to expected changes in household and age structures (refer to Figure 11). The ageing profile of the population is reflected in the mix of current and projected household types.

Figure 11: Eastern City District projected household structure 2011–2036



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

For example, single-person households are projected to increase by 61,100 households and comprise 35 per cent of all household types across the District. Couple-only households are expected to experience strong growth, increasing by 31,750 households to 2036. This requires additional smaller homes, group homes, adaptable homes of universal design and aged care facilities.

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

Seventy eight per cent of the District's housing is provided as either apartment or medium density housing.⁷ Apartments can provide important housing for seniors and more affordable homes for young people. This needs to be balanced with medium density row, terrace and villa homes that provide diversity, especially for larger households. A flexible mix of housing can provide greater opportunities to cater for a range of needs, such as larger ground floor units containing courtyards, which can accommodate families.

Demand for more compact and affordable housing around universities and hospitals can be high as moderate-income households working and studying in the area seek local housing.

Planning more homes for everyone, including singles, couples only, couples with children, students, key workers, older people, people with a disability, people who share homes, and those who live in social housing, crisis housing and multi-generational homes, will be crucial to respond to a growing and diverse population. This will include planning for vulnerable persons and households displaced as a result of change and growth.

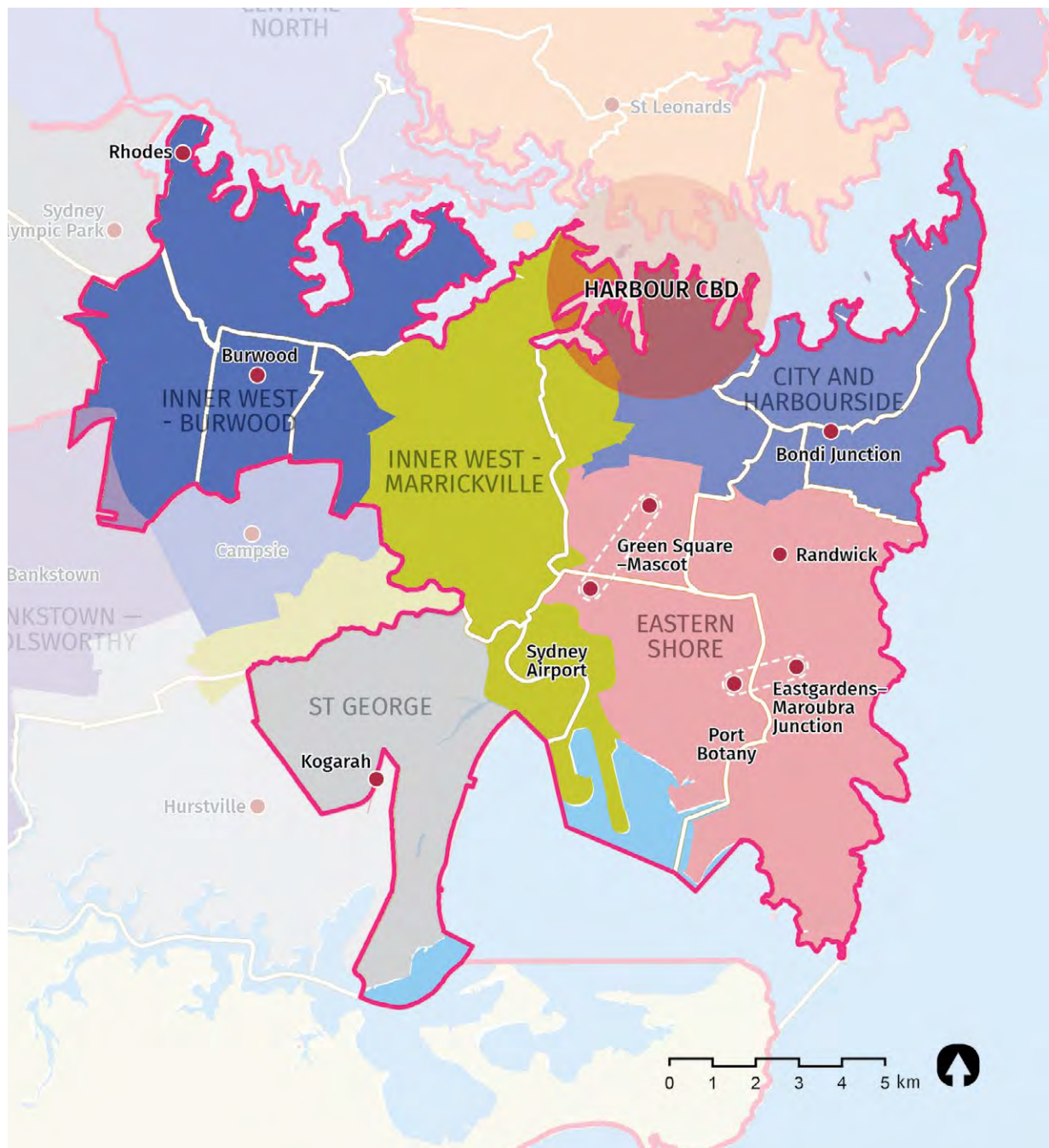
Housing preferences

Research into housing preferences in Greater Sydney has shown that people generally prefer to remain within their local area, with 82 per cent of residents moving into a new home within 15 kilometres of their former residence.⁸ There are five housing market demand areas that influence the housing market in the Eastern City District (refer to Figure 12):

- **City and 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 Eastern City District and contains part of the City of Sydney as well as most of the Inner West local government areas
- **Inner West-Burwood** – the majority of this housing market area sits within the Eastern City 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 the Canterbury-Bankstown Local Government Area.

These housing markets mean that providing supply in one market demand area may not satisfy demand in another. Understanding need and capacity in individual housing markets will better satisfy residents' preferred housing locations.

Figure 12: Eastern City District housing market areas



	District Boundary		Local Government Boundary		St George
	Metropolitan City Centre		Inner West-Burwood		Eastern Shore
	Strategic Centre		Inner West-Marrickville		City and Harbourside

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

Historic housing supply

The Eastern City District is experiencing significant housing growth. In 2016–17 the District experienced 7,598 dwelling completions. In the five-year period from July 2012 – June 2017, 36,889 dwellings were completed, which represents 27 per cent of all completions over this period and an increase of 96 per cent on the previous five-year period 2007–08 to 2011–12.

The highest completions over this time were in the City of Sydney (13,660 dwellings), Bayside (8,570 dwellings), Canada Bay (3,990 dwellings) and Inner West (3,575 dwellings) local government areas. Strathfield local government area is emerging as a significant housing delivery area with 2,250 dwelling completed in the past five years.

The rates of delivery of housing along the District's eastern edge has been lower than that of the remainder of the District. Dwelling completions have focused around strategic centres and transport nodes, with a large proportion of these being multi-unit dwellings.

Of the District's total housing stock, 59 per cent are flats, units and apartments, compared with 32 per cent across Greater Sydney.⁹ Large-scale urban renewal precincts are increasing both the numbers and proportion of high density dwellings and are the primary location for housing growth across the District. This type of renewal will contribute to housing supply into the future and improve liveability outcomes through enhanced amenity, connectivity, infrastructure and jobs growth.

Over the past 10 years the Eastern City District has had an annual average dwelling completions rate of 5,570. Forecast supply of housing growth in the Eastern City District has identified the potential for dwelling completions above this annual average in the next five years.

Current initiatives and opportunities

Additional capacity for housing supply is well progressed across much of the District. Current State-led initiatives include:

- Central to Eveleigh Urban Transformation, including Central Station, Redfern Station, North Eveleigh, South Eveleigh and Waterloo
- The Sydenham to Bankstown Urban Transformation Strategy
- Parramatta Road Corridor Urban Transformation Strategy
- Bayside West Priority Growth Area, including Arncliffe and Banksia Priority Precincts
- The Bays Precinct Transformation
- Priority Precincts:
 - Rhodes East
 - Burwood, Strathfield, and Homebush
 - Turella
 - Bardwell Park
 - Anzac Parade corridor
- Communities Plus:
 - Waterloo
 - Redfern
 - Arncliffe.

The Priority Precincts will be consistent with the objectives and strategies of the *Greater Sydney Region Plan* and the relevant District Plans to enhance liveability, sustainability and productivity. These projects will be well planned and designed and will be delivered in collaboration with councils and informed by key government agencies and their asset plans. This planning will be supported by a Special Infrastructure Contribution or similar satisfactory arrangement to help fund the delivery of essential community infrastructure such as health, schools, open space and roads.



Other significant projects that are providing housing supply in the short term include:

- Ashmore Precinct, Erskineville
- Harold Park, Annandale
- Green Square, Alexandria
- Little Bay Cove, Little Bay.

Local government strategies that identify opportunities to increase capacity for housing in the Eastern City District include:

- 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 Municipal Council's Opportunity Sites Study (2010)
- Rockdale Council's Residential Strategy (2007)
- Rockdale Urban Centres Strategy (2010)
- Rockdale Town Centre Masterplan (2012).

Further opportunities exist to align growth with infrastructure investment. These include:

- urban renewal opportunities to integrate with Sydney Metro projects
- urban renewal opportunities that leverage potential future mass transit to Malabar, Maroubra, La Perouse and Port Botany.

More housing in the right locations

Creating capacity for new housing in the right locations requires clear criteria for where capacity is located. Accommodating homes for the next generation needs to be linked to local infrastructure – both to optimise existing infrastructure use and to maximise investment in new infrastructure. Opportunities for capacity can be realised by urban renewal and local infill developments (refer to Figure 13).

Urban renewal

Opportunities for urban renewal need to be considered by location and by capacity of existing and proposed infrastructure. In older more established parts of Greater Sydney, urban renewal opportunities may exist around regional transport and strategic centres where links for walking and cycling promote a healthy lifestyle and contribute to liveability.

Where there is significant investment in transit corridors, both existing and proposed, urban renewal may best be investigated in key nodes along the corridor. Corridor investigations can provide a longer-term strategic context while the development of precincts within the corridor is sequenced over time.

The Commission proposes locational criteria for urban renewal investigation opportunities to include:

- Alignment with investment in regional and district infrastructure. This acknowledges the catalytic impacts of infrastructure such as Sydney Metro City & Southwest, Westconnex, CBD and South East Light Rail, together with other possible future NSW government investments such as and Sydney Metro West. It also acknowledges the opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space, including sporting facilities and transport.
- Accessibility to jobs, noting close to half of greater Sydney's jobs are generated in strategic 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.
- The catchment area that is within walking distance of centres with rail, light rail or regional bus transport.

Other matters to be carefully considered include:

- the feasibility of development, including financial viability across a range of housing configurations (one, two, three or more bedrooms) and consistency with market demand
- heritage and cultural elements, visual impacts, natural hazards such as flooding, special land uses and other environmental constraints
- local features such as topography, lot sizes, strata ownership and the transition between different built forms
- the staging of enabling infrastructure, upgrades or expansions of social infrastructure such as local schools, open space including sport and community facilities.

Local infill development

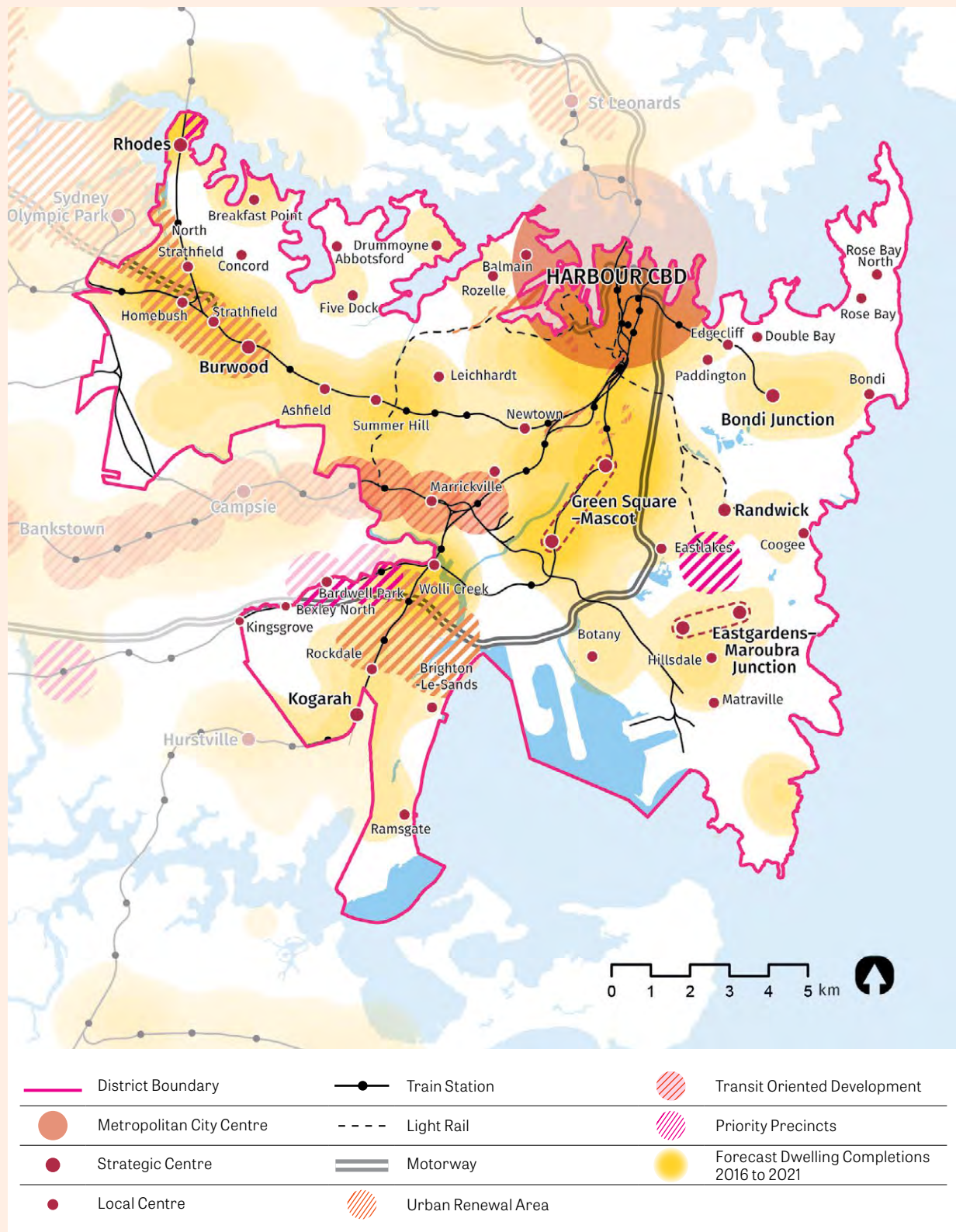
Medium density housing which includes villas and townhouses within existing areas can provide greater housing variety while maintaining the local appeal and amenity of an area.

Councils are in the best position to investigate and confirm what locations in their local government area are suited to additional medium-density opportunities. In doing this the Commission proposes that councils should consider:

- transitional areas between urban renewal precincts and existing neighbourhoods
- residential land around local centres where links for walking and cycling help promote a healthy lifestyle
- areas with good proximity to regional transport where more intensive urban renewal is not suitable due to challenging topography or other characteristics
- lower density parts of suburban Greater Sydney undergoing replacement of older housing stock.

Design guidelines set out in the NSW Department of Planning and Environment's *Draft Medium Density Design Guide* show how this infill can promote good design outcomes.

Figure 13: Eastern City District future housing supply



Source: Greater Sydney Commission, Department of Planning and Environment & NSW Government Housing Affordability Package

Housing strategies and targets

To address housing supply, housing strategies are to be developed by councils to:

- make provision to meet the five and 10-year (when agreed) housing targets and identify capacity to contribute to a rolling program to deliver the 20-year district strategic supply
- inform the Affordable Rental Housing Target for development precincts
- coordinate the planning and delivery of local and State infrastructure.

The NSW Department of Planning and Environment will prepare guidelines to support housing strategies as outlined in the draft *Greater Sydney Region Plan* in Objective 10.

Table 2 sets five-year housing targets for the Eastern City District which are the same as published in the November 2016 draft Central District Plan. These are based on the District’s dwelling needs and the existing opportunities to deliver supply. They include all types of housing – traditional detached and attached houses, apartments, seniors housing, granny flats and aged care.

The five-year targets are generally consistent with known housing approvals and construction activity. These are minimum targets and largely reflect delivery potential under current planning controls.

Meeting housing demand over 20 years requires a longer-term outlook. The draft *Greater Sydney Region Plan* sets a District 20-year Strategic Housing Target of 157,500 dwellings; equating to an average annual supply of 7,875 dwellings over 20 years. The Commission will work with each council to develop 6–10 year housing targets.

Future Transport 2056 identifies city-shaping transport projects that will, in the long term, improve accessibility to jobs and services, and act as a stimulus for additional housing supply. To deliver the 20-year strategic housing target, councils should, in local housing strategies, investigate and recognise opportunities for long-term housing supply associated with city-shaping transport corridors, growing, emerging and new centres, and other areas with high accessibility.

Table 2: Eastern City District housing targets by local government area

LGA	0–5 year housing targets 2016–2021
Bayside	10,150
Burwood	2,600
Canada Bay	2,150
Inner West	5,900
Randwick	2,250
Strathfield	3,650
City of Sydney	18,300
Waverley	1,250
Woollahra	300
Eastern City District Total	46,550

Affordable Rental Housing Targets

Housing has a dual social and economic role across Greater Sydney. Communities require housing that meets changing demographic needs over time and that provides stability. At the same time housing has an economic productivity role by providing housing choice and affordability for a cross section of workers.

The Commission’s research and testing of needs through stakeholder and community consultation reaffirms the critical importance of providing a diversity of housing outcomes across the housing continuum in Greater Sydney.

Ensuring a steady supply of market housing in locations well supported by existing or planned services and amenity with an emphasis on public transport access is outlined in Objective 10 in the draft *Greater Sydney Region Plan*.

The Affordable Rental Housing State Environmental Planning Policy provides incentives for development projects to include a 10-year term for affordable rental housing dwellings for very low to moderate income households, however the areas where this is being applied are limited.

The NSW Department of Planning and Environment and the Commission will jointly investigate ways to facilitate housing diversity through innovative purchase and rental models.


This draft District Plan recommends the NSW Government adopt Affordable Rental Housing Targets for very low to low-income households in Greater Sydney as a mechanism to deliver a supply of affordable housing.

The Commission's testing reaffirms that across Greater Sydney targets generally in the range of 5–10 per cent of new residential floor space are viable.

The Commission will work with the NSW Department of Planning and Environment to develop the mechanisms required for delivery of the proposed Affordable Rental Housing Target.

Further opportunities for planning to support housing affordability and diversity measures include:

- more compact housing, either on smaller land lots or through a proportion of smaller apartments of clever design to support moderate-income households and particularly key workers and skilled workers in targeted employment areas such as health and education precincts
- new owner-developer apartment models that support lower cost and more flexible delivery of apartments for like-minded owner groups.

 Actions	Responsibility
<p>15. Prepare local or district housing strategies that address the following:</p> <ol style="list-style-type: none"> the delivery of five-year housing supply targets for each local government area the delivery of 6–10 year (when agreed) housing supply targets for each local government area capacity to contribute to the longer term 20-year strategic housing target for the District housing strategy requirements outlined in Objective 10 of the draft <i>Greater Sydney Region Plan</i> that include: <ol style="list-style-type: none"> creating capacity for more housing in the right locations supporting planning and delivery of priority growth areas and precincts as relevant to each local government area supporting investigation of opportunities for alignment with investment in regional and district infrastructure supporting the role of centres. 	<p>Bayside Council, Burwood Council, City of Canada Bay Council, Council of the City of Sydney, Inner West Council, Randwick City Council, Strathfield Council, Waverley Council and Woollahra Municipal Council</p>
<p>16. Prepare Affordable Rental Housing Target schemes.</p>	<p>Councils and other planning authorities</p>

Planning Priority E6

Creating and renewing great places and local centres, and respecting the District's heritage

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 12: Great places that bring people together** and **Objective 13: Environmental heritage is conserved and enhanced** and the corresponding strategies.

Greater Sydney's cities, centres and neighbourhoods each have a unique combination of local people, history, culture, arts, climate, built form and natural features creating places with distinctive identities and functions. Great places build on these characteristics to create a sense of place that reflects shared community values and culture. Through this, they attract residents, workers, visitors, enterprise and investment.

Great places include all parts of the public realm such as open space, streets, centres and neighbourhoods. They exhibit design excellence and start with, and focus on, open space and a people-friendly public realm.

To create great places the mechanisms for delivering public benefits need to be agreed early in the planning process, so that places provide a combination of the following elements as set out in the draft *Greater Sydney Region Plan*:

- Well-designed built environment – great places are enjoyable and attractive, they are safe, clean and flexible with a mix of sizes and functions.
- Social infrastructure and opportunity – great places are inclusive of people of all ages and abilities, with a range of authentic local experiences and opportunities for social interaction and connection.
- Fine grain urban form – great places are of human scale, walkable with a mix of land uses including public buildings at the heart of communities.

The Eastern City District has a diversity of great places including local and strategic centres such as Bondi Junction, Green Square, Rhodes, Marrickville and Rockdale, beachside neighbourhoods like Bondi Beach and Tamarama Beach, together with major shopping precincts, and distinctive dining and night-time precincts such as Newtown and Burwood.

The District's many great places also include local neighbourhoods in leafy suburbs like Bellevue Hill and Strathfield, inner-city, mixed-use places around Newtown and Surry Hills, and the city high-rise areas of Pyrmont and the Sydney CBD. Each offers its own identity and sense of place. It is in these places that social cohesion and belonging is fostered.

Places are characterised by the communities and homes they accommodate. People in the Eastern City District highly value the diversity of their neighbourhoods and proximity to culture and entertainment. The District includes the harbour, the beaches and the eastern coastline, major and local centres, cultural places, cafes and nightlife, all of which are highly used public spaces. These contribute to distinctive communities and local identity.

The unique character and distinctive mix of land uses, activities, social connectors and functions in these places provide social and physical connectivity, local diversity and cultural richness, all of which contribute to the liveability of neighbourhoods and enhance people's quality of life.

Places best achieve these outcomes when they exhibit human scale and provide fine grain urban form and land use mix at the heart of neighbourhoods. Accessibility for people of all ages and abilities is central to creating and renewing great places, particularly walking and cycling connections to and within local places.

Improving liveability in urban environments necessitates planning for a mix of high-quality places that engage, activate and connect people and communities. Co-locating activities and social infrastructure in mixed use areas delivers more efficient use of land and enhances the viability of, and access to, great places, centres and public transport.

To deliver high quality, community specific and place-based outcomes, planning for the District should integrate site-specific planning proposals with precinct-wide place and public domain outcomes through place-based planning. This is a method by which great places can capitalise on the community's shared values and strengths and the place's locally distinctive attributes through collaboration and meaningful community participation.

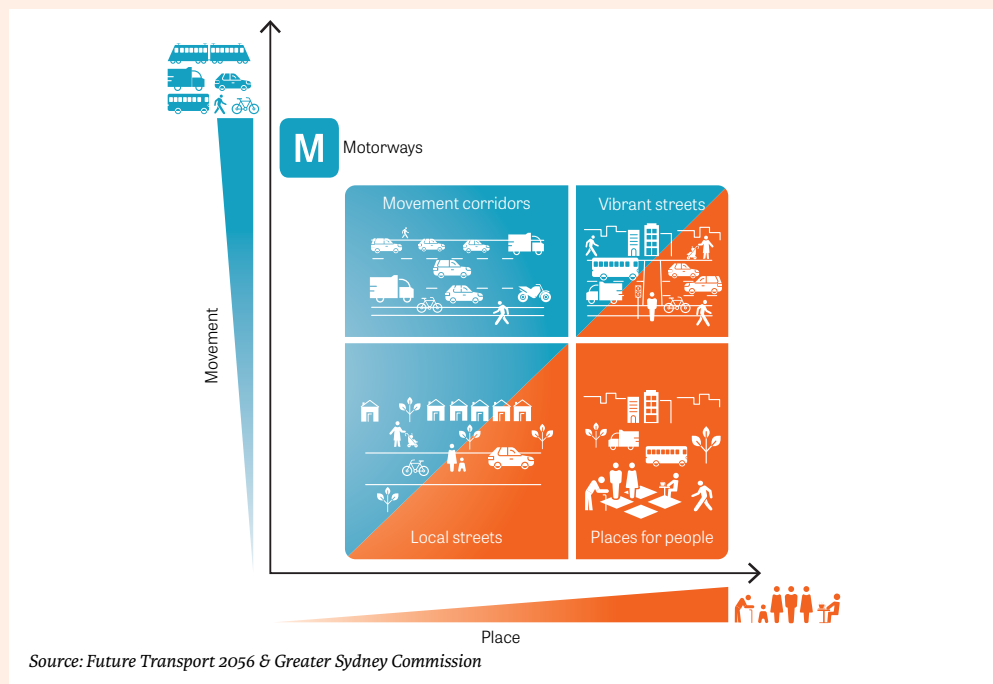
While there are many advantages of living in a compact city, the nature of high rise living necessitates a greater reliance on public places to meet a range of needs and functions. In this context, there is a heightened emphasis on the need to create high-quality places that engage, activate and connect people and communities.

With growth and change, more high-quality public places will be required in and around centres. Renewal will increase opportunities to expand and connect these places and to explore opportunities for innovative public places, such as rooftops and podiums.

Streets as places

Creating and renewing great places also requires recognition of the function of streets as places (refer to Figure 14). Streets are important for moving people and goods between places, but are also important places for people and street life, enhancing social and economic participation.

Figure 14: Movement and place framework



Places for people, like Pitt St Mall and Martin Place, perform intense place functions with highly significant local pedestrian movements. Vibrant streets like King St, Newtown in the Inner West local government area are both important places for street life and transport.

Local streets are very important places for people as they provide the principal opportunity for formal and informal connections with neighbours and the local community. They must also provide good local accessibility. Movement corridors like City Rd provide safe, reliable and efficient movement between centres, neighbourhoods and places.

Much of people's experience of the public realm is in a street environment. Consequently, the way the street meets people's different movement and place needs determines the character of the street and shapes people's experience of a city. Creating and renewing streets as great places is therefore key to improving liveability.

Although streets differ in their function and character, maximising opportunities for walking, safe cycling and social interaction is a priority. This requires allocation of road space between footpaths, cycleways, public transport and vehicles that considers people's safety needs and balances movement and place functions in response to the type of street and local conditions.

Local centres

Local centres are the focal point of neighbourhoods and where they are a focus of public transport, they are an important part of a 30-minute city. Local centres with supermarkets greater than 1,000 square metres account for nearly 18 per cent of all jobs in Greater Sydney. They also meet residents' needs for shopping, social interaction, cultural and creative expression.

Local centres such as Newtown, Five Dock, Paddington, Coogee, Rockdale and Ashfield vary widely in character, meet a variety of needs and form the foundation for many of the District's great places and communities. These centres vary in size from a cluster of local shops like Croydon to a vibrant main street like Paddington and Newtown, to the large-box format retail centres of Ashfield Mall and Rockdale Plaza. They each perform a variety of functions but all form an important part of local community life as social connectors and they contain many of the District's great places.

Centres such as Newtown and Surry Hills serve as community hubs, with their mix of uses and urban spaces creating a vibrant character and places to meet and socialise. Alexandria, Strathfield and Kings Cross are destinations for new eateries and cafes, offering unique neighbourhood qualities and cultural facilities.

The fine grain urban form and land use mix of existing local centres should be identified to build the centre's distinct identity form and function.

Walking and cycling both to and within local centres is essential.

The success of local centres and high streets should be supported through specific and flexible measures to improve activation and viability. This may include provision of creative workspaces, opportunities for social, creative or cultural enterprise, pop-up retail and other innovative uses. Activation of side streets may assist in some locations.

Rapid changes in technology and retail trends, emerging night-time economies and population growth require councils to be agile and responsive in their planning for the growth of centres. Adaptive and flexible spaces may be required because of an increasing demand for workspaces from start-up and creative industries.

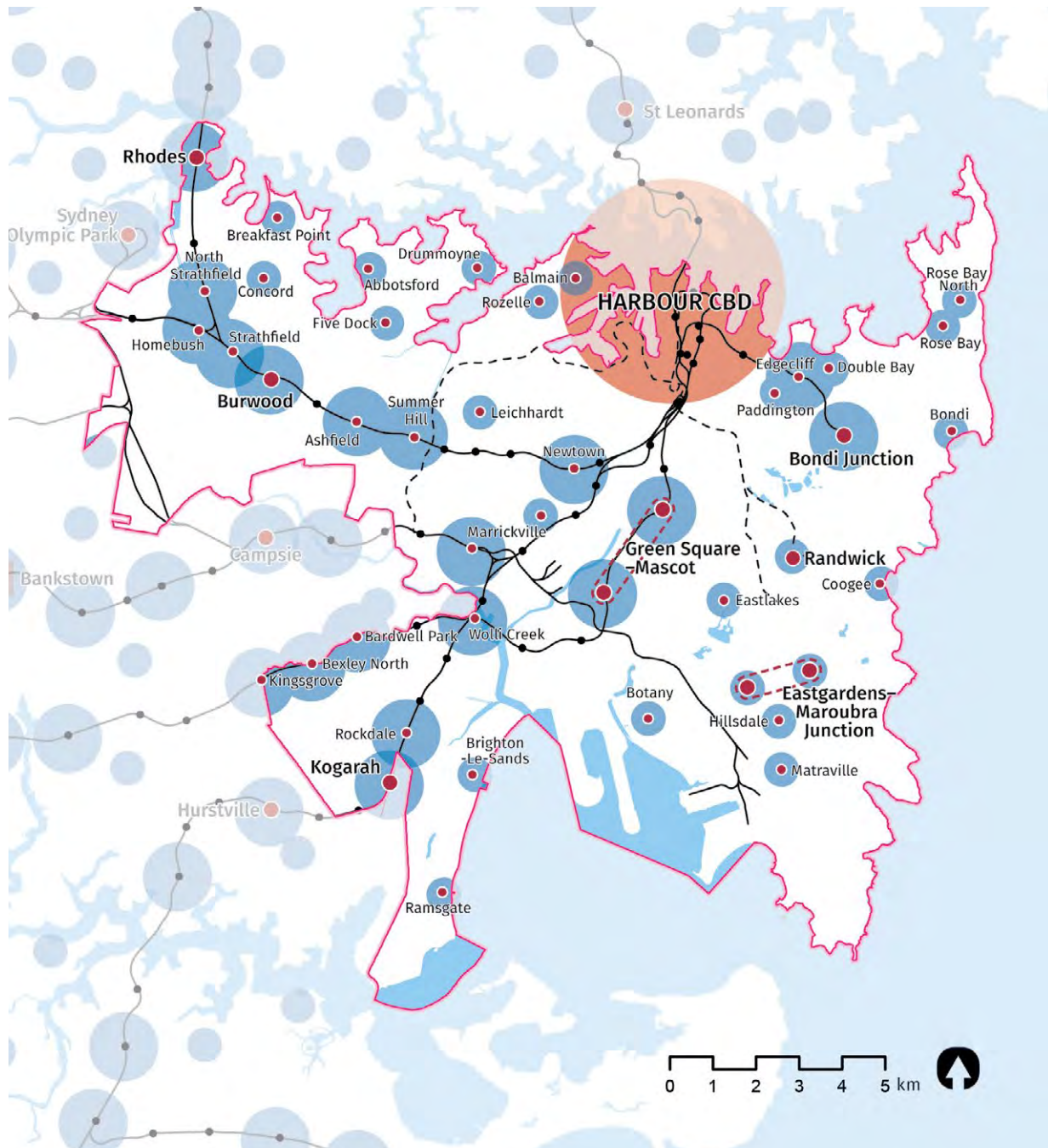
A vibrant and safe night-time economy will enhance Greater Sydney's standing as a global city, while meeting the social and recreational needs of communities. Planning for a night-time economy in centres includes supporting a diverse range of small businesses such as retail, and cultural events and assets, accompanied by a suitable regulatory environment.

The accessibility of local centres with supermarkets greater than 1,000 square metres is illustrated in Figure 15. As a result of this walkability, many of these local centres will be increasingly supported by residential development, however housing should not compromise the ability of the centre to grow, expand and change over time. It is also recognised that some centres without supermarkets have specialised roles.

The management of local centres is predominantly led by councils. Considerations for a local hierarchy of centres within this classification should be informed by a strategic planning process at a local level including an assessment on how the proposed hierarchy influences decision-making for commercial, retail and other uses.

An understanding of the unique identity, size, land use mix, catchment and potential of each local centre and the local centres hierarchy will inform housing strategies.

Figure 15: Eastern City District – centres



District Boundary	400m walking catchment	Light Rail
Metropolitan City Centre	800m walking catchment	
Strategic Centre	Waterways	
Local Centre	Railway	



This draft District Plan identifies a range of specific matters for consideration in place-based planning for centres. They include:

- provide public realm and open space focus
- deliver transit-oriented development and co-locate facilities and social infrastructure
- provide, increase or improve local infrastructure and open space
- improve walking, cycling and public transport connections, including through the Greater Sydney Green Grid
- protect or expand retail and/or commercial floor space
- integrate and support arts and creative enterprise and expression
- support the night-time economy
- augment or provide community facilities and services and cultural facilities
- conserve and interpret heritage values
- accommodate local festivals, celebrations, temporary and interim uses
- increase residential development in, or within a walkable distance of, the centre
- provide parking that is adaptable to future uses and takes account of access to public transport, walking and cycling connections.

Heritage and character

Heritage and history are also important components of local identity and are important attributes of great places. The District's rich Aboriginal, cultural and natural heritage reinforces its sense of place and identity. This includes items listed on the State Heritage Register such as the Sydney Harbour Bridge, Aboriginal Place listings, rock art sites and middens, and Conservation Areas. The District's important natural and cultural heritage values are reflected through its landscape including Sydney Harbour, South Head, the Eastern Beaches and La Perouse, water catchment areas and ridgelines.

A wide variety of local heritage items and heritage streetscapes also form part of the character of centres throughout the District.

The conservation and interpretation of places and values of heritage significance is required to give current and future generations a better understanding of history and people's past experiences. Sympathetic adaptive re-use of heritage is an important way to conserve heritage significance. Improved public access and connection to heritage through interpretation is also essential.

Related government initiatives:

- Government Architect NSW *Better Placed: An integrated design policy for the built environment of New South Wales*

Place-based planning

Place-based planning is a design-led and collaborative way of examining the complexity of the city by viewing it as a mosaic of different places, each with unique potential and characteristics. It responds to place-specific considerations, local qualities and community needs.

It is also a way of managing change over time in places, by recognising the value and need for local expertise, knowledge, responsibility and investment.

The process itself is a means of better understanding the place, and building relationships and collaboration to deliver solutions that respond to a place's potential. Staging and sequencing in a place-based context also allows for continual adjustments and improvements.

People involved in the process will vary depending on the circumstances, nature and scale of the task and may include the community, local businesses, residents, State and local government and other stakeholders.

A compelling and shared vision for a place that resolves different perspectives and interests can then be created.

The products of place-based planning extend beyond a shared vision. A spatial framework for a place provides the basis for future development, governance and allocation of responsibilities. The outputs of place-based planning detail how the vision will be implemented and the place activated, monitored, managed and re-visioned over time.

This place-based planning approach can be applied to streets, neighbourhoods, local centres and larger scale urban renewal. This approach also underpins the development of strategies in Collaboration Areas.

The Government Architect NSW has prepared *Better Placed: An integrated design policy for the built environment of New South Wales*, which supports the creation and renewal of great places for use by all place makers including State and local government, business and the community.



Actions

Responsibility

- | | |
|--|---|
| 17. Deliver great places by: <ol style="list-style-type: none"> prioritising a people-friendly public realm and open spaces as a central organising design principle recognising and balancing the dual function of streets as places for people and movement providing fine-grain urban form, high amenity and walkability integrating social infrastructure to support social connections and provide a community hub encouraging contemporary interpretation of heritage where possible using a place-based and collaborative approach throughout planning, design, development and management. | Councils, other planning authorities, State agencies and State-owned corporations |
| 18. Conserve and enhance environmental heritage by: <ol style="list-style-type: none"> engaging with the community early in the planning process to understand Aboriginal, European and natural heritage values conserving and interpreting Aboriginal, European and natural heritage to foster distinctive local places. | Councils, other planning authorities, State agencies and State-owned corporations |
| 19. Use place-based planning to support the role of centres as a focus for connected neighbourhoods. | Councils, other planning authorities and State agencies |
| 20. In Collaboration Areas, Priority Precincts and planning for centres: <ol style="list-style-type: none"> investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking ensure parking availability takes into account the level of access by public transport consider the capacity for places to change and evolve, and accommodate diverse activities over time. | Councils, other planning authorities and State agencies |
| 21. Use flexible and innovative approaches to revitalise high streets in decline. | Councils, other planning authorities and State agencies |

4

Productivity

The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City – seeks to deliver a more productive region. This will be achieved by driving opportunities for investment, business and jobs growth; supporting economic diversity; supporting internationally competitive sectors; and rebalancing the region's eastern economic focus so that all three cities benefit from growth.

A well-connected Greater Sydney will contribute to productivity by improving efficiency in supply chains and reducing business costs; increasing access to markets; enhancing access between businesses and large numbers of skilled workers; and enhancing business-to-business interactions.

The Eastern City District forms the central portion of the Eastern Harbour City, in the eastern area of Greater Sydney. It contains more than a third of Sydney's jobs (over half a million jobs) and generates about half of its economic activity. Sydney CBD is the nation's financial business capital and its connection to the world. It has a strong international and domestic tourist base and is well known for its range of services, activities and attractions.

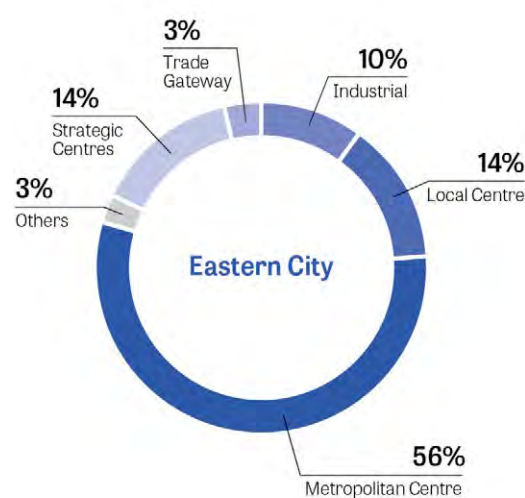
Beyond the Sydney CBD, Sydney Airport and Port Botany are essential trade and transport gateways; Camperdown-Ultimo and Randwick are innovation, health and education precincts; and six strategic centres provide complementary retail, commercial, health and community service activities. It is with the support of these places that the Harbour CBD continues to be competitive in a global market.

The District also fosters a strong cultural and arts sector, and thriving night-time economies in centres like Darling Harbour, Newtown, Bondi, Marrickville, Balmain, Double Bay, Potts Point and Darlinghurst.

Eastern City District has the highest proportion of knowledge and professional services workers in Greater Sydney. Approximately 62 per cent of the population have achieved a tertiary qualification, one of the highest proportions in Greater Sydney.¹⁰ It also has the largest number of start-ups attracted to locations like Pyrmont, Ultimo, Surry Hills, Redfern, Port Botany and Sydney Airport.

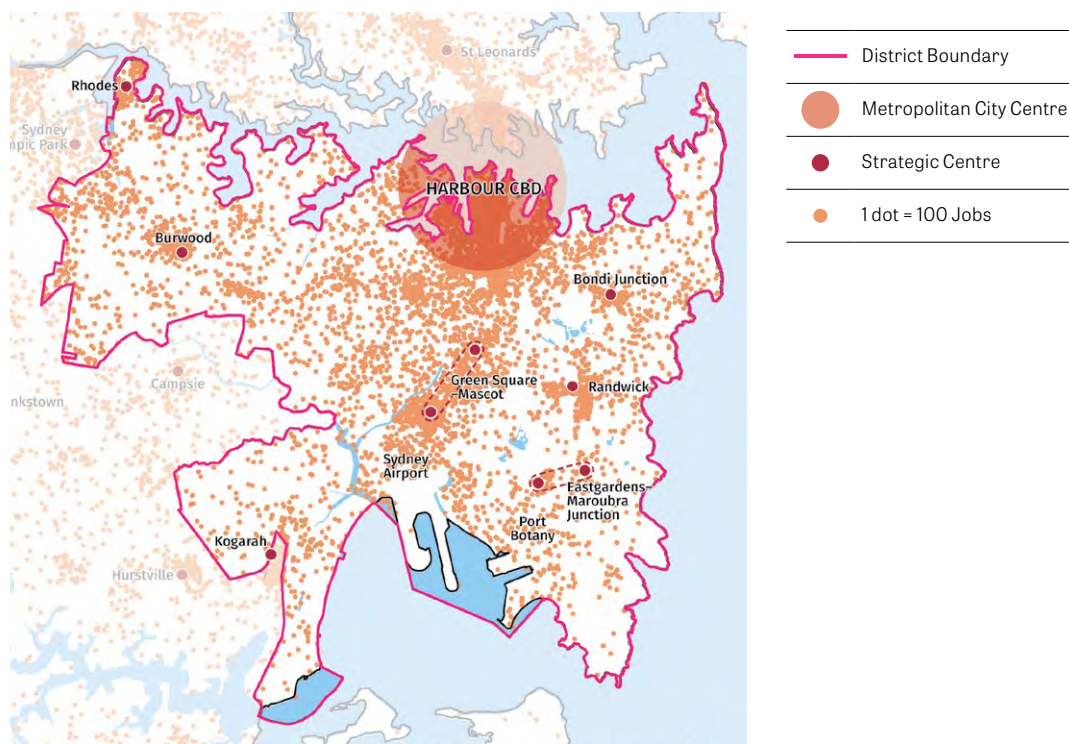
The District's economy is underpinned by a complex network of urban systems and services on industrial and urban services land and significant tracts of employment land in Port Botany, Banksmeadow, Enfield Intermodal Centre, South Strathfield and Alexandria. Balancing the transition from manufacturing to professional, high-tech, scientific, creative industries and ancillary distribution and warehousing with protecting locations for local urban services will further boost productivity.

Figure 16: Eastern City District job distribution by type of location



Source: Australian Bureau of Statistics 2011 Census

Figure 17: Eastern City District job density



Source: Greater Sydney Commission, 2016 Productivity Profile

Job targets for strategic centres, will guide councils and State agencies to the potential scale of growth and inform land use and infrastructure planning. More than 55 per cent of all jobs in the District are in the Harbour CBD. A further 20 per cent of jobs are within the trade gateways and strategic centres of Port Botany, Sydney Airport, Burwood, Bondi Junction, Eastgardens-Maroubra Junction, Green Square-Mascot, Randwick and Rhodes (refer to Figures 16 and 17).¹¹

Growing strategic centres and creating efficient transport connections, and safe and convenient walking and cycling routes delivers a 30-minute city.

For the Eastern City District, improving productivity can be achieved by the following Planning Priorities:

- Growing a stronger and more competitive Harbour CBD.
- Growing and investing in health and education precincts and the innovation corridor.
- Growing international trade gateways.
- Delivering integrated land use and transport planning and a 30-minute city.
- Growing investment, business opportunities and jobs in strategic centres.
- Protecting industrial and urban services land.
- Supporting growth of targeted industry sectors.

Planning Priority E7

Growing a stronger and more competitive Harbour CBD

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 18: Harbour CBD is stronger and more competitive** and **Objective 15: The Eastern Economic Corridor is better connected and more competitive** and corresponding strategies and actions.

The Harbour CBD contains 22 per cent of Greater Sydney's jobs¹² and is Australia's financial business capital, containing a large proportion of the regional headquarters of multinational and national companies. It has the largest commercial office market in Australia with the largest concentration of high-value knowledge-intensive jobs. Backed by the Eastern Economic Corridor, the Harbour CBD underpins Greater Sydney's global and national economic strength, and its growth must be enabled for the region to remain competitive.

The Harbour CBD includes Sydney CBD, North Sydney CBD, Barangaroo, Darling Harbour, and Sydney East plus the Innovation corridor which extends south from The Bays Precinct through Pyrmont, Ultimo, University of Sydney to Royal Prince Alfred Hospital and swings around through North Eveleigh, Australian Technology Park to Central Station and parts of Surry Hills (refer to Figure 18).

Australia's most significant industry clusters are in the Harbour CBD, including finance, health and education, business services and an emerging innovation cluster. The concentration of these large, specialised clusters attracts global talent and investment, and is expected to offer economic benefits to Greater Sydney and NSW.

The success of the Harbour CBD is underpinned by the competitive advantages of:

- internationally desirable premium-grade and A-grade office space supported by lower-cost office spaces
- being connected to the agglomeration of businesses in the Eastern Economic Corridor
- a world-class health and education precinct
- a developing innovation precinct with a robust creative sector providing entrepreneurial opportunities

- entertainment, cultural, tourist and conference assets
- high accessibility, supported by an established transport network
- safe and high-amenity residential precincts
- a highly valued natural environment.

Office market

Of particular significance for Greater Sydney is the Sydney CBD office market, which at 5 million square metres is larger than all the other major metropolitan office markets combined¹³ (refer to Table 3). In 2014, the Sydney CBD produced \$68 billion worth of Australia's Gross Domestic Product, compared to Melbourne CBD's \$39 billion.¹⁴

However, there is limited area to attract the investment needed to support expansion of Sydney CBD's footprint and increase the supply of premium and A-grade office space. Barangaroo has provided a much-needed supply increase; however, new sites are required to attract investment in expanding Greater Sydney's competitive tradable export services. Planning Priority E13 provides more information on supporting industry sectors.

New office towers require relatively large floorplates (800 to 2,000 square metres) on large sites.

The mid-town and southern precincts of the Sydney CBD, which hold most development potential, have a profusion of relatively small sites. New sites need to be consolidated, which takes time and occurs in phases.

The more difficult it is to merge sites, the higher the likelihood that existing buildings will be converted to other uses, thus limiting Sydney CBD's capacity to accommodate future demand for office space.

Table 3: Greater Sydney office precincts 2017

Precinct	Office floor space (sqm)
Sydney CBD*	5,079,899
Macquarie Park	878,950
Sydney CBD Fringe*	864,640
North Sydney*	822,496
Greater Parramatta	707,099
St Leonards	315,542
Chatswood	278,919
Norwest	272,474
Green Square/Mascot	200,000
Rhodes	161,668
Sydney Olympic Park	158,907
Total	9,740,594

*components of Harbour CBD

Source: Colliers International 2017, NSW Office Market Research Report 2017 (unpublished)

However, sustained commercial rent growth should underpin new office developments in the short term. In 2015, commercial rents in the Sydney CBD grew by 8.2 per cent, and sustained rent growth puts Sydney CBD at the high end of commercial rents in the Asia Pacific region.¹⁵

Residential price growth has been strong, particularly since 2009 when residential values strengthened significantly against office values. In the Sydney CBD, office to residential conversions since 2012 have resulted in the loss of over 15 years' office supply and space for 45,000 jobs.¹⁶ While price growth is expected to lessen in the short term, resulting in moderated growth, the tension between residential and commercial office uses is expected to be a long-term feature of the market.

The added vibrancy created by residential development needs to be recognised. However, residential growth needs to be managed so it does not compromise the Eastern Economic Corridor.

Sydney CBD planning controls need to support commercial developments, as there will be insufficient floor space to accommodate the 45,000-80,000 future jobs forecast.¹⁷ The City of Sydney's *Central Sydney Planning Strategy* and the Planning Proposal Central Sydney propose controls to facilitate this and enable the delivery of these job forecasts.

Eastern Economic Corridor

The Eastern Economic Corridor stretches from Macquarie Park, Chatswood, St Leonards and the Harbour CBD to Green Square and the international trade and tourism gateways of Sydney Airport and Port Botany. Its connection to an efficient and reliable public transport network that provides unprecedented access to jobs and services is the Corridor's primary competitive advantage. The Corridor and surrounding neighbourhoods are attractive places to work and live, further encouraging substantial investment. For example, the Corridor includes four major university campuses, three principal referral hospitals and six of the top ten office precincts in Greater Sydney. It also includes the important industrial areas of Artarmon, South Sydney and Marrickville. With its strong economic output, the Harbour CBD is a major anchor within this corridor.

The Corridor's agglomeration of nationally significant businesses and institutions generates about 775,000 jobs. Its connections will be further improved with Sydney Metro, which will provide faster business-to-business links and increase the size of the labour market catchment.

Health, education and innovation

The Camperdown-Ultimo health and education precinct is part of the Innovation Corridor along the western and southern fringes of the Harbour CBD. The Innovation Corridor contains knowledge-intensive, creative and start-up industries along with health, education and research services that support the global competitiveness of the Harbour CBD. The opportunities to grow this precinct are further discussed in Planning Priority E8.

Tourism, conferences, entertainment and culture

The Harbour CBD has a strong cultural, arts and entertainment focus, attracting 8 million domestic and international visitors in 2016.¹⁸ It has well established tourism facilities such as the Overseas Passenger Terminal at Circular Quay, many of Australia's internationally significant cultural institutions such as the Art Gallery of NSW, and major entertainment precincts such as Darling Harbour. A breadth of cultural, entertainment, arts and leisure activities must continue to be provided to build a more diverse and competitive offering in these sectors.

The Harbour CBD's attractiveness is further reinforced by a breadth of night-time activities that extend from many popular food precincts, clubs, venues and small bars to lifestyle activities like cinemas and 24-hour gyms. Protecting and diversifying the night-time economy in appropriate locations is an essential component of the CBD's growth.

Transport networks

Growing a stronger and more competitive Harbour CBD, improving business-to-business links and providing a 30-minute city requires better transport connections and measures to address local congestion, as outlined in Planning Priorities E10 and E11.

High liveability and stunning natural environment

High liveability for workers and visitors and clean, safe and attractive public places and natural environments contribute to the productivity of the Harbour CBD. They generate business investment from around the world, leading to economic and jobs growth and a globally enhanced reputation. These considerations are detailed in Planning Priority E6 and Planning Priority E16.

Residential precincts

The Harbour CBD contains many well-established residential precincts that are vibrant, safe and attractive. The area is increasingly experiencing the renewal of residential and surplus sites for high density apartments. The nature of high-rise living necessitates a reliance on public places to meet a range of activities, and many new areas have been developed within high amenity precincts. In a global city, these precincts are important attractors for investment, especially for international relocation choice. Planning for great places across the Harbour CBD is integral to achieving this, and is detailed in Planning Priority E6.

Job targets

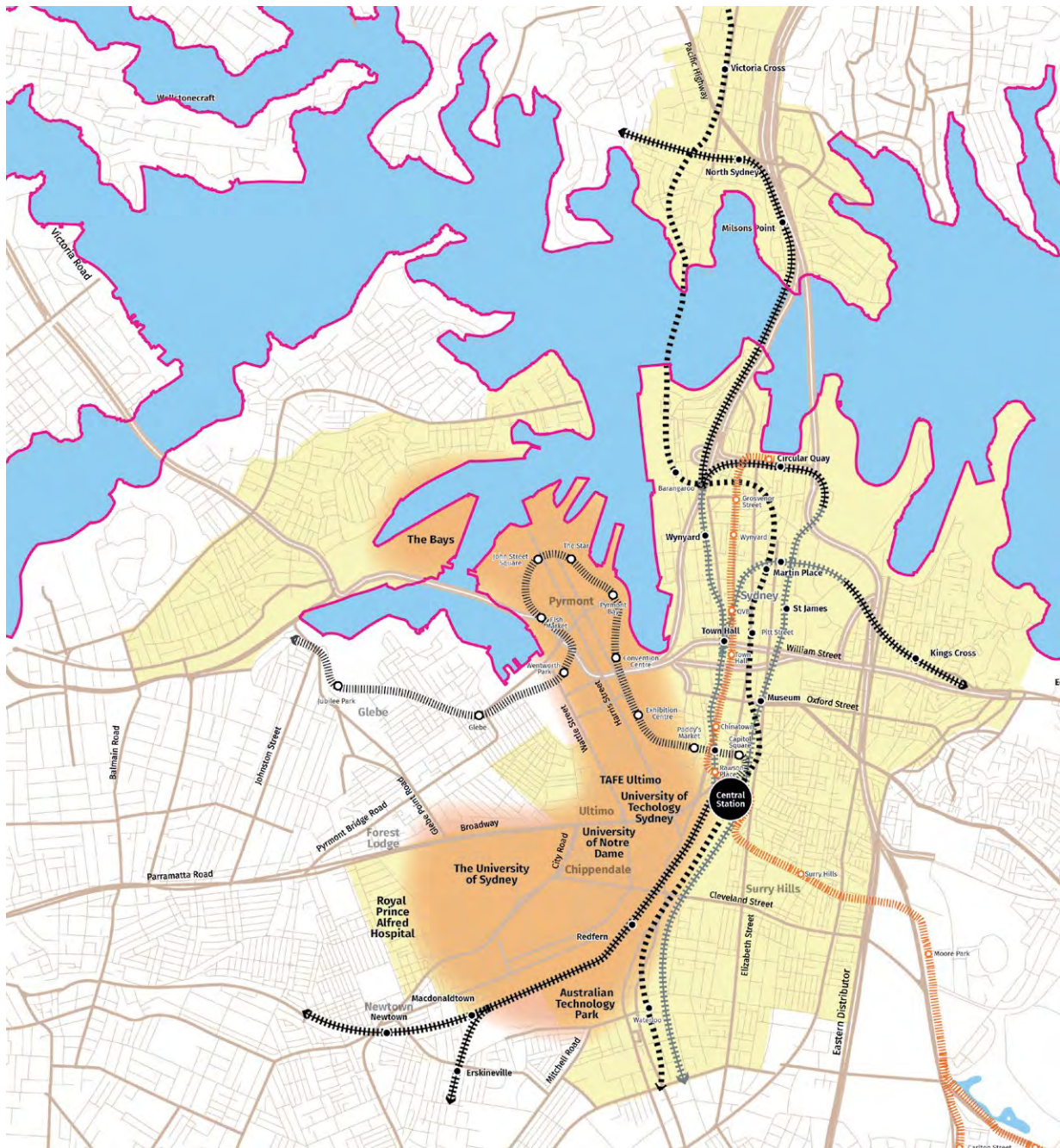
Job targets, expressed as a range, have been projected for the Harbour CBD. These targets seek to inform planning authorities and infrastructure agencies of anticipated growth. They should not be seen as maximum targets.

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 future investment and land use planning.

	2016 Estimate	2036 Baseline Estimate	2036 Higher Estimate
Harbour CBD*	496,900	662,000	732,000

*excludes North Sydney

Figure 18: Harbour CBD



	Highway		Train Station
	Local Road		Underground Train Station
	CBD & South East Light Rail & Stations currently under construction		Waterway
	Inner West Light Rail		Harbour CBD
	Future Metro Station		Innovation Corridor



 Actions	Responsibility
22. Prioritise: <ul style="list-style-type: none"> a. public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city b. infrastructure investments which enhance walkability and cycling, particularly those focused on access to the transport network, and within five kilometres of any strategic centre or 10 kilometres of the Harbour CBD. 	Councils, other planning authorities and State agencies
23. Strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by: <ul style="list-style-type: none"> a. further growing an internationally competitive commercial sector to support an innovation economy b. providing residential development without compromising the objectives for commercial development c. providing a wide range of cultural, entertainment, arts and leisure activities d. providing for a diverse and vibrant night-time economy, in a way that responds to potential negative impacts. 	Councils, other planning authorities and State agencies
24. Review the current planning controls and create capacity to achieve the job targets for the Harbour CBD.	Councils, other planning authorities and State agencies



Planning Priority E8

Growing and investing in health and education precincts and the Innovation Corridor

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 21: Internationally competitive health, education, research and innovation precincts** and their corresponding strategy.

Innovation underpins 21st century cities.

An innovation corridor is emerging along the western and southern fringes of the Harbour CBD (refer to Figure 19). The creative and digital industries and business support services in this corridor are important to the competitiveness and attractiveness of Greater Sydney and need to be fostered and supported to help them grow.

The health and education sectors, creative, cultural and digital industries, business support services and start-ups are often referred to as the innovation ecosystem.

Camperdown-Ultimo health and education precinct and Randwick health and education precinct contribute to internationally competitive economic sectors and precincts; support changing technologies; grow knowledge-intensive jobs; and help create a 30-minute city. With support, these precincts will consolidate Greater Sydney's economic future and its national and international competitiveness.

Innovation Corridor

The Innovation Corridor hosts a range of innovative industries and cultural enterprises.

More than any other sector, digital innovation and start-ups rely on physical location to maximise the chance of success, and ultimate profitability. Digital and cultural industries require access to events spaces, and a range of affordable and scalable office spaces. They seek out space in character buildings in suburbs like Sydney CBD, Pyrmont, Surry Hills and Ultimo and are attracted to their diverse pool of talent and expertise, research facilities, customers and investors.

Competitive innovation precincts depend upon high levels of amenity and walkability, with good transport connections spurring the rapid exchange of ideas and the establishment of networks. They require proximity to affordable and diverse housing options that can be multipurpose, and a range of cultural, entertainment and leisure activities with a strong night-time economy. Recent expansion of digital and creative industries has reduced the availability of suitable workspaces and substantially increased rents.

Planning controls to support the Innovation Corridor need to allow a sufficient supply of workspaces and provide flexibility for the needs of start-ups and enterprises with innovative business models. This includes providing for a range of permissible uses and activities and allowing for suitable night-time operations. Urban regeneration projects should capitalise on opportunities to deliver cultural infrastructure, and walking and cycling connections, alongside these spaces.

Figure 19: Innovation Corridor, Harbour CBD



Health and education

Health and education precincts are important locations for knowledge-intensive jobs, innovation and service delivery. The co-location of hospitals, universities, start-ups and innovation industries creates a dynamic cross-fertilisation of opportunities and capitalises on the interdependencies of each sector.

As outlined in the draft *Greater Sydney Region Plan*, the evolution of health and education precincts follow a Maturity Pathway. As precincts evolve, the economic productivity of the precinct increases substantially. This corresponds to three general models, which become progressively more complex: Clusters, Precincts and Innovation Districts (refer to Figure 20).

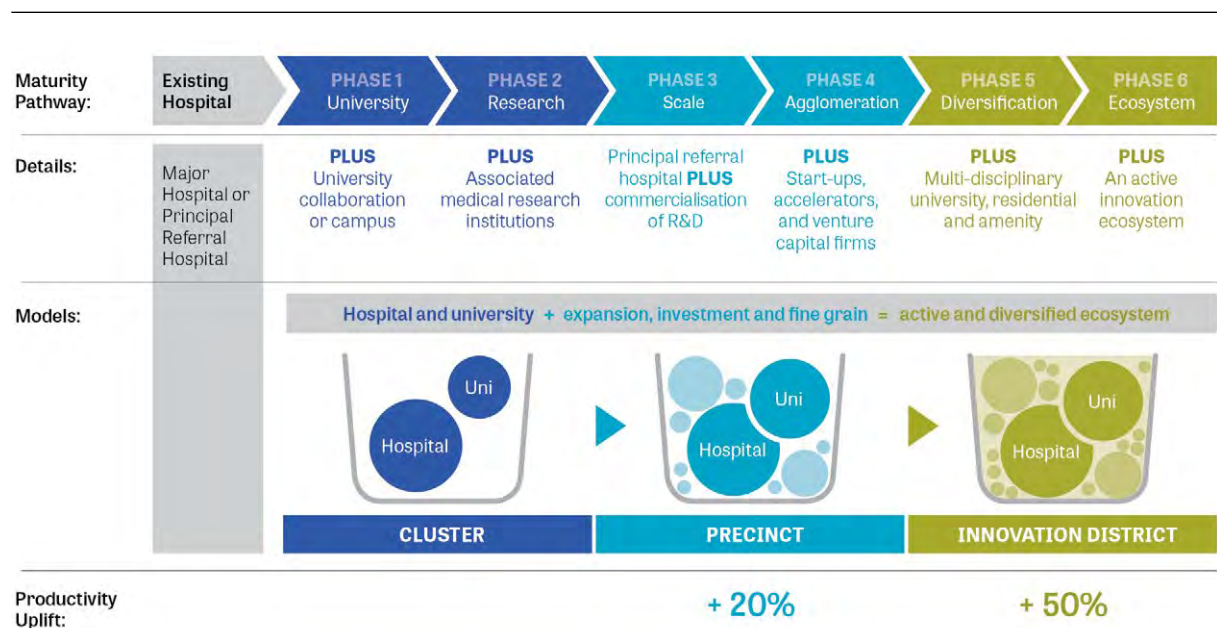
For example, Concord health and education precinct is currently a cluster. Camperdown-Ultimo health and education precinct and Randwick health and education precinct have the potential to become Innovation Districts and will therefore need a tailored response to progress along the Maturity Pathway based on what is already in place and what is required in the short, medium and long term.

While these precincts have attributes that could be developed to become internationally competitive and achieve sufficient critical mass, it is not expected that all precincts should, or will, develop into an Innovation District.

Growing innovation, start-up and creative industries alongside the health and education sectors will create opportunities for a new generation of workers. The Commission supports and encourages the growth of precincts and recognises the need to:

- plan for the diversification and expansion of these precincts
- protect surrounding employment areas for health, education, research, innovation and creative industry land uses
- explore flexible zoning to accommodate ancillary and complementary uses such as health and medical research activities, private hospitals, allied health, start-ups, innovation and creative industries, ancillary retail, visitor, carer and aged accommodation, in the right locations
- plan for infrastructure, improved access and urban amenity within and around the precincts.

Figure 20: Maturity pathway for health and education precincts



Source: Deloitte 2016, Westmead Innovation District: Building Western Sydney's job engine 2016-2036



Camperdown-Ultimo Collaboration Area

The Camperdown-Ultimo Collaboration Area is part of the Innovation Corridor and one of the largest and comprehensive health and education precincts in Greater Sydney. It is a mature precinct that contains the Royal Prince Alfred Hospital, the University of Sydney, University of Technology Sydney, University of Notre Dame Sydney Campus, TAFE Ultimo, and medical research institutions (refer to Figure 21).

The surrounding high density and mixed-use precincts with their workers, residents and students support the Collaboration Area's vitality and growth. Rapid and continuing expansion of the precinct is having a multiplier effect on innovation and creative industries, and start-ups.

A collaboration process that facilitates the efforts of all stakeholders will address existing challenges including lack of affordable space, loss of employment floor space, lack of opportunity to create new commercial floor space, need for suitably zoned employment land, and rising property and accommodation costs for students and key workers.

The Commission will facilitate collaboration with key stakeholders and agencies to create an area of international standard by:

- creating a global brand and identity to attract talent and investment

- generating growth in economic activity, employment and investment by:
 - protecting and supporting the growth of core health and education activity within the precinct
 - providing new research facilities
 - delivering innovative health and medical related commercial premises
 - planning for complementary uses that support the hospital and universities
 - increasing cultural, creative, digital or technology businesses and employees.
- capitalising on the unique elements of existing assets
- establishing, enhancing and promoting the interdependencies between health and education and the growth of innovation, start-up and creative industries
- improving transport, walking and cycling connections between key hubs, particularly in response to students and job growth
- upgrading the public domain through new place-making initiatives
- supporting a range of housing types and price points for key workers and students.



Figure 21: Camperdown-Ultimo Collaboration Area



	Local Road		Train Station
	CBD & South East Light Rail & Stations currently under construction		Underground Train
	Inner West Light Rail		Waterway
	Future Metro Station		Collaboration Area

Randwick Collaboration Area

The Randwick Collaboration Area contains the cluster of the University of NSW Kensington Campus, Prince of Wales public and private hospitals, the Royal Hospital for Women and Sydney Children’s Hospital (refer to Figure 22). The surrounding mixed-use precincts in the Kensington to Kingsford corridor, Randwick Junction and the Spot support the area’s growth and liveability for workers, residents and students.

The area presents an opportunity to deliver significant economic benefits through the agglomeration of health, research and education services, with projected job targets noted below:

	2016 Estimate	2036 Baseline Estimate	2036 Higher Estimate
Randwick	22,800	32,000	35,500

The primary stakeholders already coordinate their efforts. The NSW Government’s investment in the CBD and South East Light Rail will increase accessibility and unlock the potential for employment growth and urban renewal.

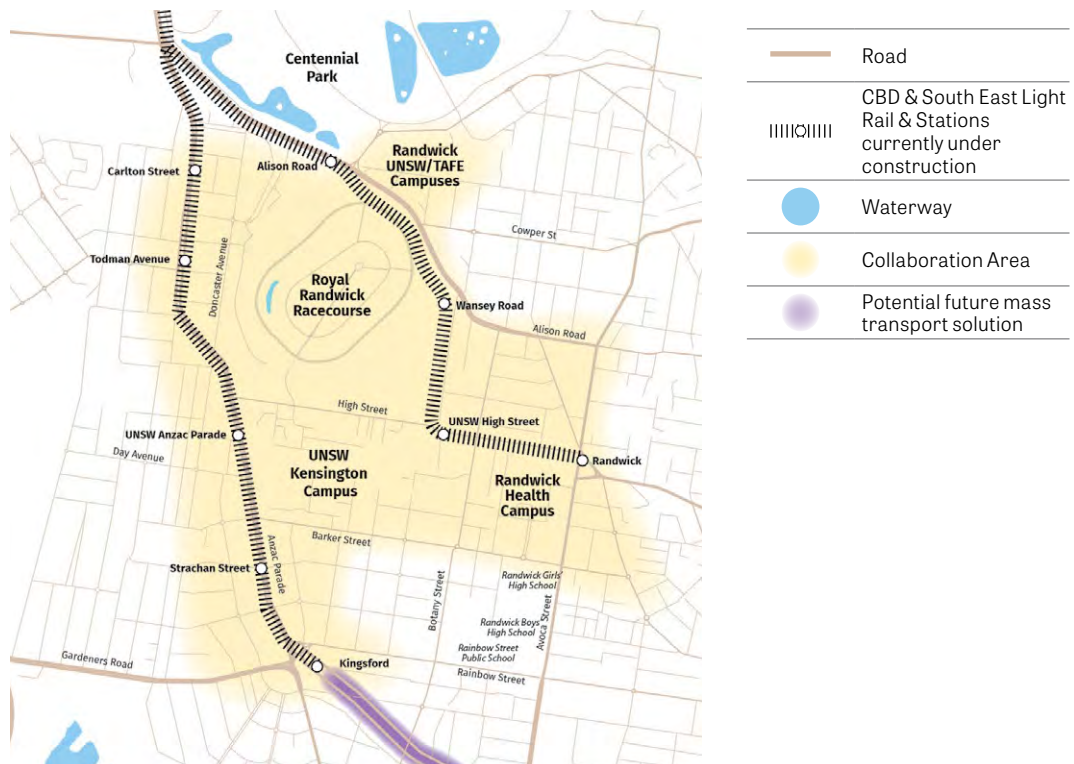
The Commission will facilitate the collaboration of key stakeholders to develop a shared vision, establish commitments and prepare appropriate infrastructure phasing and delivery.


Collaboration will focus on:

- protecting and supporting the growth of core health and education activity
- supporting the growth of innovation and advanced research industries
- improving patient outcomes and attracting the required skilled workforce such as scholars, researchers, lecturers and students

- focusing on knowledge-based and population-serving employment needs
- facilitating greater connectivity across the Collaboration Area, including promotion of design initiatives, public amenities and facilities
- activating High Street, including initiatives to promote affordable housing for students and key workers
- improving transport, walking and cycling connections across the precinct
- aligning with Randwick City Council’s redevelopment of Kensington and Kingsford to deliver an improved integrated urban area that attracts and supports a vibrant and modern community
- integrating key surrounding centres and facilities including Randwick Junction, the Spot, the National Institute of Dramatic Art and Royal Randwick Racecourse
- capitalising on the proposed mass transit solution for the south-east of the District, with a view to creating complementary employment opportunities, delivering affordable housing for key worker and student populations and facilitating improved connections to residential areas
- investigating opportunities to enhance east-west public transport connections, particularly in response to the increasing travel demand from growth areas such as Green Square and Mascot
- investigating more efficient approaches to energy, water and waste, and where these could be delivered.

Figure 22: Randwick Collaboration Area



 Actions	Responsibility
25. Facilitate an innovation corridor that: <ol style="list-style-type: none"> provides access to a sufficient supply of affordable and scalable spaces promotes co-location and increased business-to-business interaction connects with events spaces delivers a high amenity, highly walkable and safe corridor has access to affordable, diverse and multi-purpose housing options supports a strong night time economy. 	Councils, planning authorities and State agencies
26. Facilitate health and education precincts that: <ol style="list-style-type: none"> create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts have high levels of accessibility attract associated businesses, industries and commercialisation of research include housing opportunities for students and workers within 30 minutes of the precinct. 	Councils, planning authorities and State agencies
27. Deliver and implement a Place Strategy and Infrastructure Plan for the Camperdown-Ultimo health and education precinct.	NSW Department of Planning and Environment, State agencies, Greater Sydney Commission and the Council of the City of Sydney
28. Deliver and implement a Place Strategy and Infrastructure Plan for the Randwick health and education precinct.	NSW Department of Planning and Environment, State agencies, Greater Sydney Commission and Randwick City Council

Planning Priority E9

Growing international trade gateways

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 16: Freight and logistics network is competitive and efficient** and their corresponding strategies.

Port Botany and Sydney Airport are trade gateways for the CBD and the nation. They play a major role in supporting the Harbour CBD and the Eastern Economic Corridor. They generate significant opportunities for employment and industry, and they distribute business resources and freight across Greater Sydney, regional NSW and all other states.

These essential economic gateways, their supporting industrial precincts and essential transport connections and corridors must therefore be protected and given the support required for growth.

Essential economic gateways, their supporting industrial precincts and essential transport connections and corridors must be protected and supported for growth.

Port Botany and Sydney Airport will to grow significantly – with the container traffic at Port Botany projected to grow from 2.4 million to 8.4 million containers by 2050 and passenger trips at Sydney Airport forecast to grow from 39 million to 74 million passengers by 2033.

Each trade gateway has substantial areas of industrial zoned land and road and rail infrastructure in their immediate environs. These provide support services critical to their operations, capacity and growth (refer to Planning Priorities E10 and E12).

Even though larger scale freight and logistics firms may choose to locate in the Western City, a significant freight and logistics task will remain in the Eastern City District due to the competitive advantages and efficiencies afforded by proximity to these gateways and the District's four intermodal terminals. Critical to servicing these operations will be the retention of sites large enough to meet their needs – generally, two hectares or more.

Retaining the current capacity and growth of these gateways will help maintain their competitive advantage over interstate ports. Preventing the encroachment of sensitive uses that can impact on their operations, such as residential and commercial, and ensuring good transport networks is of national significance.

Opportunities provided by improved links to Port Botany and Sydney Airport and planning for the F6 Extension will improve motorway access and freight movements from the Eastern Harbour City across Greater Sydney and to Port Kembla/Illawarra, supporting the functions of critical economic gateways and freeing up road capacity (refer Planning Priority E10).



Port Botany

Port Botany contains one of Australia's major land and sea freight gateways and is Australia's second largest container port. The precinct distributes import trade across Australia and provides local producers with access to world markets.

The industrial-zoned precincts within the port provide jobs mainly in transport, postal and warehousing, manufacturing and wholesale trade sectors.

The freight and container handling function of surrounding industrial zoned land is being eroded through subdivision of blocks to less than two hectares, residential encroachment and an increasing share of knowledge-intensive jobs. This encroachment undermines the economic strength of the precinct. Strong protection and planning for port growth and change is required to stem this loss.


The NSW Department of Planning and Environment is reviewing planning controls for land surrounding Port Botany to enable continued operation and to minimise conflicts with sensitive land uses. In addition, improved planning for buffer zones around the precinct is required.

Sydney Airport

Sydney Airport is a major freight, business and tourism gateway for the Harbour CBD and the nation. It contains Sydney's existing domestic and international air terminals, and is located approximately six kilometres from the Harbour CBD. It generates an estimated 18,100 jobs¹⁹ and has a passenger rail connection to the Harbour CBD. Public transport access for employees is hindered by the high costs of travel when disembarking at Sydney Airport train stations.

A commercial core has developed around Mascot Station which comprises a number of hotels and high density, mixed use A-grade commercial buildings catering to large tenants.

The amount of industrial land supporting Sydney Airport has decreased with encroachment from residential developments and knowledge-intensive jobs. Like Port Botany, Sydney Airport's role in supporting a global city and as a major freight gateway requires protection and planning for growth.

 Actions	Responsibility
<p>29. Manage the interfaces of industrial areas, trade gateways and intermodal facilities by:</p> <p>Land use activities</p> <ul style="list-style-type: none"> a. providing buffer areas to nearby activities, such as residential uses, that are sensitive to emissions from 24-hour port and freight functions b. protecting industrial lands for port, intermodal and logistics uses from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth c. requiring sensitive developments within influence of port and airport operations to implement measures that reduce amenity impacts d. improving communication of current and future noise conditions around Port Botany, airports, surrounding road and rail networks, intermodals and supporting private lands e. improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments f. protecting prescribed airspace from inappropriate development, for example, height of building controls that would allow buildings to penetrate prescribed airspace and reducing the capacity of existing airport operations g. identifying and preserving land for future port and airport, intermodal and rail infrastructure h. accommodating advanced manufacturing where appropriate by zoning that reflects emerging development models <p>Transport operations</p> <ul style="list-style-type: none"> i. providing the required commercial and passenger vehicle, and freight and passenger rail access j. preventing uses that generate additional private vehicle traffic on roads that service Port Botany and Sydney Airport such as large-scale car-based retail and high density residential, to reduce conflicts with large dangerous goods vehicles (for example, Foreshore Road and Denison Street, Banksmeadow). 	<p>Councils, other planning authorities, State agencies and State-owned corporations</p>
<p>30. Protect and grow the trade gateways by:</p> <p>Port Botany</p> <ul style="list-style-type: none"> a. retaining and protecting industrial zoned land in and near Port Botany Precinct b. protecting Port Botany's function as an international gateway for freight and logistics and supporting port-related land uses and infrastructure in the area around the port c. supporting the land use needs of freight movement to increase the proportion of container freight transported by rail d. investigating a corridor for an enhanced road link from Port Botany to WestConnex e. investigating duplication of Port Botany freight line f. improving management of land use conflicts g. managing the biosecurity risk for primary industries h. creating safe cycling and walking connections. <p>Sydney Airport</p> <ul style="list-style-type: none"> i. identifying and protecting strategically important industrial and urban services land in and near Sydney Airport Precinct j. protecting Sydney Airport's function as an international gateway for passengers and freight, and supporting airport-related land uses and infrastructure in the area around the Airport k. investigating a corridor for an enhanced road link from Sydney Airport to WestConnex l. managing the biosecurity risk for primary industries m. providing safe cycling and walking connections, particularly to Mascot station. 	<p>Bayside Council, Council of the City of Sydney, Randwick City Council, Inner West Council, other planning authorities and State agencies</p> <p>Bayside Council, Council of the City of Sydney, Randwick City Council, Inner West Council and other planning authorities and State agencies</p>

Planning Priority E10

Delivering integrated land use and transport planning and a 30-minute city

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 14: A metropolis of three cities – integrated land use and transport create walkable and 30-minute cities;** and **Objective 16: Freight and logistics network is competitive and efficient** and the corresponding strategies.

Delivering a metropolis of three cities will require the integration of land use and transport planning to create walkable and 30-minute cities. To achieve this, *Future Transport 2056* and the draft *Greater Sydney Region Plan* propose the concept of a 30-minute city.

The 30-minute city is a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, education, health and other facilities. It means that more housing, jobs, health and education facilities will be planned in metropolitan and strategic centres and more people will have public transport access to their closest metropolitan or strategic centre within 30 minutes. This will enable more efficient access to workplaces, services and community facilities.

As the Eastern City District grows, planning and investment will integrate land use, transport and infrastructure, recognising and harnessing the city-shaping role of transport and infrastructure. Initiatives to support integration in line with population and economic growth include:

- high-capacity mass transit links to better link people to centres and services
- capacity and journey-time improvements on existing transport corridors serving the Harbour CBD and surrounding centres
- improved transport links between strategic centres, and as feeders into mass transit

- improvements to the strategic road network and key intersections to improve traffic flows through the District and access to strategic centres
- city-to-city links to the Central River City, in particular Greater Parramatta, and ultimately to the Western Parkland City, the Western Sydney Airport, Badgerys Creek Aerotropolis, Greater Penrith, Liverpool and Campbelltown–Macarthur.

The draft *Greater Sydney Region Plan* and *Future Transport 2056* outline the city-shaping train network and strategic road network initiatives which are integrated with the land use objectives for Greater Sydney. The relevant transport initiatives for this District, and their role in supporting land use outcomes are included in:

- Planning Priority E7 - Growing a stronger and more competitive Harbour CBD
- Planning Priority E8 - Growing and investing in health and education precincts and the innovation corridor
- Planning Priority E9 - Growing international trade gateways
- Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres.

Improving access to local jobs and services

The District's strategic and local centres provide a range of local jobs and services that support the growing population. Encouraging the growth of strategic and local centres will reduce the need for people to travel long distances to access jobs and local services.

Access to strategic centres and interchanges will be supported by the train network, intermediate transit modes and an improved road network.

Key elements of the road and intermediate transit network to be considered in the next 20 years include:

- Sydney Metro West and Sydney Metro City and Southwest, increasing the frequency, speed and reliability of services between the Harbour CBD and Greater Parramatta, as well as for residents from the southern areas of Greater Sydney
- CBD and South East Light Rail extension to Maroubra Junction
- Circular Quay renewal to revitalise ferry wharves and the transport interchange
- capacity and journey-time improvements to radial transport corridors serving the Harbour CBD and surrounding centres, including bus and train service improvements
- train improvements on T1 Western/Northern rail line, T2 Inner West and Leppington Line, T4 Eastern Suburbs/Illawarra line and the T8 Airport and South line
- Victoria Road and Parramatta Road public transport improvements along with intermediate transit improvements in other corridors
- Bus service initiatives:
 - Harbour CBD to Green Square rapid bus link
 - Green Square to La Perouse rapid bus link
 - Eastern Suburbs to Inner West rapid bus links
 - Hurstville to Macquarie Park rapid bus link via Campsie, Burwood and Rhodes
 - improvements to complement CBD and South East Light Rail
- the Pinch Point program to reduce traffic delays, manage congestion and improve travel times
- light rail to The Bays Precinct
- additional ferries for Parramatta River.

Safeguarding the next phase of growth

Where possible, the proactive and early reservation of corridors to protect longer-term linear infrastructure opportunities should be undertaken to provide greater clarity and certainty for landowners, communities and businesses. The early preservation of corridors also reduces the potential for conflict in the future.

Improving walking and cycling

Walking is a fundamental part of the transport system and most journeys start and end with walking. On a typical weekday in the Eastern City District, people make about 1.3 million trips that are shorter than two kilometres and approximately 800,000 (61 per cent) of these are walking and cycling trips.²⁰ Creating pleasant and safe environments for walking and cycling contribute to great places where people and businesses choose to locate and invest in.

The District has the lowest car use for journeys to work and the highest proportion of walking and cycling to and from work across the region. Around one in 10 people walk to work.²¹ A third of all trips, including for recreation and shopping, are walking trips.²²

Prioritising safe cycling for short trips to centres, transport interchanges and local services such as schools and health facilities frees road and public transport capacity for people who need to travel further.

Transport for NSW will focus on completing key missing links in the bicycle network within 10 kilometres of the metropolitan centres and five kilometres of strategic centres.

Transport for NSW is establishing the Principal Bicycle Network which will provide high quality, high priority cycling routes across Greater Sydney.

This is in addition to coordinating the Sydney Regional Bike Network, a network of safe, connected and direct cycleways within a 10-kilometre radius of the Harbour CBD. The bike network will be integrated with the Greater Sydney Green Grid.

Cycling improvements underway or being planned within, and to, the District are:

- Inner Sydney Regional Bicycle Network
- better access to the northern and southern approaches to the Sydney Harbour Bridge Cycleway
- Eastern Suburbs link (Bondi Junction to the Sydney CBD)
- Inner West links
- South East Light Rail links
- Sydney Airport links
- Inner West Greenway missing links between Iron Cove Bridge and Cooks River.

Regional routes and local routes identified in local government bicycle plans will connect to the Principal Bicycle Network to facilitate a seamless and connected network within urban areas. Streets will connect to local and regional routes to provide door-to-door access for safe cycling.

Where walking and cycling are not viable, local public transport links for the first and final parts of commutes will reduce car dependency and encourage a shift towards public transport use.

Designing adaptable infrastructure

The 21st century is an era of unprecedented and rapidly accelerating change. Innovation and the digital economy are dramatically changing the way people and goods move around Greater Sydney and providing more efficient service delivery.

Technological advances have created new mobility options including automated vehicles, assisted mobility devices such as e-bikes, automated trains and buses, and enhanced aerial mobility. Strategic planning must harness innovation and accommodate new technologies to create new opportunities for improved productivity and accessibility to jobs, goods and services.

Throughout Greater Sydney, there are many examples where councils and State agencies are embracing new technologies to promote adaptable infrastructure. For example, Blacktown City Council is investing in smart poles where electric vehicle drivers can charge their cars for free.

The NSW Government is introducing intelligent technology, known as a managed motorway system, to Sydney's motorways. Work has commenced on the M4 Smart Motorway program, which will use real-time information, communication and traffic management tools to maximise the performance of the motorway and provide a safer, smoother and more reliable journey.

Transport for NSW is trialling a driverless passenger bus to observe how automated vehicles can improve the mobility of customers and interact with other people. In planning for adaptable infrastructure, opportunities for more flexible design of streets and public spaces; for example, through car parking strategies must be considered.

Optimising infrastructure assets

To make the most of existing infrastructure assets, planning must constantly explore opportunities to support behaviour change, unlock infrastructure capacity and manage demand, and use land more efficiently by co-locating similar or mixed services or utilities. New technologies provide opportunities for better management of traffic and contribute to more efficient use of existing infrastructure.

Freight movements

Port Botany is the freight hub for the State and is a major focus of the NSW freight network. Freight moves between the gateways of Sydney Airport and Port Botany to Sydenham, the Cooks River Intermodal Terminal, the Enfield Intermodal Logistics Centre and Glebe Island-White Bay.

In addition, the Eastern City District has the highest concentration of parcel deliveries across Greater Sydney. The Sydney Airport curfew and the consequent timing of parcel deliveries and collections often coincides with the morning and evening peaks, intensifying peak traffic congestion.

Freight-related initiatives include:

- NSW Cargo Movement Coordination Centre
- WestConnex
- Port Botany Rail Line duplication
- Sydney Airport road upgrades.
- Western Harbour Tunnel & Beaches Link.

As the Eastern City District grows, the need for freight movements, particularly delivery vehicles, will rise. Freight movements can have negative impacts on the amenity of neighbourhoods, such as noise and additional congestion on roads, particularly during the morning peak.

Freight movements outside of peak times can help reduce congestion, greenhouse gas emissions and freight costs. The planning and design of communities should take a balanced approach to minimising the negative impacts of freight movements, and support more efficient freight movements. This could include considering how development addresses busy roads, the siting of loading docks and how more freight movements can take place out of peak hours.

Useful links:

- [Mapping the NSW Budget 2017–18](#)

 Actions	Responsibility
31. Integrate land use and transport plans to deliver the 30-minute city.	Councils, other planning authorities and State agencies
32. Investigate, plan and protect future transport and infrastructure corridors.	Councils, other planning authorities and State agencies
33. Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.	Councils, other planning authorities and State agencies
34. Optimise the efficiency and effectiveness of the freight handling and logistics network by: <ol style="list-style-type: none"> protecting current and future freight corridors balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries identifying and protecting key freight routes limiting incompatible uses in areas expected to have intense freight activity. 	Councils, other planning authorities, State agencies and State-owned corporations
35. Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City and South West, CBD and Southeast Light Rail, and Westconnex as well as other city shaping projects.	Councils, other planning authorities and State agencies
36. Investigate and plan for the land use implications of potential long-term transport connections.	Councils, other planning authorities and State agencies

Planning Priority E11

Growing investment, business opportunities and jobs in strategic centres

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 22: Investment and business activity in centres** and their corresponding strategies and actions.

The growth, innovation and evolution of centres will underpin the economy of the Eastern City District. Centres provide important services and jobs and places for communities to meet. Their vitality and viability is important to the local economy, support the economy of the Harbour CBD and help define the character of local areas. Well-planned centres stimulate economic activity and innovation through the co-location of activities, provide jobs closer to where people live and use infrastructure more efficiently.

To manage the growth and change of the Eastern City District's centres a hierarchy for centres has been established as outlined below:

- Metropolitan city centre: Harbour CBD (refer to Planning Priority E7)
- Strategic centres: Bondi Junction, Burwood, Eastgardens-Maroubra Junction, Green Square-Mascot, Randwick and Rhodes
- Local centres: approximately 31 centres (refer to Planning Priority E6).

All strategic centres will be the focus of public transport investments that seek to deliver the 30-minute city objective (refer to Planning Priority E10).

Some strategic centres in the Eastern City District are part of the Eastern Economic Corridor. All have major office precincts or health and education activities while others have a retail focus. They differ in size and scale of economic activity. However, as strategic centres they all have similar expectations including:

- high levels of private sector investment
- flexibility, so that the private sector can choose where and when to invest
- co-location of a wide mix of activities, including residential

- high levels of amenity and walkability
- areas identified for commercial uses, and where appropriate, commercial cores.

As a strategic centre, Randwick contains significant health, research and education services. Details on planning for Randwick are outlined in Planning Priority E8.

Centres are not just places for economic exchange. They are where communities gather, and recreational, cultural and educational pursuits are found. They are an important part of how people participate in community life. This is particularly true in the Eastern City District, where an increasing number of residents live in apartments and rely on public spaces. Creating the conditions for growth and making centres great places is a focus of Planning Priority E6.

Research has shown that the Eastern City District will need to accommodate 1.77 million square metres of additional retail floor space over the next 20 years.²³ In addition, there will be significant demand for additional office floor space. Creating the opportunities to attract retail and office development locally brings jobs closer to where people live. This requires growth in either existing or new centres. The principles for expanding existing centres and developing new centres are outlined in this Planning Priority.

Rapid changes in technology and in retail trends, emerging night-time economies and population growth require councils to be agile and responsive in their planning for centres growth. Adaptive and flexible spaces may be required, particularly in centres close to the CBD, because of an increasing demand for workspaces from start-up and creative industries.

Smart work hubs offer the conveniences of a modern office – high-speed internet, meeting rooms,

video conferencing facilities, informal lounges and quiet booths – in local areas. They operate as shared workspaces with other small businesses, government and corporate organisations. Opportunities for smart work hubs in strategic centres should be encouraged.


Delivering housing within a walkable distance of strategic centres encourages non-vehicle trips, which also fosters healthier communities. Housing within centres contributes to a sense of vibrancy, however, delivery of housing should not constrain the ongoing operation and expansion of commercial and retail activities.

A vibrant and safe night-time economy will enhance Greater Sydney's standing as a global city, while meeting the social and recreational needs of shift workers, families, children and communities.

Planning for a night-time economy in centres includes supporting a diverse range of small businesses such as retail and cultural events and assets accompanied by a suitable regulatory environment.

Jobs growth and community access to goods and services is a core objective for centres. For this reason, job targets, expressed as a range, have been projected for each strategic centre. These targets seek to inform planning authorities and infrastructure agencies of anticipated growth. They should not be seen as maximum targets.

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

 Actions	Responsibility
37. Provide access to jobs, goods and services in centres by: <ol style="list-style-type: none"> attracting significant investment and business activity in strategic centres to provide jobs growth diversifying the range of activities in all centres creating vibrant, safe places and quality public realm balancing the efficient movement of people and goods with supporting the liveability of places on the road network improving the walkability within and to the centre completing and improving a safe and connected cycling network to and within the centre improving public transport services to all strategic centres creating the conditions for residential development within strategic centres and within walking distance, but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need. 	Councils, other planning authorities and State agencies
38. Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridor.	Councils, other planning authorities and State agencies
39. Co-locate health, education, social and community facilities in strategic centres along the economic corridor.	Councils, other planning authorities and State agencies
40. Create new centres in accordance with the <i>Principles for Greater Sydney's Centres</i> .	Councils and other planning authorities
41. Engage with the retail sector on its changing planning requirements and update planning controls as required.	Councils and other planning authorities
42. Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres.	Councils and other planning authorities
43. Prioritise strategic, land use and infrastructure plans for growing centres, particularly those with capacity for additional retail floor space.	Councils and other planning authorities
44. Encourage opportunities for new smart work hubs.	Councils and other planning authorities

Principles for Greater Sydney's centres

As Greater Sydney's population grows over the next 20 years, there will be a need for over five million square metres of additional retail floor space and new office precincts.

For Greater Sydney to remain competitive, the market needs to be able to deliver this floor space in an efficient and timely manner. Numerous regulatory reviews across Australia have emphasised this issue.

There will be a need to grow existing centres, particularly strategic centres and supermarket-based local centres; create new centres including business parks; and to attract health and education activities in centres. The principles for developing these centres are outlined below:

- **Existing centres:** expansion options will need to consider building heights and outward growth. In some cases, directly adjacent industrial land may be appropriate for centre expansions to accommodate businesses. Quality design and adequate infrastructure provision will be critical to enabling these situations. This approach needs to be informed by local government industrial strategies.
- **New centres:** these will be required across the whole of Greater Sydney.
 - In land release areas, this will include a wide range of centre types, including local and large centres which will grow and evolve into new strategic centres
 - In land release areas, strategic planning should maximise the number and capacity of centres on existing or planned rail corridors. To deliver this outcome the centres need to be identified early to allow their incorporation into transport infrastructure plans
 - In the Western Parkland City, where South Creek is to be planned as the central organising element for the city, opportunities for new centres to address South Creek are to be maximised
 - In established areas, there are likely to be innovative approaches to creating new centres as part of urban renewal and mixed-use developments
 - All new centres are to have good public transport, commensurate with the scale of the centre.
- **Business parks:** not all centres will start as retail centres. Creating jobs and providing services to local communities can be initiated within business parks. However, the built

form of these business parks is critical; that is, they must be developed as urban places which can transition into higher amenity and vibrant places while maintaining the main role as employment precincts. Councils' retail and employment strategies should guide the transition of business parks into mixed employment precincts including, where appropriate, ancillary residential to support the business park.

- **New health and tertiary education facilities** such as hospitals and community health centres: should be located within or directly adjacent to centres, and ideally be co-located with supporting transport infrastructure. Built form is also critical to facilitate the transition of centres with health and education to facilitate more mature innovation precincts.

In all cases, delivering centres that create walkable neighbourhoods is a high priority, and in this context additional centres which improve walkability are encouraged.

To deliver on this, there is a need for land use and infrastructure plans to inform decisions for the location of new centres and the expansion of existing centres.

Where there is a prevalence of retail in an industrial area, there may be exceptional cases to support the development of a new centre. Any such opportunities should be informed by a net community benefit test supported by a strategic review of centres (which identifies the need for the centre) and an industrial land review (which identifies that the loss of industrial activity can be managed) for the local government area. These reviews are to be prepared by councils, and endorsed by the Commission. The centre should be:

- located where public transport services are commensurate with the scale of the centre
- directly opposite a residential catchment accessible by a controlled pedestrian crossing
- more than a stand-alone supermarket
- of quality urban design with amenity, informed by a master plan
- supported by planned and funded infrastructure commensurate with the needs of the centre.

For new centres in industrial areas, the economic impact of the centre should be assessed and deemed to have an acceptable impact on the operation of existing businesses in the locality and the viability of surrounding centres.

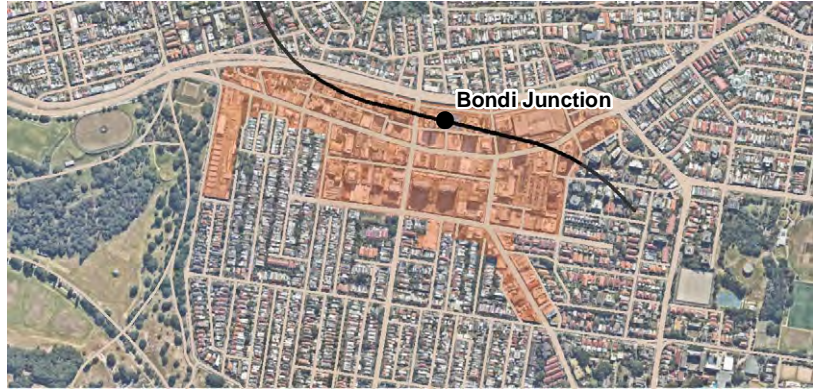
Bondi Junction

Bondi Junction is a high amenity centre providing retail and local services to Greater Sydney's Eastern Suburbs. The centre is well connected to the Harbour CBD, the eastern beaches and other amenities such as Queens Park and Centennial Park.

Commercial and retail activities are concentrated around the train station and Westfield Bondi Junction. In 2016 the centre was estimated to generate approximately 13,800 jobs, mainly in retail trade, health care and social assistance, professional, scientific and technical services and accommodation and food services jobs.²⁴

The centre has opportunities to attract more A-grade office tenants, medical services, education, cultural and creative spaces and to improve connections to other centres of employment, the cultural and creative activities at Moore Park, the Randwick health and education precinct, its southern catchment area and to significant facilities like Bondi Beach and regional open space networks. Activation of the centre would benefit from improved and diversified night time offerings.

Pressure for residential redevelopment is increasing across the centre. Future growth will need to ensure the capacity for jobs growth, provision of a diverse mix of uses across the centre and creation of a high quality, vibrant public realm.



Bondi Junction	Jobs
2016 estimate	13,800
2036 baseline target	17,000
2036 higher target	20,500

Actions	Responsibility
<p>45. Strengthen Bondi Junction through approaches that:</p> <ul style="list-style-type: none"> a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre b. consider potential options for future public transport connections to the south east of the District to accommodate forecast population and employment growth, and better connect the District c. expand the centre's function and type of land uses, including attracting A-grade office tenants and knowledge-intensive jobs d. improve access from the centre of Bondi Junction to nearby open space and recreation facilities such as Queens Park, Centennial Park, Moore Park and Bondi Beach e. 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 f. investigate opportunities to improve and diversify night-time economy offerings g. promote place making initiatives to improve the quality of public spaces. 	Waverley Council, other planning authorities and State agencies

Burwood

Burwood is centrally located between the Harbour CBD and Greater Parramatta. It has a large retail catchment and offers many local services for communities. It provides a mix of commercial, residential and retail development with a night-time economy based around its cultural precincts and other entertainment venues. In 2016, the centre was estimated to generate approximately 10,300 jobs, with a large share of these within the population serving and knowledge-intensive sectors. A decrease in the proportion of knowledge-intensive jobs since 1996 reflects the widespread delivery of residential uses at the expense of job growth across the centre.²⁵

The centre is developed around the train station with the main retail strip anchored by Westfield and Burwood Plaza. The western rail corridor divides the centre. The *Parramatta Road Corridor Urban Transformation Strategy* proposes further development along Burwood Road. Capacity to meet job targets must be protected, accompanied by a diverse mix of uses and a strong night-time economy.

Opportunities exist to provide short-term and hotel accommodation to serve the growing Olympic Park precinct. Creating a high-quality, vibrant public realm and strong transport links to Olympic Park and other commercial centres should accompany this growth.



Burwood	Jobs
2016 estimate	10,300
2036 baseline target	12,000
2036 higher target	14,000

Actions	Responsibility
<p>46. Strengthen Burwood through approaches that:</p> <ul style="list-style-type: none"> a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre b. consider development initiatives that encourage the development of large floorplate mixed-use buildings c. improve connections across the centre, including permeability of the rail line d. expand the function and type of land uses in the centre e. investigate opportunities to improve and diversify night-time economy offerings f. promote place making initiatives to improve the quality of public spaces. 	Burwood Council, other planning authorities and State agencies

Eastgardens-Maroubra Junction

The Eastgardens-Maroubra Junction strategic centre is located approximately nine kilometres south of the Harbour CBD and has a large retail catchment at Westfield Eastgardens and Pacific Square at Maroubra Junction. In 2016, the centre was estimated to generate approximately 6,900 jobs, with the majority of these in the population-serving sector.²⁶

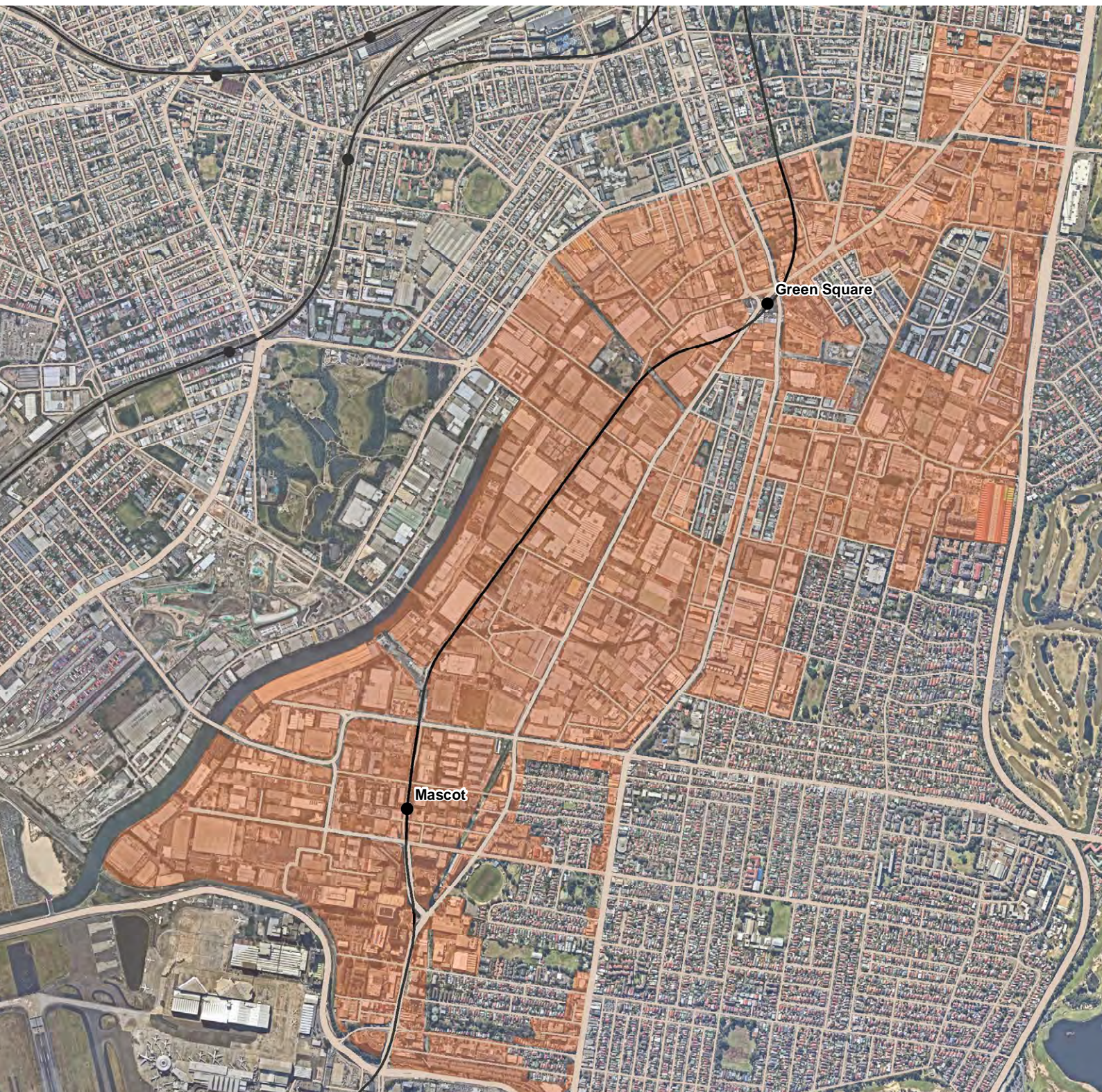
Opportunities exist for Maroubra Junction to support growth and transport infrastructure investment in the south east of the District. Balanced growth of the centre should link the two centres along a corridor of activity, with Maroubra Road providing opportunities to achieve this, and integrate opportunities to accommodate appropriate urban services.



Eastgardens–Maroubra Junction	Jobs
2016 estimate	6,900
2036 baseline target	8,000
2036 higher target	9,000

Actions	Responsibility
<p>47. Strengthen Eastgardens-Maroubra Junction through approaches that:</p> <ul style="list-style-type: none"> a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre b. extend and investigate additional economic activities to connect Eastgardens and Maroubra Junction and complement the existing activities c. leverage future public transport connections in the south east and west of the District d. encourage provision of affordable housing to support the nearby health and education facilities and employment lands e. promote place making initiatives to improve the quality and supply of public spaces, promote walking and cycling connections and integrate with the Green Grid f. improve public transport connections, and walking and cycling between Eastgardens-Maroubra Junction and Randwick. 	<p>Bayside Council, Randwick City Council, other planning authorities and State agencies</p>

Green Square–Mascot





Green Square-Mascot is a significant centre for the District and a supporting centre for the nearby Harbour CBD, Port Botany and Sydney Airport. It is undergoing major urban renewal from a predominantly industrial area to one of increased residential use. The commercial office market has reduced from 400,000 to 200,000 square metres since 2014.²⁷

The centre has low tenant turnover, reflective of affordable rents and access to other major centres.

The centre would benefit from improved links to address growing congestion and to improve access to Sydney Airport and Port Botany and to other employment centres. Mascot requires careful planning to ensure it develops a diverse and vibrant presence and improved access for workers from Mascot Station to Sydney Airport.

The centre's changing role needs to be better defined, especially around Mascot station, and given appropriate policy support to grow and evolve. Supporting social infrastructure at Mascot should accompany this. Administration of the centre falls across the City of Sydney and Bayside local government areas. A coordinated approach to planning across the centre is supported.

Green Square-Mascot	Jobs
2016 estimate	59,500
2036 baseline target	75,000
2036 higher target	80,000



Actions

48. Strengthen Green Square-Mascot through approaches that:
 - a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre
 - b. prioritise and protect surrounding employment and urban services lands and their role in supporting the Harbour CBD, trade gateways and other strategic centres
 - c. continue to address road and public transport network congestion and avoid development that generates high road traffic volumes such as large scale retail
 - d. continue reviews to remove barriers to cultural and creative uses
 - e. provide for safe walking and cycling throughout the centre and from Mascot Station to Sydney Airport
 - f. plan for the provision of social infrastructure within Mascot
 - g. Council of the City of Sydney and Bayside Council work together to strengthen and diversify the centre.

Responsibility

Bayside Council, Council of the City of Sydney, other planning authorities and State agencies

Rhodes

Rhodes has attracted significant new housing and employment and has a strong health care presence. It has a developed office precinct with major tenants including Australand, Nestle and Citibank. As at January 2013, the total floor space of Rhodes was 143,927 square metres²⁸, with commercial office uses concentrated in Rhodes Corporate Park on the western side of Concord Road.

In 2016, the centre was estimated to generate approximately 15,700 jobs. Strengthening its commercial and retail presence, coupled with improved links to GPOP, will be important to its productive future.

The NSW Department of Planning and Environment and City of Canada Bay Council have been working collaboratively on the Rhodes East priority precinct to maintain jobs in the area, and to provide new homes, shops, cafes and foreshore access. Integral to this work is investigation into sustainable utility infrastructure, particularly the delivery of network wire and recycled water dual reticulation, and opportunities for improved mass transit to the precinct.

The Commission will facilitate collaboration between City of Canada Bay, utility providers, Transport for NSW, NSW Department of Planning and Environment and other key institutions and agencies, to develop a long-term sustainability initiative for this area.

Rhodes	Jobs
2016 estimate	15,700
2036 baseline target	22,000
2036 higher target	25,500



Actions	Responsibility
49. Strengthen Rhodes through approaches that: <ul style="list-style-type: none">a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centreb. protect employment generating capacity at Rhodes Business Parkc. improve links to the GPOP aread. enhance links with the Concord Health Precincte. promote place making initiatives to improve the quality of public spacesf. develop opportunities to provide sustainable utility infrastructureg. create a connected walking and cycling network within the precinct, to regional links and where possible along river foreshoresh. plan for growth that is supported by public transport.	City of Canada Bay, other planning authorities and State agencies



Planning Priority E12

Protecting industrial and urban services land

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 23: Industrial and urban services land is planned, protected and managed** and their corresponding strategies.

Greater Sydney's existing industrial, manufacturing, warehousing and distribution industries contribute to its role as Australia's manufacturing capital. Industrial and urban services land supports these activities. They also accommodate freight and logistics services.

Industrial and urban services land in the Eastern City District provides cost competitive and well-located land for industries and services that support businesses in the Harbour CBD, other centres and Greater Sydney's two existing international trade gateways of Port Botany and Sydney Airport.

Urban services include activities such as motor vehicle services, printing, waste management, courier services and concrete batching plants. These activities serve local communities and businesses and require adequate access to industrial land across the District. Demand for this land will increase commensurate with population growth. Good local access to these services also reduces the need to travel to other areas, minimising congestion on the transport system.

Table 4: Eastern City District ten largest industrial and urban services precincts

Precinct	LGA	Undeveloped Land (ha)	Developed Land (ha)	Total (ha)	Total employment	GDP (\$m 2015)	GDP/sqm (developed land)
Banksmeadow	Bayside	12	213	225	5,603	719	351
Port Botany	Randwick	0	204	204	3,955	498	244
South Strathfield /Enfield	Strathfield	18	157	175	4,061	490	319
Alexandria	Sydney	7	146	152	14,790	1846	1,338
Port Botany	Bayside	0	109	109	5,608	688	634
Mascot	Bayside	2	73	75	20,055	2472	3,359
Bays Precinct	Inner West	3	68	71	964	119	174
Marrickville	Inner West	1	66	67	5,615	686	1,048
Botany	Bayside	0	66	66	7,692	995	1,507
Flemington	Strathfield	0	54	54	2,280	318	595

Source: NSW Department of Planning and Environment, *Employment Lands Development Program 2015 Report (ELDP 2015 Report)*, NSW Government, Sydney. Note: Figures are rounded to the nearest whole number

Industrial land supply

The Eastern City District has 1,450 hectares of industrial and urban services land, spread over 58 separate precincts (refer to Figure 23).²⁹ This represents 11 per cent of Greater Sydney's total stock of industrial and urban services land. About three per cent (45 hectares) is undeveloped, and the District has record low vacancy rates of four per cent, indicating strong demand for this land.

This land contributed approximately \$15.4 billion or six per cent to NSW Gross Domestic Product in 2015.³⁰ It also accommodated approximately 123,000 jobs (15 per cent of jobs) in the District.³¹

The largest industrial and urban services precincts in the Eastern City District are listed in Table 4. These precincts are clustered around the trade gateways of Port Botany and Sydney Airport/Mascot, with large tracts at South Strathfield/Enfield and Alexandria. The remaining precincts in the District, while relatively small, account for approximately 32 per cent of the total industrial and urban land and are essential areas for the location of urban services growth.

Outside the Harbour CBD, Mascot, Alexandria and Botany are the most significant employment precincts in the District in terms of job generation.

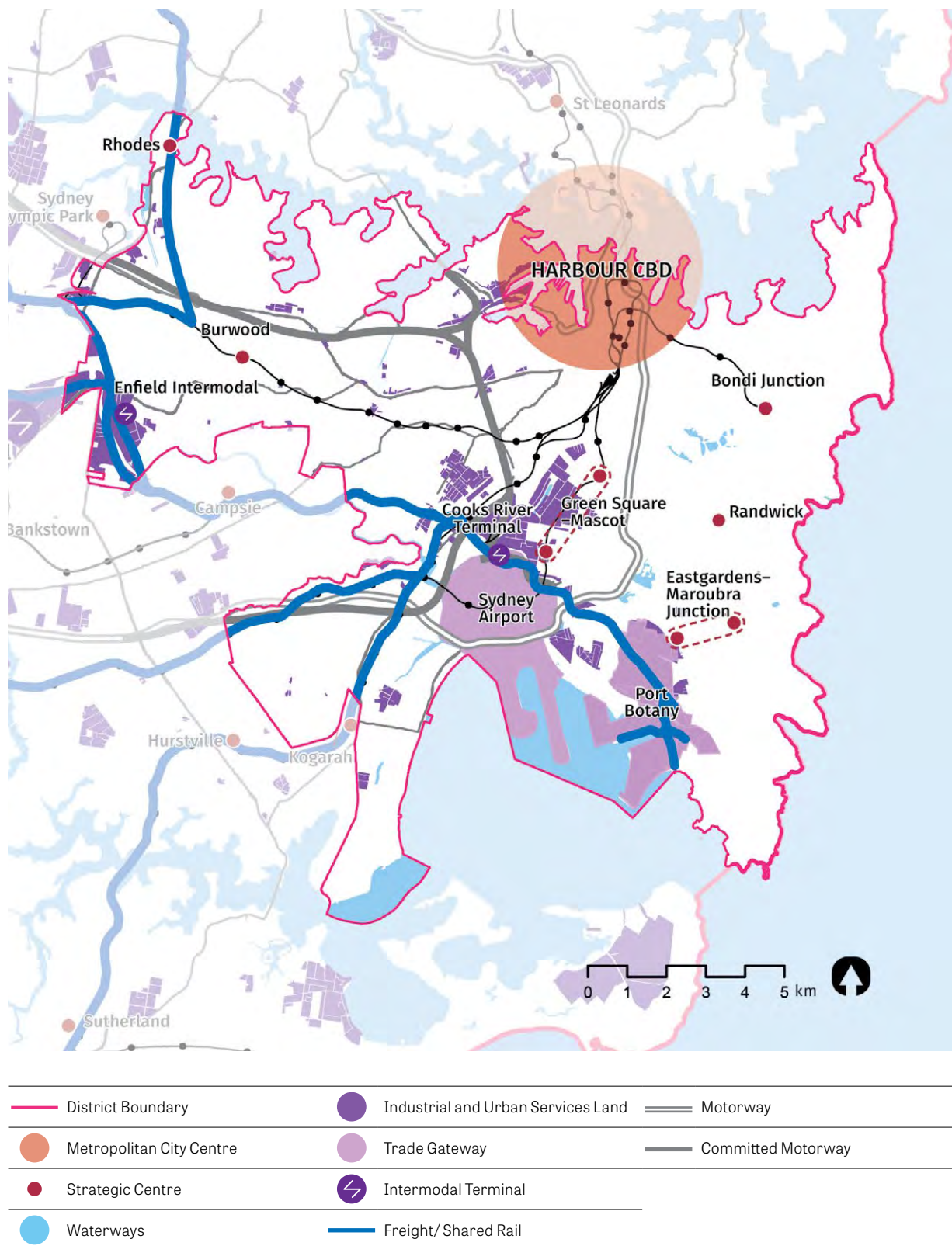
Managing industrial and urban services land

While industrial activity and urban services remain important, the nature of this economic sector is changing, with emerging technologies and new industries with different requirements. Industrial land is evolving from traditional industrial and manufacturing lands, and freight and logistics hubs, into complex employment lands. This trend is consistent with other parts of Greater Sydney, particularly east of Parramatta.

The District is home to one of Australia's busiest container terminals which is forecast to grow from the current annual container volume of 2.4 million to 8 million. It also contains half of Greater Sydney's existing container intermodal facilities, a freight rail network and extensive private lands that support import and export activities. For these logistics industries to thrive, and for Greater Sydney to be a primary choice for national and international logistics businesses, access to sites over two hectares is essential.



Figure 23: Eastern City District industrial and urban services land and freight assets



Small, inner-city industrial precincts have relatively affordable rents and provide high proportions of urban services jobs for local communities. The value of these precincts should not be underestimated.

Industrial and urban services land in the Eastern City District is highly constrained due to the development of residential dwellings and large-scale retail, which are higher-return land uses, and the lack of opportunities for new supply. There is strong competition for space from non-urban services industries that seek proximity to Sydney Airport, Port Botany, the Harbour CBD and health and education precincts. While these businesses must be supported in a service-oriented modern economy, capacity for industrial and essential urban services must continue to be protected.

Therefore existing industrial and urban services land needs to be protected from conversion to residential and mixed use development and must be managed to accommodate businesses supporting the local economy and serving the local population.

Future employment growth across all industries and urban services will require additional floor space, additional land or both. Urban services are often less able to increase their floor space efficiency or locate in multi-storey buildings.

Research prepared for the Greater Sydney Commission has compared urban services provision in Greater Sydney with the ACT benchmark of three square metres of urban services land per person. The research found that in the Eastern City District, the per person amount is below the benchmark in 2016, and the per capita amount is anticipated to reduce further between 2016 and 2036.³²

In the context of retaining industrial and urban services activities, there may be a need, from time to time, to review the list of appropriate activities within any precinct to allow flexibility for new and evolving business practices, new industries and emerging technologies. Any review should take into consideration findings of the industrial, commercial and centres strategies for the local government area and/or district.

 Actions	Responsibility
50. Manage industrial land in the Eastern City District by protecting all industrial zoned land from conversion to residential development, including conversion to mixed use zones.	Councils and other planning authorities
51. Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights.	Councils and other planning authorities

Planning Priority E13

Supporting growth of targeted industry sectors

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 24: Economic sectors targeted for more success** and corresponding strategies.

The draft *Greater Sydney Region Plan* highlights the importance and role of the NSW Government in leading the development and coordination of development strategies to grow and globally position key sectors of the economy.

The NSW Government recognises that these sectors are important in fostering innovation in the development of highly skilled jobs which drive productivity and global competitiveness.

The strategies are being developed in consultation with industry, government partners and other key stakeholders. They build on and leverage existing industry and government activities and plans, and focus on delivering high impact practical initiatives to drive sector growth through industry, academia and government collaboration.

The draft *Greater Sydney Region Plan* outlines the strategies to support industry sectors. They cover the areas of:

- industry skills and capacity building
- investment attraction
- export growth and facilitation
- industry showcasing and promotion
- opportunities through government procurement
- government and industry partnerships.

To support these strategies, Objective 24 of the draft *Greater Sydney Region Plan* emphasises the need to work with internationally competitive trade sectors by considering the barriers to growth, including regulatory barriers.

The sectors of focus for the Eastern City District with most potential to be globally competitive and create additional, resilient jobs are:

- international education
- financial and professional services
- start-ups and digital innovation

- regional headquarters of multinationals
- tourism
- infrastructure and smart cities
- creative industries.

The Eastern City District has established and emerging industry sectors drawn to its competitive advantages of access to a highly skilled workforce, high connectivity and accessibility to local and global markets and labour, and a range of well-developed specialised business services sectors.

Visitor economy

As Australia's prime international gateway, Greater Sydney welcomes 30 million visitors per annum. The tourism industry contributed \$15.4 billion to the economy – 4.7 per cent of Gross Domestic Product – and directly employed 74,300 people in 2014–15.³³ Strong growth in the visitor economy is across all facets including business, leisure and visiting friends and family.

Visitors' experiences are shaped by major attractions and events, by the places and facilities they visit, and by how their needs are met. Promoting links between business and leisure visits provides better experiences and has widespread benefits.

The Eastern City District is one of the world's premier tourism and major events destinations. Approximately 8 million visitors stayed overnight in the District in 2015-2016, 32 per cent of which were international visitors. Visitation to the District grew by 5.3 per cent over this same period and contributed over \$8.6 billion to the District's economy. The District boasts assets such as Sydney Harbour, the eastern beaches, Centennial Park, Sydney Park, Cooks River and Parramatta River; vibrant urban, heritage, creative and night-time activities of Sydney CBD, Darlinghurst/Kings Cross and Newtown; and established cultural

centres of Strathfield and Ashfield. These same elements attract global talent and encourage businesses to invest.

Areas such as Marrickville, Erskineville and surrounding neighbourhoods are emerging as a focal point for boutique breweries, coffee roasters and other artisans, and there is a breadth of unique, small-scale cultural and arts experiences across the District such as the White Rabbit Gallery in Chippendale. These assets have the potential to add a new and unique face to the tourist economy.

Many of the District's well-known attractions can be easily accessed by high-quality transport infrastructure. However, connectivity between these places is not always easy. A multi-dimensional tourist economy relies on connectivity and accessibility. Growth of the District's tourism economy will need to be supported by innovative transport and access solutions.

While the District's tourism economy is mature, it can grow by tapping into the breadth of assets in the District, understanding and better connecting inter-dependencies and building diverse experiences.

Aboriginal heritage is an untapped opportunity for cultural tourism, with La Perouse a major asset to explore. Collaboration with relevant Aboriginal groups and the local Aboriginal land councils will help to identify if or where they wish to share their cultural richness and work towards developing a strategy for this to occur.

Adapting to changing technologies

Rapid technological changes and digital advancements are disrupting established business models and the workplace worldwide. These are dramatically changing the way people and goods move around, providing more efficient transport services. While technological changes can reduce demand for certain types of jobs, they also help to deliver innovation, new knowledge-intensive jobs and business opportunities. Businesses and governments must continually engage with industry, assess regulatory barriers and manage data to update governance and policies to capitalise on changes.

 Actions	Responsibility
52. Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers.	Councils and other planning authorities
53. When preparing plans for tourism and visitation, consider: <ul style="list-style-type: none"> a. encouraging the development of a range of well-designed and located facilities b. enhancing the amenity, vibrancy and safety of centres, places and precincts c. supporting the development of places for artistic and cultural activities d. improving public facilities and access e. protecting heritage and biodiversity to enhance cultural and eco-tourism f. supporting appropriate growth of the night-time economy g. developing industry skills critical to growing the visitor economy. 	Councils and other planning authorities
54. Provide a regulatory environment which enables economic opportunities created by changing technologies.	Councils, other planning authorities and State agencies
55. Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions.	Councils and other planning authorities
56. Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated approach to tourism activities, events and accommodation.	Councils, other planning authorities and State agencies

5

Sustainability

Improving sustainability will involve: incorporating natural landscape features into the urban environment; protecting and managing natural systems; cooling the urban environment; innovative and efficient use and re-use of energy, water and waste resources; and building the resilience of communities to natural and urban hazards, shocks and stresses.

All aspects of sustainability rely on maintaining and managing green infrastructure. Green infrastructure is the network of green spaces, natural systems and semi-natural systems that support sustainable communities. It has four connected elements: waterways; urban bushland; urban tree canopy and green ground cover; parks and open spaces.

The Eastern City District is known globally for its natural beauty and the quality of its environment. It has an abundance of scenic landscapes, with its coastline and waterways, as well as distinct parklands. Sydney Harbour is one of the most highly valued scenic landscapes in Australia. The natural amenity of the Parramatta and Cooks rivers and Botany Bay also enhance the District.

An active, vibrant and growing District will create additional pressure on the District's green infrastructure. The parks and gardens – even the pocket green spaces, remnant bushland and tree-lined streets – attract and sustain the talent required for Greater Sydney to thrive as a global city. Optimising and protecting existing assets will be essential in ensuring the ongoing health and sustainability of the District.

The quality of, and connections to, waterways and open space will become increasingly important, as will updating old and constrained energy and water infrastructure, cool, green links throughout the District.

The Greater Sydney Green Grid will provide – the regional network of high quality green spaces that supports walking, cycling and community access to open spaces – and with urban tree canopy lining streets and neighbourhoods. The planning and design of new communities create opportunities to enhance the District's urban tree canopy.

Its climate and natural landscape can create natural hazards such as heatwaves, flooding, storms and coastal erosion and inundation. Natural and urban hazards will be exacerbated by climate change. Supporting actions that mitigate climate change and actions that assist communities to adapt to climate change will be important.

As the Eastern City District grows, the management of waste will present both an environmental challenge and an economic opportunity. New approaches to how waste materials and resources are reused within a circular economy will help reduce impacts on the environment.



For the Eastern City District an integrated approach to improving sustainability can be achieved in the following Planning Priorities:

- Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways.
- Protecting and enhancing bushland and biodiversity.
- Protecting and enhancing scenic and cultural landscapes.
- Increasing urban tree canopy cover and delivering Green Grid connections.
- Delivering high quality open space.
- Reducing carbon emissions and managing energy, water and waste efficiently.
- Adapting to the impacts of urban and natural hazards and climate change.

Green Infrastructure and Greener Places

Green infrastructure is fundamental to creating a high quality of life and is important in creating a region that is climate resilient and adaptable to future needs. The Government Architect NSW is working on a Green Infrastructure framework to guide the delivery of green infrastructure across NSW through planning, designing and managing green infrastructure as an interconnected network.

The Green Infrastructure framework will have three key components:

- **Bushland and Waterways** – delivering green infrastructure for habitat and ecological health
- **The Urban Tree Canopy** – delivering green infrastructure for climate change adaptation and resilience
- **Parks and Open Space** – delivering green infrastructure for people.

Planning Priority E14

Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 25: The coast and waterways are protected and healthier** and corresponding strategies.

The Eastern City District's coast and waterways shape its landscape and character. They are natural assets, cultural resources and recreational destinations. As the District grows, greater housing density around waterways, and more people looking to use waterways for recreation, will mean that these assets will need to be carefully managed so they continue to support a wide range of activities.

The waterways and rivers of the Eastern City District are part of an overall natural system and contribute to the 'green infrastructure' that cools and greens the District. The District's waterways support coastal, marine and groundwater dependant ecosystems, which benefit from continuing protection and management. They support threatened ecological communities and accommodate the disposal of stormwater and wastewater. The District's catchments and waterways are shown on Figure 24.

The District's waterways support significant biodiversity, and include Sydney Harbour, Parramatta River, Botany Bay, the Cooks River, a small section of the Georges River estuary, and two nationally important wetlands: the Lachlan Swamps/Botany Wetlands corridor which runs from Centennial Park to Botany Bay, and the Rockdale Wetlands corridor which includes important open space. The Bronte-Coogee and Cape Banks aquatic reserves provide protection for fish, aquatic animals and marine vegetation. Land use planning controls play an important role in protecting environmentally sensitive coastlines, waterways and foreshores, and the health of catchments above these waterways.

Many of the District's creeks have been channelised and hard-edged with concrete – such as Hawthorne and Dobroyd canals – and the city's first water-supply stream, the Tank Stream, is now completely channelised and enclosed. Seawalls have also reduced the habitat available for aquatic species.

The Cooks River runs through some of the most urbanised suburbs in Australia. Many parts of the river and its foreshores offer beautiful riverside walkways and cycle paths, wonderful parks and facilities and habitat for native plants and animals.

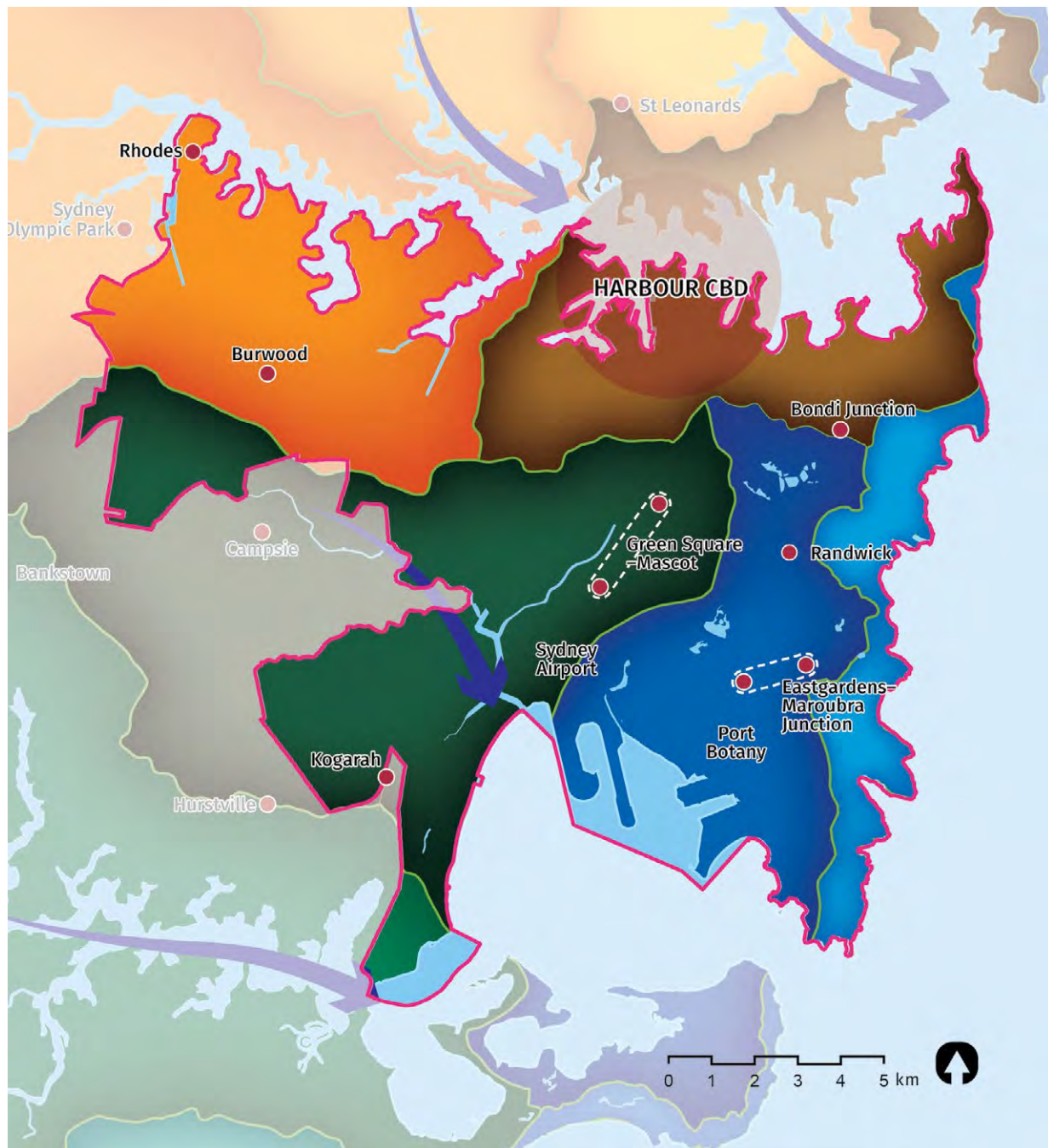
The Eastern Districts waterways play an integral role in creating a sense of place, providing recreational opportunities, and supporting economic and cultural activities. Sydney Harbour is an internationally celebrated tourism destination and continues to be a working harbour. The District's famous beaches, including Bondi and Coogee, also attract visitors and support a great lifestyle for residents.

A legacy of historical land uses, contaminated land, aged infrastructure and the pattern of urban development have impacted some of the District's waterways, including Alexandria Canal, Botany Bay, the Botany Bay Sand Bed Aquifer and Parramatta River and harbour sediments. Other waterways are in better health, provide habitat, are accessible and are popular settings for swimming.

Urban development, the clearing of vegetation and more impermeable surfaces have resulted in elevated run-off, reduced water quality and loss of habitat. Urban stormwater carries litter and contaminants into the District's waterways. The District's waterways often flow through more than one local government area and are managed by a number of agencies and stakeholders, so water quality and waterway health is best managed at a catchment and sub-catchment level.

Growth and new investment provide an opportunity to improve the necessary health and quality of the District's waterways, foreshores and riparian corridors, through improving public access to, and along, the foreshores; providing connected green space around the foreshores; conserving cultural

Figure 24: Eastern City District catchments and waterways



District Boundary	Georges River Basin	Botany Bay Basin
Metropolitan City Centre	Cooks River Basin	Coastal Catchment
Strategic Centre	Parramatta River Basin	Waterway
River Flow Direction	Port Jackson Basin	

heritage; protecting flora and fauna, and urban bushland; and recovering and reinstating more natural conditions in highly modified waterways.

Enhancing community access to the coast and waterways within the District and, in particular, the foreshores of Sydney Harbour should be prioritised. This includes access for pedestrians as well as boats and other watercraft. The delivery of the Greater Sydney Green Grid will enhance connections to Sydney Harbour, the Parramatta River and the coastline from Botany Bay to Watsons Bay. Further information on delivering the Green Grid is outlined in Planning Priority E17.

Protecting and improving the environmental health of the District's waterways safeguards the health of the coast and ocean.

There is legislation, as well as policies and plans, already in place to improve the health of waterways and to manage water resources. For example, the *Coastal Management Act 2016* integrates coastal management and land use planning, and the *Fisheries Management Act 1994* protects aquatic biodiversity. NSW Government agencies and councils also manage the health of waterways through planning and development decisions, environmental programs and through the management of public land.

The *Metropolitan Water Plan 2017* is the NSW Government's plan to ensure there is sufficient water to meet the needs of the people and environment of the Greater Sydney region, now and for the future. It established the WaterSmart Cities program, which will explore new ways to supply drinking water, and manage stormwater and wastewater in a more integrated, cost-effective and sustainable way.

The Marine Estate Management Authority is preparing a Marine Estate Management Strategy which will support a clean healthy and productive marine environment.

Local land-use planning controls also protect environmentally sensitive coastlines, waterways and foreshores, and the health of catchments above these waterways. Protecting and improving the environmental health of the District's waterways

safeguards the health of the coast and ocean.

An integrated approach to the protection and management of waterways will also rely on more comprehensive approaches to the monitoring and reporting of water quality and waterway health. Councils monitor water quality and waterway health, implement sustainable urban water management approaches and encourage water sensitive urban design.

The draft District Plan aims to integrate the objectives for waterways that are set out in legislation, policies and plans, by prioritising the management of waterways as green infrastructure. This involves:

- reconceptualising waterways as an infrastructure asset that can provide environmental, social and economic benefits to communities
- integrating approaches to protecting environmentally sensitive waterways within a larger network of green infrastructure
- addressing the cumulative impacts of development and land management decisions across catchments in a way that improves water quality and waterway health.

Collaboration and coordination across levels of government and with the community is needed to deliver the green space, urban cooling and integrated water management outcomes needed to support the Eastern City District.

Future work will apply the lessons from previous management of the District's rivers, notably the Parramatta River Catchment Group which facilitates a coordinated approach to the management of the Parramatta River.

Bore water usage needs consideration of how it impacts on aquifers and groundwater dependant ecosystems and how it supports efficient use of water resources.

Catchment-scale management and coordination can:

- solve multiple problems – for example, catchment condition and water scarcity, or addressing water quality impacts on aquifers, estuaries and the marine estate
- set objectives for the District's waterways and enable them to be achieved in innovative and cost-effective ways



- enable both public and private benefits to be achieved – for example, stormwater from private land could provide a benefit to public management of green space and urban waterways.

Strategic planning needs to manage the cumulative impact of activities and associated infrastructure such as moorings, marinas and boat launching facilities while ensuring public access to the waterways and opportunities for swimming, and small boat and kayak launching from publicly-owned land.

Sydney Harbour

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 Harbour and its tributaries also act as a major transport corridor, flora and fauna habitat and recreation area. It is a significant natural scenic feature with its many tributaries, estuaries, beaches and bays providing abundant biodiversity. There is also a rich Aboriginal and European heritage associated with the Harbour.

Public access to Sydney Harbour and its foreshore is important for water-based activities, especially where adjacent to public open space. To ensure

access to Sydney Harbour foreshores should be maintained and increased wherever possible.

Sydney Harbour makes a significant contribution to tourism and provides a place for major cultural events, including New Year's Eve, Vivid and Australia Day celebrations. It is also a working waterway, with defence and military operations, recreational watercraft industries, ferries and water taxis and cruise ships. Conflict between recreational, residential and industry uses require thought leadership and a collaborative approach to resolve.

Sydney Region Environmental Plan (Sydney Harbour Catchment) 2005 (SREP) is the principal management framework for the Harbour. The SREP aims to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected and maintained as nationally significant natural and public assets for existing and future generations.

The NSW Government is currently reviewing planning controls for Sydney Harbour. Updated planning controls and ongoing coordinated management of Sydney Harbour by the NSW Government, councils and other stakeholders will enhance its environmental qualities and support ongoing tourism, economic, recreation, heritage and cultural values.

Parramatta River

Parramatta River is central to Greater Sydney's Aboriginal and colonial history and the development of modern Sydney. Its foreshore is the focal point for an enhanced network of open spaces, walkways and cycleways.


In the past, Parramatta River and its tributaries have suffered from degradation and contamination. There have been gradual improvements to water quality in recent decades, although further investment and a catchment-wide approach would provide further benefits.

The NSW Government is working with councils and the community to develop the Parramatta River Masterplan, a blueprint for making selected sites along the Parramatta River swimmable. Four sites, including Dawn Fraser Pool, Chiswick Baths and Cabarita Beach are already open for swimming and a number of potential swimming sites have been identified for further investigation. The Masterplan adopts the Office of Environment and Heritage and the Environment Protection Authority's risk-based decision framework. Proactive management and improvements to wastewater and stormwater systems, including state-of-the-art water quality analysis and modelling, will provide the foundation of a healthy river.

Making more sites along the Parramatta River swimmable will require improvements to the water quality and waterway health in the upstream catchment. This will take time to implement. Measures which slow the flow of stormwater into waterways and create bio-retention systems along streets, where water can be filtered and soak into the soil, will help make the river swimmable.

Useful links:

- Parramatta River Catchment Group Strategic Plan 2016–2018
- Making the Parramatta River swimmable again
- Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions (2017)

 Actions	Responsibility
57. Protect environmentally sensitive coastal areas and waterways.	Councils, other planning authorities, State agencies and State-owned corporations
58. Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.	Councils, other planning authorities, State agencies and State-owned corporations
59. Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impact of development including coordinated monitoring of outcomes.	Councils, other planning authorities, State agencies and State-owned corporations
60. Reinstate more natural conditions in highly modified urban waterways.	Councils, other planning authorities, State agencies and State-owned corporations

Planning Priority E15

Protecting and enhancing bushland and biodiversity

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced** and the corresponding strategy.

Objective 27 in the draft *Greater Sydney Region Plan* outlines how the NSW Government seeks to protect and manage biodiversity values across Greater Sydney, from national and state biodiversity conservation legislation to information such as biodiversity mapping. This Planning Priority reinforces the importance of Objective 27 and provides a context to District issues.

Bushland areas and remnant vegetation support the District's significant biodiversity, provide habitat, help cool the environment and support cleaner waterways and air.

The Eastern City District retains parcels of remnant bushland – making up 1.3 per cent of the District's area.³⁴ Larger portions of urban bushland are found at South Head, Malabar and Wolli Creek, and provide rare opportunities to experience and interpret the original landscape of the District and for local communities to enjoy bushland in an urban setting.

Many areas of urban bushland are on public land managed as green infrastructure by councils, while some is privately owned land, such as golf courses.

Urban bushland, close to some of the District's most densely populated areas, supports opportunities for nature-based recreation and enhance liveability. Areas of bushland at the edges of urban neighbourhoods need to be managed and enhanced to reduce impacts from urban areas, such as pollution and nutrients from stormwater, weeds and litter.

For the Eastern City District, conservation planning will focus on opportunities to protect and enhance areas of endangered and critically endangered ecological communities.

A strategic approach to protecting the biodiversity in the Eastern City District involves investing in connected bushland corridors and protecting larger pockets of remnant vegetation, as large and connected areas of bushland give the District's wildlife the greatest chance of survival. This approach complements the delivery of the Greater Sydney Green Grid.

Strengthening the protection of bushland in urban areas will help preserve the District's scenic landscape and enhance its tourist and recreational values. Remnant vegetation should be recognised as an asset that can be incorporated into the planning and design of neighbourhoods, for example in parks, school grounds and as street trees.

The *Biodiversity Conservation Act 2016* provides a framework and tools to avoid, minimise and offset impacts on biodiversity through the planning and development assessment process.

Useful links:

- Cumberland Subregion Biodiversity Investment Opportunities Map (BIO Map)



Actions

61. Protect and enhance biodiversity by:
 - a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors
 - b. managing urban bushland and remnant vegetation as green infrastructure.

Responsibility

Councils, other planning authorities and State agencies

Planning Priority E16

Protecting and enhancing scenic and cultural landscapes

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 28: Scenic and cultural landscapes are protected** and their corresponding strategies.

The scenic and cultural landscapes of the Eastern City District contribute to the identity and international profile of Greater Sydney. Scenic and cultural landscapes encourage an appreciation of the natural environment, protect heritage and culture, and create economic opportunities, particularly for recreation and tourism. Aboriginal culture is deeply entwined in the landscapes of Greater Sydney.

Scenic and cultural landscapes can complement green infrastructure, particularly where scenic landscapes include waterways and urban bushland. Scenic and cultural landscapes can often be prone to natural hazards, for example escarpments can be prone to land slip and erosion.

One of the District’s key assets is its stunning Harbour and coastline. The District’s urban landscapes sit within this natural setting and contribute to the diversity of the District’s scenic value. The unique built form of locations such as the Sydney Opera House, the Rocks and Sydney Harbour Bridge further add to this setting.

Opportunities to enhance views of Sydney Harbour come with renewal projects such as The Bays Precinct. Renewal in the eastern urban parts of the District can also protect and maintain views to the coastline, harbours and waterways from public

spaces. Opportunities to establish or maintain access to Harbour foreshores and coastline can also be created through urban renewal.

Local neighbourhoods and centres, dense commercial and retail centres, open spaces and industrial precincts each have their own distinct character and add to the patchwork of the built environment of the District.

The Sydney City skyline (including the Sydney Opera House and the Sydney Harbour Bridge) is an iconic urban landscape and can be viewed from many areas of Greater Sydney. Local centres and neighbourhoods present varied and valuable local character. The planning and design of neighbourhoods across the District, particularly areas experiencing renewal, will need to consider ways to protect and enhance important cultural landscapes.

Continued protection of the Eastern City District’s scenic and cultural landscapes is important for the sustainability, liveability and productivity of the District. It can complement the protection of biodiversity and habitat, help manage natural hazards and support tourism. Protecting scenic and cultural landscapes can also help preserve links to Aboriginal cultural heritage.

 Actions	Responsibility
62. Identify and protect scenic and cultural landscapes.	Councils, other planning authorities and State agencies
63. Enhance and protect views of scenic and cultural landscapes from the public realm.	Councils, other planning authorities and State agencies

Planning Priority E17

Increasing urban tree canopy cover and delivering Green Grid connections

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 30: Urban tree canopy cover is increased** and **Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths** and the corresponding strategies and action.

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

Tree-lined streets, urban bushland and tree cover on private land form the urban tree canopy. The urban tree canopy is a form of green infrastructure that mitigates the urban heat island effect, with a 10 per cent increase in tree canopy cover reducing the land surface temperature by 1.13 degrees Celsius.³⁵ The urban tree canopy also supports cleaner air quality and water and provides local habitat. Trees remove fine particles from the air and help insulate against urban noise pollution. This is particularly important along busy road corridors where air quality can be improved. The urban tree canopy can also help make communities more resilient, by reducing the impact of heatwaves and extreme heat.

The urban tree canopy

As one of the most urbanised Districts in Greater Sydney, some suburbs have high proportions of hard surface areas and correspondingly low levels of tree canopy cover. Suburbs such as Botany Bay, Randwick, Marrickville, Ashfield through to Strathfield have low tree canopy cover. Botany Bay, for example, has only 12.1 per cent tree cover, compared to North Sydney (28.6 per cent) and Pittwater (59 per cent).³⁶ By contrast, other established neighbourhoods have streets lined with mature trees that add to the character and appeal of the District's landscape. Figure 29 shows tree canopy cover in the urban area in 2011.

Sustaining boulevards of trees along the District's busiest roads (such as Oxford Street, King Street,

South Dowling Street, Princes Highway, Cleveland Street, Hume Highway, Marrickville Road, Parramatta Road and Canterbury Road) is an important step towards improving amenity and air quality, and cooling the Eastern City District. Along many busy roads, where there is limited space to plant new trees, there may be opportunities to plant other forms of green ground cover, such as garden beds and hedges, that can help improve air quality.

Trees are valued by residents, and contribute to the streetscape, character and amenity of the District. As the District continues to grow and change, the urban tree canopy will come under pressure. This means that the urban tree canopy will become even more important for supporting sustainable and liveable neighbourhoods.

The tree canopy may be formed by a mix of native and exotic, deciduous or evergreen trees, which provides shade in summer while allowing sunlight into homes and onto roofs for solar power, particularly in winter.

The relatively small proportion of landscaped area compared to built area on privately owned land, and constrained public streets and spaces, limit opportunities for widespread tree planting and green infrastructure, especially large trees with shade-giving tree canopy.

Therefore urban renewal and transformation projects will be critical to increasing urban tree canopy cover. This can be complemented by other green cover, including rain gardens, green roofs and green walls. Green cover can help slow and store stormwater and improve water quality, filtering pollution before it reaches the District's waterways.

Extending the urban tree canopy in public and private areas requires the resolution of issues such as the design of road space, competition with above and

below ground infrastructure and the need to protect access to sunlight for homes and solar energy panels.

The District’s councils generally provide guidance on enhancing tree canopy and tree cover in the urban environment, and information on street trees. Some encourage permeable surfaces to allow rainwater to soak into the ground and reduce stormwater run-off, which supports the growth of canopy trees and vegetation, and reduces pollution, flooding and urban heat. Where trees are lost as a result of development, some councils, such as Randwick, have developed programs to plant replacement trees in the public realm.

The NSW Department of Planning and Environment’s *Apartment Design Guide* helps guide the requirements for landscape areas that can support the urban tree canopy.

Connecting the Greater Sydney Green Grid

Enhancing the amenity and activity within, and accessibility to, the Greater Sydney Green Grid will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve resilience.

The draft *Greater Sydney Region Plan* describes how the Greater Sydney Green Grid sets a long-term vision for a network of high quality green areas. The long-term vision for the Greater Sydney Green Grid in the Eastern City District is shown on Figure 25. This vision will be delivered incrementally over decades, as opportunities arise and detailed plans for connections are refined. Green Grid Priority Projects have been selected to provide district-scale connections that link open space, waterways and bushland. Table 5 lists Green Grid Priority Projects for the District.

The Great Coastal Walk, the Federation Track (linking Circular Quay with Centennial Parklands

and the Cooks River Corridor), Wolli Creek Regional Park and the Iron Cove Bay Run form part of the Greater Sydney Green Grid. Green Grid improvements would benefit the densely populated neighbourhoods of Burwood, Summer Hill, Marrickville and Leichhardt by linking these to the Harbour and Parramatta River, Cooks River and other open space corridors.

Councils will lead delivery of the Greater Sydney Green Grid through land use planning and infrastructure investment mechanisms such as development and land use controls, agreements for dual use of open space and recreational facilities, direct investment in open space, and other funding mechanisms such as Section 94 Contributions and Voluntary Planning Agreements.

State regional and district parklands and reserves form a principle element of the Greater Sydney Green Grid for both biodiversity and recreation purposes.

The NSW Government supports the delivery of regional open space and Green Grid connections through The Metropolitan Greenspace Program. The NSW Government also supports delivery of regional open space using Special Infrastructure Contributions.

Transport for NSW is establishing a Principal Bicycle Network in collaboration with councils. This network will be integrated with the Green Grid.

In some areas, rail lines and other linear infrastructure prevent connectivity. Where feasible, planning and investment must consider opportunities for connections across rail lines, roads and other linear infrastructure.

Useful links:

- NSW Urban Green Cover Technical Guidelines


 Actions	Responsibility
64. Expand urban tree canopy in the public realm.	Councils, other planning authorities and State agencies
65. Progressively refine the detailed design and delivery of: <div><div>a. Greater Sydney Green Grid priority opportunities</div><div>b. connections that form the long-term vision of the network.</div></div>	Councils, other planning authorities and State agencies



Table 5: Metropolitan Greenspace program and Green Grid priority projects

Priority Projects:

Greenway – central missing links, access, activation and landscape master plan

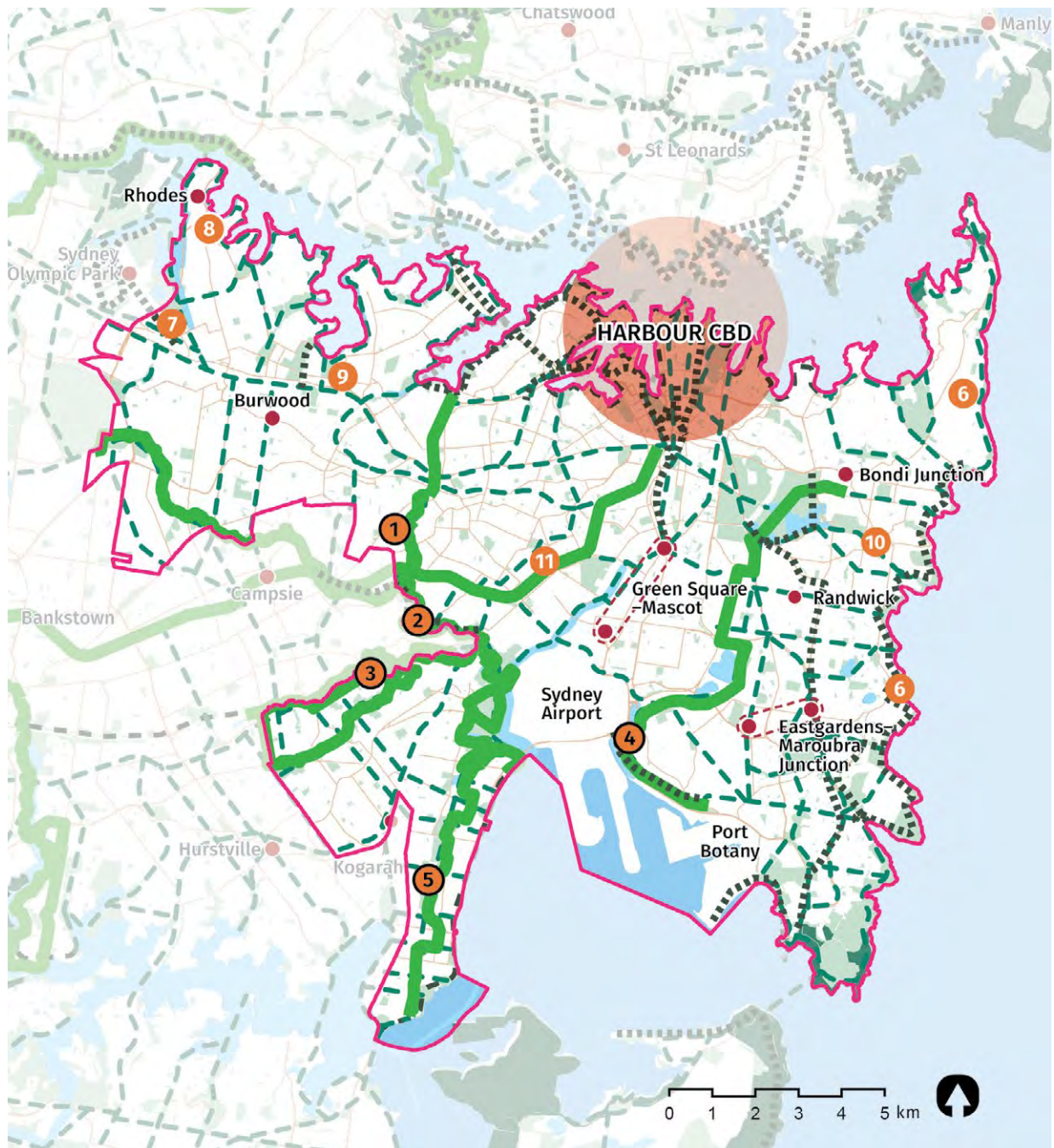
Funding to develop a master plan for missing links in the Greenway program, unlocking one hectare of currently inaccessible open space and enabling access to a further one hectare of open space.

- 1 **The Iron Cove Greenway and the Hawthorne Canal**
Creating a sequence of connected open spaces that follow the Hawthorne Canal and the Light Rail Corridor from Leichhardt North to Dulwich Hill light rail stations which provide 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 space 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 Eastern City and South Districts.
- 3 **Wolli Creek Regional Park and Bardwell Valley Parklands**
Straddles the boundary of the South and Eastern City 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 Eastern City 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 Eastern City 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, Moore Park, Oxford Street and the Harbour CBD.
- 11 **Bankstown to Sydenham Open Space corridor**
This project will transform surplus rail easement land and wide local streets that run parallel to the rail line into an active walking, cycling and open space corridor connecting the Cooks River, Wolli Creek Regional Park, The Greenway and Salt Pan Creek open space corridor, as well as the wider open space network.

Figure 25: Eastern City Green Grid opportunities



— District Boundary	- - - - Existing Tracks and Trails	● Public Open Space
● Metropolitan City Centre	— Green Grid Priority Corridor	● Waterways
● Strategic Centre	- - - - Future Green Grid Opportunities	
1 Priority Corridors	— Road	
1 Projects Important to District	● National Parks and Reserves	

Planning Priority E18

Delivering high quality open space

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 31: Public open space is accessible, protected and enhanced** and the corresponding strategy and action.

Public open space is a form of green infrastructure that enhances the character of the Eastern City District's neighbourhoods, supports healthy and active lifestyles and brings communities together. As the District grows, providing open space areas for recreation, sport and social activity, as well as establishing physical links that support social networks and create a sense of community, will become increasingly important.

The key considerations for planning open space within the Eastern City District are quality, quantity and distribution. There will be relatively few opportunities to increase the quantity of public open space, and therefore greater emphasis will be needed on improving the quality and distribution of open space, including sporting facilities.

Councils have been investigating solutions for the shortfall in active open space, including making better use of existing sportsgrounds, converting existing open space into sports fields, and partnering with schools to share spaces outside school hours.

People in urban neighbourhoods should be able to walk to local open space. In high density neighbourhoods, public open space is used like a shared backyard, providing a green communal living space. Open space in high density neighbourhoods needs to be durable, multi-purpose and accessible to a wide variety of users. High density neighbourhoods also need to have high quality open space within close proximity.

In local and strategic centres, Priority Precincts and Priority Growth Areas, local open space is important to provide places for people to relax, meet and socialise. It provides for tree and vegetation planting in the centre. Place-based planning can identify opportunities to improve the quality, management and use of existing open space, and opportunities to provide new open space.

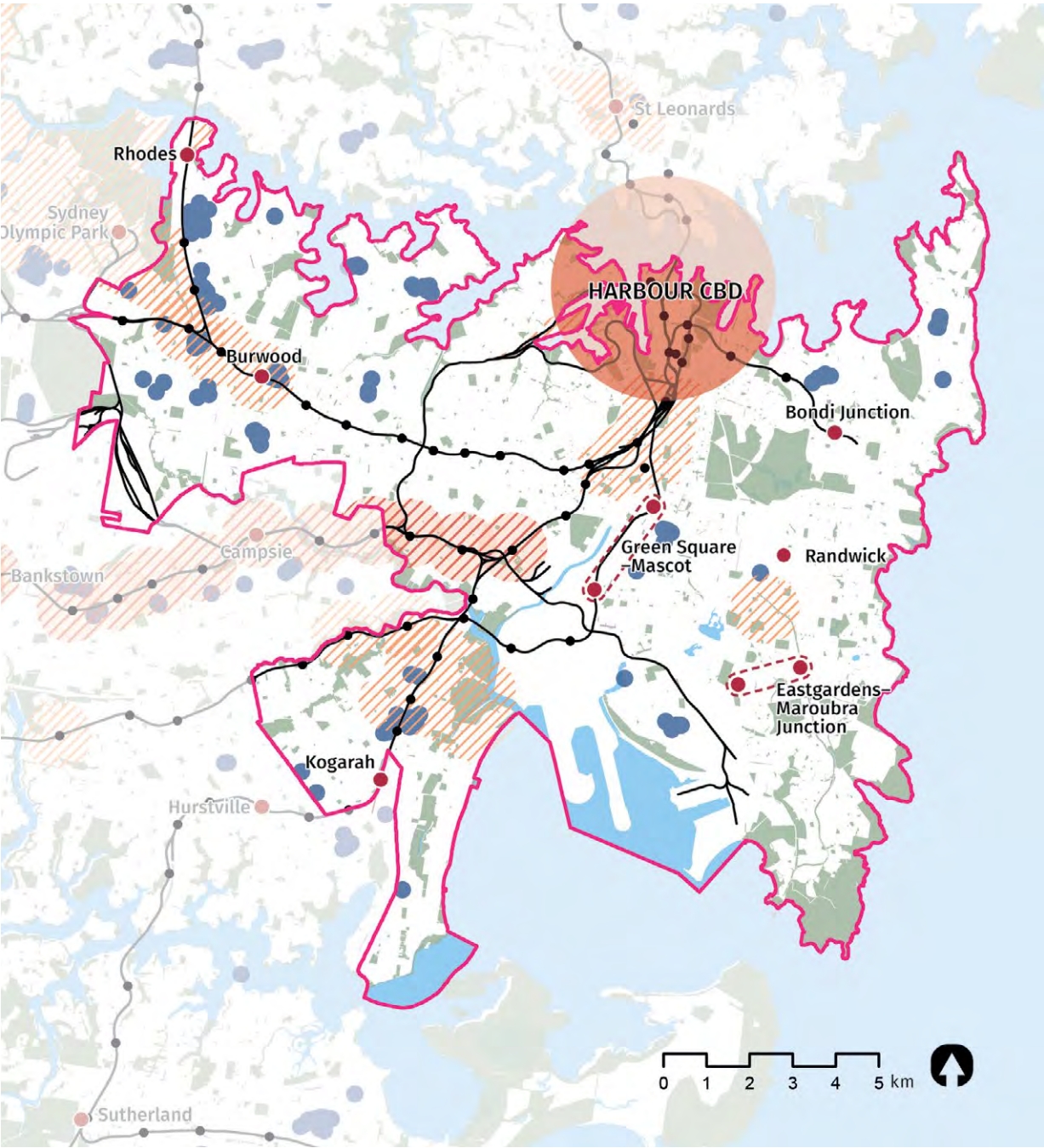
The Eastern City District's network of open spaces includes unique and iconic landscapes, harbour, beaches, wetlands, coastal walks, waterfront promenades, rivers, parks and playgrounds. Combined, they provide opportunities for healthy lifestyles and create significant economic benefit.









The largest areas of open space in the District are around La Perouse and Malabar, Centennial Park and Moore Park, and the Royal Botanic Gardens and Domain. Other highly valued open spaces include the Bondi to Coogee Beach coastal walk, the Botany wetlands and the long corridor of open space and cycle paths along the foreshore of Botany Bay and the Cooks River. Almost 98 per cent of the District's residents live within 400 metres of open space (refer to Figure 26).³⁷

The District's major sports and recreation facilities include Randwick Racecourse, the Sydney Cricket Ground and Sydney Stadium, Leichhardt Oval and Concord Oval and large golf courses, especially in the eastern and south-eastern neighbourhoods and in the local government areas of Canada Bay, Strathfield and Burwood.

Active open space is in high demand across the District, with limited opportunity to provide additional capacity alongside growth. Utilisation rates are high, with some sporting clubs unable to access fields as needed and providers such as local councils, finding it difficult to fund upkeep and maintenance. A trend towards indoor sports, and sports requiring less space such as futsal, is beginning to appear.

Figure 26: Eastern City District access to open space



	District Boundary		Infill Priority Precinct / Urban Renewal Corridor		Residential Areas > 400m to open space
	Metropolitan City Centre		Transit Oriented Development		Open Space
	Strategic Centre		Railway		

Links to and between open space assets tend to favour major scenic areas. In the east, links along the coastline, and to a lesser extent along the Harbour, are well established. In the west, links east-west along the Parramatta River have progressively been improved, as have those along the Cooks River and Botany Bay foreshores. Connections from the residential areas to these and other major assets would boost access to valuable open space resources.

Delivery connectivity of walking and cycling trails is an important objective to maximise their utility.


The District's Greater Sydney Green Grid projects will improve regional-scale open spaces and walking and cycling links.

The future of some larger spaces used for activities such as golf may be uncertain due to declining membership and attendance figures. Any land or facilities in public ownership should be retained as open space and transition to shared open space and facilities, including for organised sports. For land in private ownership, there may be opportunities for part of the land to be repurposed or set aside for open or shared spaces.

The District's golf courses may offer an opportunity to contribute to additional open space. Consolidating existing courses to support international grade facilities, while delivering additional public open space for active sport and recreation, walking and cycling will require further investigation and effective collaboration. Protecting waterways and biodiversity on consolidated and repurposed golf courses is also important.

Other opportunities to create greater recreational capacity across the District include non-traditional methods such as rooftop gardens and recreational areas; shared use of open spaces currently inaccessible due to private use or being enclosed and innovative approaches to planning for and using small/pocket parks.

The Government Architect's Office is developing an open space toolkit, a resource for councils to use for open space planning.

 Actions	Responsibility
<p>66. Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ul style="list-style-type: none"> a. investigating opportunities to expand a network of diverse, accessible, high quality open space that responds to the needs and values of communities as populations grow b. investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas are within 200 metres of open space c. requiring large urban renewal initiatives to demonstrate how access to high quality and diverse local open space is maintained or improved d. planning new neighbourhoods with a sufficient quantity of new open space e. delivering shared and co-located sports and recreational facilities, including shared school grounds and repurposed golf courses f. delivering on, or complementing, the Greater Sydney Green Grid. 	<p>Councils, other planning authorities, State agencies and State-owned corporations</p>

Planning Priority E19

Reducing carbon emissions and managing energy, water and waste efficiently

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change; Objective 34: Energy and water flows are captured, used and re-used; and Objective 35: More waste is re-used and recycled to support the development of a circular economy and the corresponding strategies.**

The significant growth and development plan for the Eastern City District will mean that demand for energy and water and the generation of waste will increase. Without new approaches to the use of energy and water and management of waste, greenhouse gas emissions are likely to increase.

The District has an opportunity to include precinct-wide energy, water and waste efficiency systems for urban renewal, industrial and urban services land, centres and Collaboration Areas. Adopting a place-based approach is necessary to achieve the best sustainability outcomes, including renewing and replacing inefficient infrastructure and organising utilities, car parking, amenities, open space, urban green cover and public spaces.

Better design of precinct-wide energy, water and waste systems will encourage a circular economy that improves efficiency. A circular economy means designing waste out of the system. For example, a food manufacturing plant could send waste to an adjacent organic waste-to-energy facility.

A low-carbon District

More efficient use of energy and water in the District will reduce impacts on the environment and the District's greenhouse gas emissions.

The Commission has been seeking to better understand greenhouse gas emissions for each District across Greater Sydney and will continue to explore opportunities for planning initiatives to support the NSW Government's goal of achieving a pathway towards net-zero emissions by 2050.

Potential pathways towards net-zero emissions in the District include:

- new public transport infrastructure, electric vehicles and autonomous vehicles to connect residents to their nearest strategic centre or metropolitan centre within 30 minutes
- new building standards and retrofits to design energy, water and waste systems to operate as efficiently as possible (for residential and non-residential buildings)
- building and precinct-scale renewables
- waste diversion from landfill.

How Greater Sydney's urban structure and built form develops in future can support NSW's transition towards net-zero emissions. More closely integrating land use with transport planning will help slow emissions growth by locating new homes near public transport and high-quality walkways and cycle paths.

Building on existing public transport connections with electric vehicle transport hubs, shared autonomous vehicles and other innovative transport technologies can further reduce greenhouse emissions, and reduce levels of noise and air pollution. Emerging transport technologies will reduce the need for parking spaces and help reduce congestion.

Designing high efficiency buildings and incorporating renewables will reduce emissions and reduce costs. This means improving the energy and water efficiency of buildings, and reducing waste in urban renewal projects and infrastructure projects.

Recycling local water and harvesting stormwater creates opportunities for greening public open spaces including parks, ovals and school playgrounds. Recycling water diversifies the sources of water to meet demands for drinking, irrigating open spaces, keeping waterways clean and contributing to Greater Sydney's water quality objectives.

The Eastern City District is leading the way in sustainability and energy efficiency innovation by mainstreaming highly energy-efficient buildings, encouraging building renovations that ensure low-carbon and high efficiency performance, enabling green energy, water and waste infrastructure solutions, and replacing old and inefficient existing infrastructure and technologies.

Urban renewal projects provide opportunities to improve the energy and water efficiency of new and existing buildings; incorporate building and precinct-scale renewables; and manage waste more efficiently to reduce greenhouse gas emissions and costs, and appeal to building owners and tenants. They also enable the opportunity to upgrade ageing infrastructure. Sites such as Barangaroo and Central Park, Broadway are recent examples of these gains, while renewal in areas like Central to Eveleigh/Waterloo and The Bays Precinct have potential to become low-emissions and high environmental efficiency precincts.

Recycling and reducing waste

In coming years, several large landfills in Greater Sydney will close as they reach capacity, meaning waste will have to be transported outside of the region or new facilities developed. This limits economic and transport efficiency, and increases costs. Additional sites for waste management in Greater Sydney would improve efficiencies in managing waste.

The Eastern City District relies on landfill as a waste disposal option yet the availability of landfill sites in accessible locations is diminishing. Waste disposed in Eastern City District is trucked to landfills outside the District, including interstate. At current input rates, these two Greater Sydney landfills will close in coming years.

The planning and design of new developments should support the sustainable and effective collection and management of waste. The Environment Protection Authority has prepared a range of guidelines and other information to assist in the sustainable management of waste.

Separating organics from other forms of waste, and valuing it as a resource which can be processed through a waste-to-energy facility to recover energy, will reduce waste being diverted to landfill. Recovering energy and capturing methane through organic waste to energy also helps to reduce greenhouse gas emissions.

In higher-density neighbourhoods, innovative precinct-based waste collection, re-use and recycling would improve efficiency, reduce truck movements and boost the recycling economy. Where possible, additional land should be identified for waste management reprocessing, re-use and recycling.

Collaboration on major precincts such as the Randwick health and education precinct present a unique opportunity to investigate more efficient approaches to energy, water and waste management.

Useful links:

- NSW Waste and Resource Recovery Strategy 2014–21
- NSW Environment Protection Authority *Waste Guidelines and Information*
- Climate Change Fund Draft Strategic Plan

Towards net-zero emissions by 2050

- Barangaroo is one of the world's leading sustainable urban developments and Australia's first large-scale carbon neutral community. All three office towers have been awarded 6 Star Green Star Office Design.
- Central Park is characterised by its rooftop gardens, green walls and smart-metering systems. On-site water recycling and a central thermal tri-generation plant will reduce greenhouse gas emissions, minimise mains water demand and has the capacity to export excess water and electricity to nearby neighbourhoods.
- Bondi wastewater treatment plant is now producing enough renewable energy from local organic waste to meet 100 per cent of its own requirements. It will also be able to return 13 per cent net energy back to the grid – which is enough to power about 150 households a year.

 Actions	Responsibility
67. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Priority Growth Areas, Priority Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.	Councils, other planning authorities, State agencies and State-owned corporations
68. Support precinct-based initiatives to increase renewable energy, and energy and water efficiency, especially in Priority Growth Areas, Priority Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.	Councils, other planning authorities, State agencies and State-owned corporations
69. Protect existing and identify new locations for waste recycling and management.	Councils, other planning authorities and State agencies
70. Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.	Councils, other planning authorities and State agencies
71. Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.	Councils, other planning authorities, State agencies and State-owned corporations
72. Investigate potential regulatory mechanisms such as a Protection of the Environment Policy (PEP) that sets low-carbon, high-efficiency targets to be met through increased energy efficiency, water recycling and waste avoidance, reduction or reuse. This could include a framework for the monitoring and verification of performance for Priority Growth Areas, Priority Precincts, Collaboration Areas, urban renewal precincts and housing growth areas that are planned to have an increase in total floor area greater than 100,000 square metres.	Environment Protection Authority

Planning Priority E20

Adapting to the impacts of urban and natural hazards and climate change

In giving effect to the draft *Greater Sydney Region Plan*, this Planning Priority delivers on **Objective 36: People and places adapt to climate change and future shocks and stresses;** **Objective 37: Exposure to natural and urban hazards is reduced;** and **Objective 38: Heatwaves and extreme heat are managed** and the corresponding strategies.

The District's climate and natural landscape can create natural hazards such as heatwaves, flooding, storms, and coastal inundation and erosion. Climate change will exacerbate these natural hazards. While planning for resilience has traditionally focused on responses to natural hazards and climate change, it is increasingly being used to consider a wider range of social and economic shocks and stresses.

Effective planning has a fundamental role in reducing the exposure to natural and urban hazards and building resilience to shocks and stresses. Growth and change needs to be considered at a local level, and when making decisions about growth and considering cumulative impacts at district and regional levels.

Natural and urban hazards

The climate, vegetation, topography and pattern of development in the District mean that flooding will continue to be a hazard. Placing developments in hazardous areas or increasing the density of development in areas with limited evacuation options increases risk to people and property.

Managing flooding is particularly important in locations like Green Square, where localised flash flooding has been a problem in the past. Some coastal areas of the District and areas of Sydney Harbour's foreshore are also at risk from coastal inundation and erosion.

Past and present urban development and activities can also create urban hazards such as noise, air pollution and soil contamination. Compared to many cities around the world, Greater Sydney enjoys

excellent air quality, which enhances its 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.

Transport movements along major roads 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. The design of new buildings and public open space can play a significant role in reducing exposure to noise and air pollution along busy road and rail corridors. Public transport, walking and cycling, as well as electric cars provide opportunities to reduce air pollution.

Soil and groundwater contamination is another urban hazard which will require careful management as the District grows, and land uses change. This is particularly important when planning for more sensitive land uses such as schools, open space and low-density residential neighbourhoods, in areas with potential for pre-existing contamination. State Environmental Planning Policy No. 55 – Remediation of Land and its associated guidelines manage the rezoning and development of contaminated land.

Greater Sydney, particularly its rural land, is at risk from biosecurity hazards such as pests and diseases that could threaten agriculture, the environment and community safety. Biodiversity hazards are being managed by the NSW Government through the *Greater Sydney Peri Urban Biosecurity Program*.

In planning for future growth, consideration of natural hazards and cumulative impacts includes avoiding locating growth and development in areas exposed to natural hazards and limiting growth in existing communities that are exposed and vulnerable to natural hazards. In exceptional circumstances, there may be a need to reduce the number of people and amount of property that are vulnerable to natural hazards, through managed retreat of development.

The impact of extreme heat on communities and infrastructure networks can also be significant. More highly developed parts of the District can be exposed to extreme heat as a result of the urban heat island effect. Increasing the tree canopy is important to help reduce those impacts. The *State Heatwave Sub Plan*, which sits under the *NSW State Emergency Management Plan*, details the control and coordination arrangements across State and local government for the preparation for, response to, and immediate recovery from a heatwave.

Current guidelines and planning controls also focus on minimising hazards and pollution by:

- using buffers to limit exposure to hazardous and offensive industries, noise and odour
- designing neighbourhoods and buildings that minimise exposure to noise and air pollution in the vicinity of busy rail lines and roads, including freight networks
- cooling the landscape by retaining water and protecting, enhancing and extending the urban tree canopy to mitigate the urban heat island effect.

Minimising land that interfaces with hazardous areas can reduce risks. Clearing vegetation around developments on bushfire-prone land can help reduce risks from bushfire, but must be balanced with protecting bushland, and its ecological processes and systems. Planning on bushfire-prone land should consider risks and include hazard protection measures within the developable area. The Rural Fire Service requires new development to comply with the provisions of *Planning for Bush Fire Protection 2006*.

Adapting to climate change

The most significant natural hazards and acute shocks that affect the Eastern City District include severe storms and coastal erosion and inundation, which can also impact coastal lagoons and streams. These natural phenomena will be exacerbated by climate change.

Air temperatures in Greater Sydney are expected to increase due to climate change and increasing urbanisation, though less so in coastal areas of the Eastern City District, with projected increases in heatwaves and the number of extreme temperature days. Taking action to cool the city, in conjunction with supporting the community to adapt to a changing climate, is increasingly important. Increasing the tree canopy is important to help reduce those impacts.

Figure 27 shows different levels of vulnerability to heatwaves. Areas are ranked by their combined level of socioeconomic disadvantage and exposure to heat during a heatwave and Figure 28 shows land surface temperatures during heatwave conditions. Figure 29 shows tree canopy cover as at 2011.

The way neighbourhoods and buildings are planned and designed can help communities adapt and be more resilient to extreme heat. Increased tree canopy and green ground cover, verandahs and awnings, and minimising dark coloured materials and surfaces, will minimise these effects.

Water-play features and connections with water will become essential elements of urban areas. The incorporation of green walls, green roofs and initiatives such as rain gardens should be designed into urban environments. More cooling elements should also be used in construction and building materials. Retaining more water in the landscape and integrating waterways in the design of new communities will help create a greener and cool city.

Figure 27: Vulnerability to heatwaves

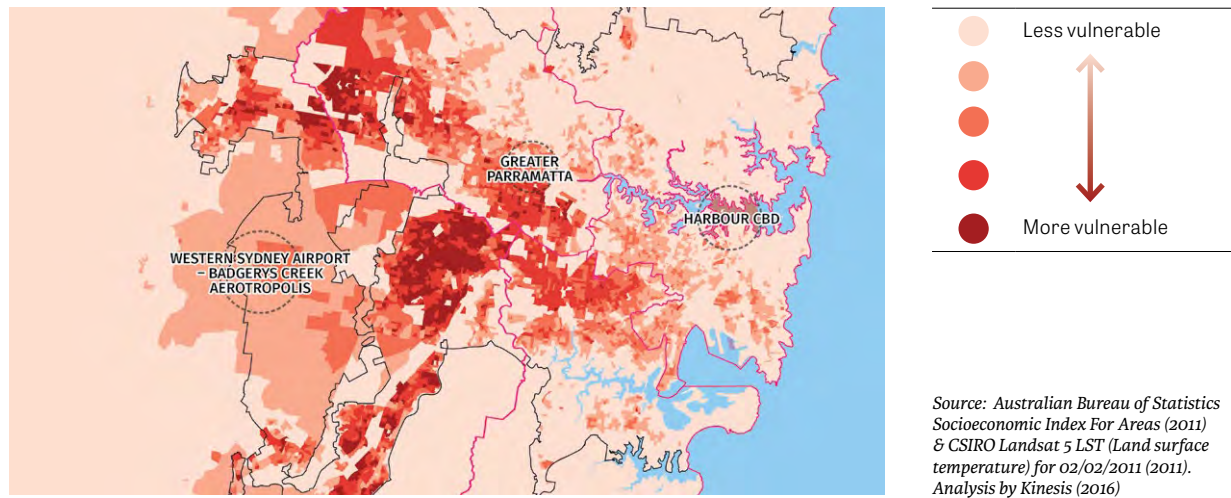


Figure 28: Land surface temperature during a heatwave

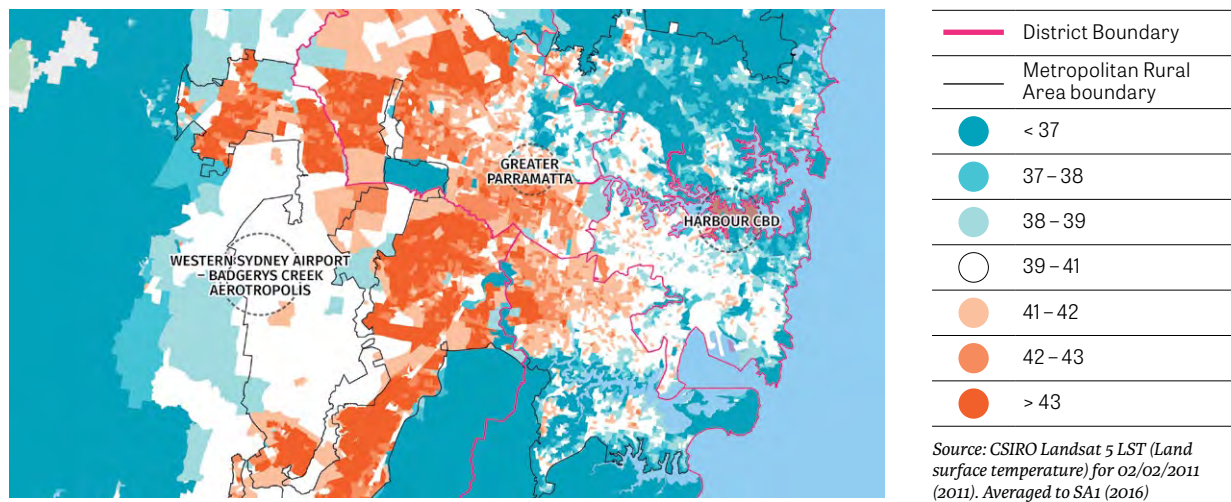
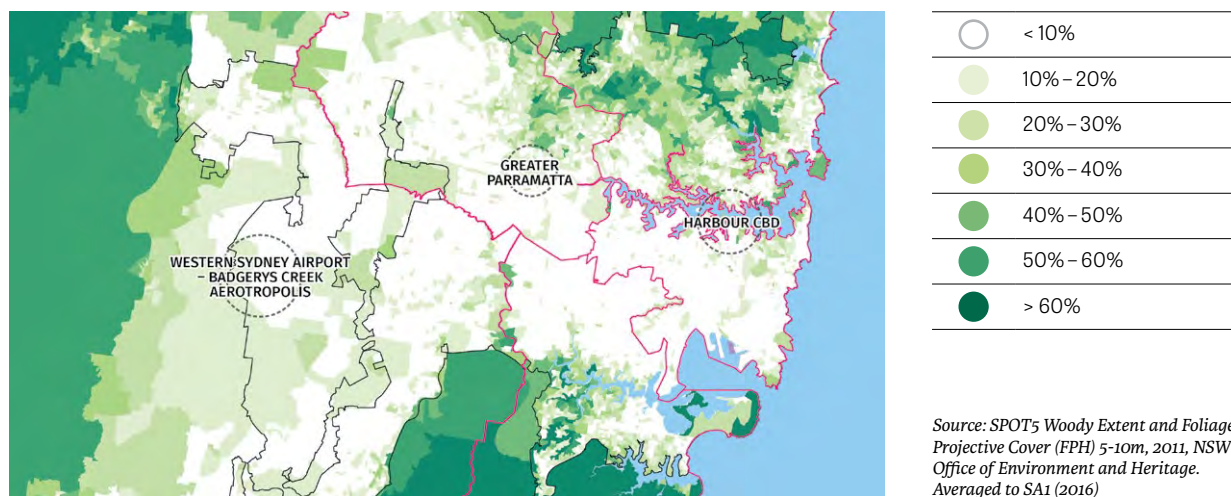


Figure 28: Tree canopy cover at 2011





Shocks and stresses

Councils across the Eastern City District are participating in the 100 Resilient Cities initiative and considering ways to respond to shocks and stresses that could strengthen community resilience.

The Australian Government has released *Australia's Strategy for Protecting Crowded Places from Terrorism*, which provides a framework for making public places safer and more resilient. This strategy is accompanied by tools which councils, building owners and managers can use to implement protective measures that will strengthen community resilience.

Useful links:

- Floodplain Development Manual 2005
- Planning for Bush Fire Protection 2006
- State Heatwave Sub Plan
- Adapt NSW
- Australian Government, Australia's Strategy for Protecting Crowded Places from Terrorism
- 100 Resilient Cities



Actions

73. Support initiatives that respond to the impacts of climate change.

74. Mitigate the urban heat island effect and reduce vulnerability to extreme heat.

Responsibility

Councils, other planning authorities and State agencies

Councils, other planning authorities and State agencies

6

Implementation

District plans are the first step in the implementation of the region plan for the Greater Sydney Region. They must give effect to the region plan. More particularly, they have to outline the planning priorities consistent with the region plan, and the actions to achieve the priorities.

Successful implementation of the district plans is more than updating council local environmental plans. It also requires:

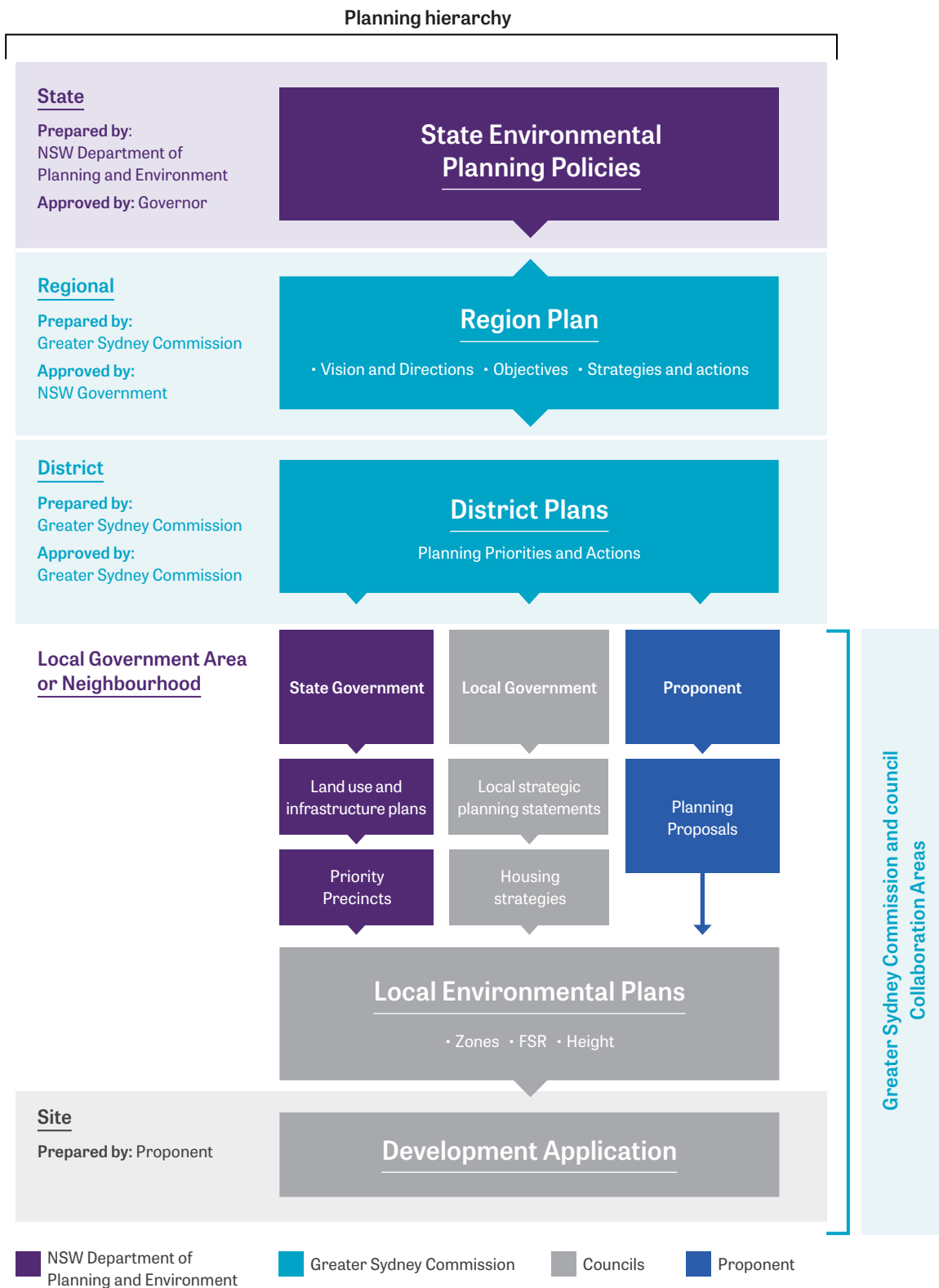
- collaboration across government and with local government and the private sector where each have clear roles and responsibilities (refer to Figure 30).
- private sector investment in line with the expectation for housing, commercial, retail and industrial development
- infrastructure delivery which is responsive to the draft District Plan's priorities and growth patterns across the District
- ongoing engagement to inform implementation activities
- annual monitoring of the performance of the draft District Plan and the status of delivering the actions.

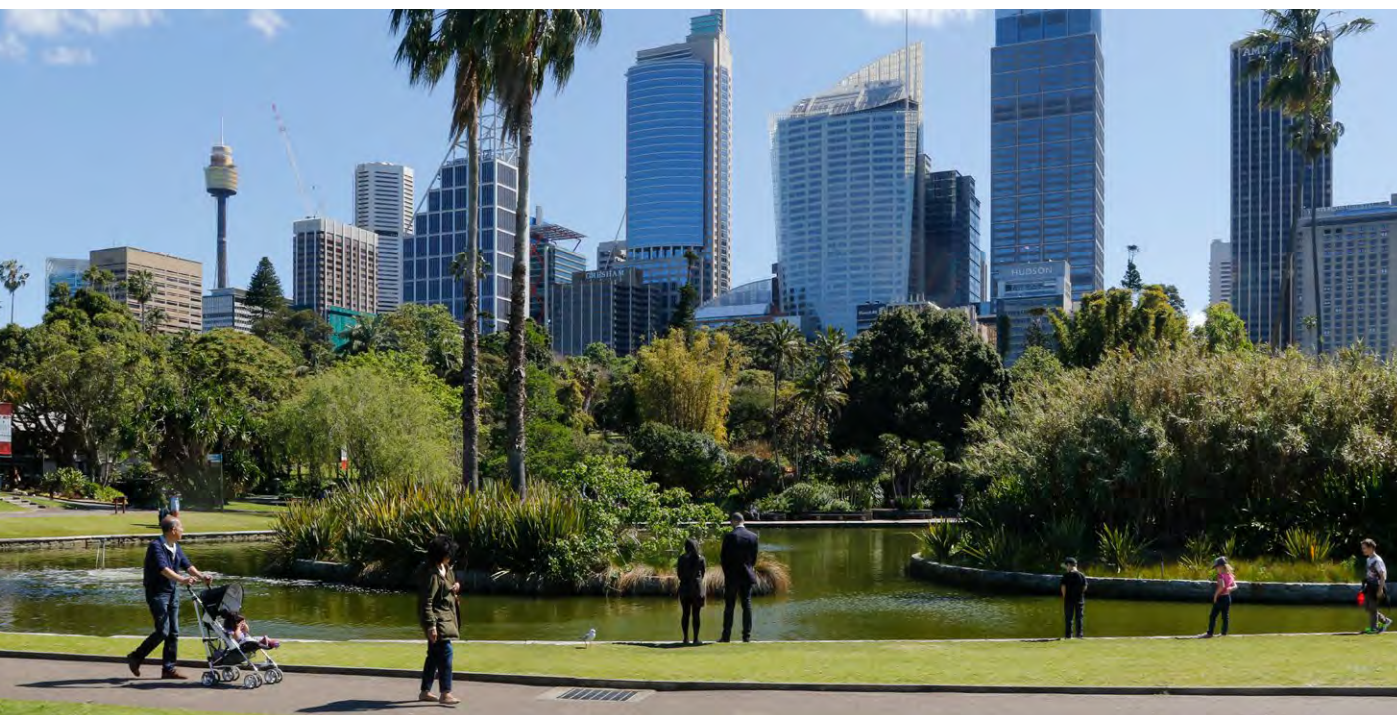
On finalisation of the district plans, councils are required to update their local environmental plan to give effect to the district plan. The NSW Government has outlined, in the recently released *A Fair Go for First Home Buyers*, that councils are to complete the update of their local environmental plan within three years of the district plans being finalised or within two years for those councils receiving funding under the 'Priority Councils' initiative.

As drafts, district plans have a role in informing the preparation of planning proposals. Information Note 6, released concurrently with the draft district plans, outlines the status of the district plans in regard to planning matters.

In undertaking strategic planning processes, and/or preparing or considering planning proposals, planning authorities must give effect to the draft District Plan, specifically the planning priorities and actions.

Figure 30: Roles of planning authorities in Greater Sydney





Monitoring and reporting

The draft *Greater Sydney Region Plan* outlines metrics to monitor the performance of that Plan. The same metrics will be used to monitor the performance of this draft District Plan. The Commission will report annually to the NSW Government on the metrics as outlined in Table 6.

Monitoring and reporting will provide transparency to the community and other stakeholders. The Commission will also provide an annual report to the NSW Government on the status of the actions in this draft District Plan.

In addition, the Commission maintains a data hub — an online profile of the region. Incorporating data from the latest Australian Bureau of Statistics Census of Population and Housing, the data hub helps to track broad trends, identify geographic differences and explain how the region is changing. Data is regularly updated.

On the making of the District Plan, each council is to report to the Commission on the:

- review by the council of the local environmental plans for the area
- preparation of planning proposals under section 55 of the *Environmental Planning and Assessment Act, 1979* to give effect to the District Plan.

Next steps

This draft District Plan is on formal public exhibition until 15 December 2017. The draft District Plan is aligned with the draft *Greater Sydney Region Plan*.

Public exhibition is an opportunity to contribute to the future of the Eastern City District by providing feedback on the proposed planning priorities and actions in this draft District Plan.

A range of engagement activities will help the public to get involved in the future of the Eastern City District — visit the dedicated engagement portal at www.greater.sydney to find out more.

This is an opportunity to participate in the story of *Our Greater Sydney 2056: A metropolis of three cities* — connecting people.

Table 6: Metrics to monitor the Plan

10 Directions	Plan metric (service)
 1. A city supported by infrastructure	<ul style="list-style-type: none"> Number of land use plans supported by infrastructure plans (NSW Department of Planning and Environment, Greater Sydney Commission, Councils).
 2. A collaborative city	<ul style="list-style-type: none"> Proportion of agreed outcomes achieved in Collaboration Areas.
 3. A city for people	<ul style="list-style-type: none"> Annual survey of community sentiment.
 4. Housing the city	<ul style="list-style-type: none"> Number of councils on track to deliver housing targets. Number of councils with schemes that implement Affordable Rental Housing Targets.
 5. A city of great places	<ul style="list-style-type: none"> Percentage of dwellings within walking distance of a local or strategic centre. Percentage of dwellings within walking distance of open space.
 6. A well-connected city	<ul style="list-style-type: none"> Percentage of dwellings located within 30 minutes by public transport of a metropolitan city centre/cluster. Percentage of dwellings located within 30 minutes by public transport of a strategic centre.
 7. Jobs and skills for the city	<ul style="list-style-type: none"> Growth in jobs in the following metropolitan and strategic centres, Blacktown, Campbelltown - Macarthur, Greater Parramatta, Greater Penrith, Harbour CBD, Kogarah, Liverpool, Macquarie Park and Western Sydney Airport / Badgerys Creek Aerotropolis. Change in number of people employed locally (five year).
 8. A city in its landscape	<ul style="list-style-type: none"> Proportional increase in Greater Sydney covered by urban tree canopy.
 9. An efficient city	<ul style="list-style-type: none"> Number of precincts with low carbon initiatives.
 10. A resilient city	<ul style="list-style-type: none"> Number of local government areas undertaking resilience planning.

7 Endnotes

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Note: The source of population, dwellings and household data in this draft Plan is from the NSW Department of Planning and Environment, 2016 NSW State and Local Government Area Population and Household Projections and Implied Dwelling Requirements 2016 to 2036. Population projections provide an indication of the size and age-sex structure of the future

population if specified assumptions about future fertility, mortality and migration are realised. The projections are based on final 30 June 2011 Estimated Resident Populations (ERPs) supplied by the Australian Bureau of Statistics (ABS). Finalised ERPs incorporating the 2016 Census of Population and Housing are not expected from the ABS until mid-2018.

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