

Item No: C07/19-132

PLANNING APPROACH FOR PARRAMATTA ROAD CORRIDOR

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: S-57-40
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The NSW Government released the Parramatta Road Corridor Urban Transformation Strategy in November 2016 to provide direction for future land use along the corridor between Granville in the west and Camperdown in the east. The corridor is divided into eight Precincts, two of which are located in the Cumberland LGA: Auburn Precinct and Granville West Frame Area.

More recently, the Parramatta Road corridor has been identified in the *Draft Cumberland 2030: Our Local Strategic Planning Statement* as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

A staged planning approach has been identified to progress land use planning for the Parramatta Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. This approach enables Council to progress targeted initiatives in the short term while continuing our long term strategic planning along the corridor with the NSW Government.

Endorsement is sought from Council on targeted changes to planning controls that can be progressed in alignment with the new Cumberland Local Environmental Plan. These include introduction of new zoning designations for enterprise corridors and neighbourhood centres in the Auburn Precinct, and refinements to planning controls at these locations that align with the Parramatta Road Corridor Urban Transformation Strategy.

RECOMMENDATION

That Council:

1. Endorse the land use planning approach for the Parramatta Road corridor; and
2. Endorse that Stage 2 initiatives are included in the preparation of the new Cumberland Local Environmental Plan.

REPORT

Background

The NSW Government released the Parramatta Road Corridor Urban Transformation Strategy (Attachment 1) in November 2016 to provide direction for future land use along the corridor between Granville in the west and Camperdown in the east. The corridor is divided into eight Precincts, two of which are located in the Cumberland LGA: Auburn Precinct and Granville West Frame Area.

The Strategy aims to deliver a large number of new jobs and homes along the corridor to meet the needs of a broad cross-section of the community, and to guide incremental transformation of the corridor in line with the delivery of supporting infrastructure. To achieve this, the Parramatta Road Corridor Urban Transformation Strategy proposes a number of changes to planning controls, including significant changes to zoning, floor space ratio and height controls, as shown in pages 84-91 in Attachment 1.

In April 2017, Council resolved to implement the Parramatta Road Corridor Urban Transformation Strategy and commission a traffic and transport study to determine the likely impact of planned increases in population on Parramatta Road and the broader road network. The traffic and transport study commenced in May 2018, in conjunction with Transport for NSW and other affected councils along the corridor, and this work is continuing.

The Parramatta Road corridor has been identified in the *Draft Cumberland 2030: Our Local Strategic Planning Statement* as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

Planning Approach

A staged planning approach has been identified to progress land use planning for the Parramatta Road corridor, aligned with growth forecasts, market demand and infrastructure requirements. This approach enables Council to progress targeted initiatives in the short term while continuing our long term strategic planning along the corridor with the NSW Government.

Stage 1: Current initiatives

For the initial stage, the NSW Government will continue to progress the planning proposal for 1 Crescent Street through the State Planning Panel, which is located in the Granville West Frame Area. The proposal seeks to rezone the site from B5 Business Development to B4 Mixed Use; R4 high Density Residential (including 'commercial premises' as an additional permitted use); RE1 Public Recreation; and SP2 Infrastructure. It also seeks the following changes to development standards for the site: increase height of building control from 15m to a mixture of 25-85m (8-25 storeys) and 115m (1 building of 35 storeys); and increase floor space ratio to 4:1 (R4 zone) and 6:1 (B4 zone).

Stage 2: Initiatives as part of the new Cumberland Local Environmental Plan

The second stage of land use planning for the Parramatta Road corridor is to focus on targeted changes to planning controls that can be progressed within the timeframes of the new Cumberland Local Environmental Plan. These initiatives are focused on the Auburn Precinct and include:

- Introduction of B1 zoning for proposed neighbourhood centres for the eastern part of the identified landholdings on the corner of Parramatta Road / Silverwater Road (between Station Road and Silverwater Road) and Parramatta Road / Hampstead Road
- Introduce B6 zone along St Hilliers Road for enterprise corridor uses (eastern frontage)
- Refine height and Floor Space Ratio controls for enterprise corridor and neighbourhood centre zones, aligned with controls outlined in the Parramatta Road Corridor Urban Transformation Strategy

Stage 1 and 2 initiatives are shown in Attachment 2.

Stage 3: Further strategic planning

The third stage is for Council to continue working with the NSW Government on detailed planning for the Parramatta Road corridor, aligned with NSW Government and Council strategies and plans.

Council will also consider future planning proposals along the Parramatta Road corridor that align to strategic outcomes identified in *Cumberland 2030: Our Local Strategic Planning Statement* and the *Cumberland Employment and Innovation Lands Strategy*.

Next Steps

Subject to Council endorsement, the targeted initiatives in Stage 2 of the land use planning approach for the Parramatta Road corridor will be progressed as part of the new Cumberland Local Environmental Plan. There will be an opportunity for further consideration of these initiatives by the Cumberland Local Planning Panel and by the community through the public exhibition of the new Cumberland Local Environmental Plan.

COMMUNITY ENGAGEMENT

Consultation was undertaken by the NSW Government during the preparation of the Parramatta Road Urban Transformation Strategy. Both the former Auburn and Holroyd City Councils made detailed submissions on the draft strategy prior to amalgamation, and Cumberland Council made a further submission in 2016.

Subject to Council endorsement, targeted land use initiatives identified in Stage 2 of the land use planning approach for the Parramatta Road corridor will be placed on public exhibition as part of the new Cumberland Local Environmental Plan.

POLICY IMPLICATIONS

Policy implications are outlined in the main body of the report.

RISK IMPLICATIONS

In addition to the previous Council resolution in April 2017 to implement the Parramatta Road Corridor Urban Transformation Strategy, the NSW Government has also issued a Ministerial Direction to implement the Strategy. The land use planning approach identified in this report provides a mechanism to meet the requirements of Council's existing resolution and the NSW Government's Ministerial Direction.

FINANCIAL IMPLICATIONS

There are minimal financial implications for Council associated with this report.

CONCLUSION

This report recommended a staged approach to progress land use planning for the Parramatta Road corridor. Endorsement is sought on Stage 2 of the planning approach for targeted changes to planning controls as part of the new Cumberland Local Environmental Plan. Council will also work with the NSW Government to progress further strategic planning for the corridor and consider planning proposals that align to strategic outcomes.

ATTACHMENTS

1. Parramatta Road Corridor Urban Transformation Strategy [↓](#) 
2. Summary of proposed planning approach for Parramatta Road Corridor [↓](#) 

DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-132

Attachment 1

Parramatta Road Corridor Urban
Transformation Strategy

NEW
PARRAMATTA
RD

Parramatta Road Corridor Urban Transformation Strategy

NOVEMBER 2016

urbangrowth.nsw.gov.au



UrbanGrowth
NSW

Document Control

Document Name:

Parramatta Road Corridor Urban Transformation Strategy – Final

Date:

November 2016



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Ministerial Foreword

I'm proud to present the *Parramatta Road Corridor Urban Transformation Strategy* for the revitalisation of the Parramatta Road Corridor and its local communities.

This document represents the efforts of many thousands of hours of community consultation, research and feedback. It incorporates and responds to the thoughts and feelings of the people who will live in and enjoy the Parramatta Road Corridor of tomorrow – Sydney's residents, local councils, businesses and road users.

It's an exciting time to be living in Sydney. Our great city is growing and with growth comes the opportunity to breathe new life into our urban communities.

Sydney's population is expected to grow by about 1.6 million people during the next 20 years. The Parramatta Road Corridor, stretching from Camperdown to Granville, is a priority location for the increased housing, economic activity and social infrastructure we need in order to support our city's new residents.

The Parramatta Road Corridor Urban Transformation Strategy is the State and Local Government's joint vision for revitalising one of our city's most rich and interesting urban corridors, which has been overwhelmed by heavy traffic, excessive noise and declining commercial spaces in recent years.

The overall vision for the Parramatta Road Corridor is for improved transport choices, better amenity and balanced growth of housing and jobs. The Parramatta Road Corridor of the future will offer residents and road users improved transport – including more efficient and reliable public transport, and walkable neighbourhoods. It will be a better place to live and work, while preserving the things we love about our local areas.

We're delivering on community priorities for the area for more appealing public areas, including green space, and satisfying urban centres (the Strategy calls these areas Precincts). The Strategy establishes a blueprint to deliver more diverse and affordable housing, more jobs and better support for local businesses. The Strategy recognises that development needs to be sensitive to local character and commits to ongoing community consultation.

It has set new benchmarks for engagement and collaboration between State and Local Government and is the first Strategy that genuinely integrates land use and transport planning with the coordinated delivery of infrastructure. For the first time, an Implementation Tool Kit comprising a staging strategy tied to a costed and prioritised infrastructure schedule will drive growth in this highly urbanised area. The \$198 million Urban Amenity Improvement Program and Planning and Design Guidelines will deliver new open space, walking and cycling links and a greener Parramatta Road alongside high quality design outcomes.

The Strategy informs the emerging District Plans being developed by the Greater Sydney Commission to guide the Sydney's growth.

I invite everyone interested in the future of Sydney to read this Strategy and understand the long-term plans for Parramatta Road and its Precincts. I thank those councils and everyone who has worked with UrbanGrowth NSW on this Strategy and look forward to continued collaboration.

Rob Stokes
Minister for Planning

Contents

<i>Ministerial Foreword</i>	5
<i>Index of documents</i>	6
<hr/>	
Inside this document	8
<i>What is this document?</i>	9
<i>What is the purpose of this document?</i>	9
<i>Key definitions</i>	10
<i>Who has produced this document?</i>	10
<hr/>	
A Strategy for the Parramatta Road Corridor	12
<i>What is the Parramatta Road Corridor?</i>	13
<i>The Parramatta Road Corridor Urban Transformation Strategy</i>	17
<i>Why do we need a Strategy for the Parramatta Road Corridor?</i>	17
<i>The structure of this Strategy</i>	18
<i>Where and how does the Strategy apply?</i>	20
<hr/>	
About the Parramatta Road Corridor and its surrounds	22
<hr/>	
Vision and principles	32
<i>The vision for the Parramatta Road Corridor of tomorrow</i>	33
<i>Seven principles for transformation</i>	40
Principle 1: Housing choice and affordability	40
Principle 2: Diverse and resilient economy	46
Principle 3: Accessible and connected	53
Principle 4: Vibrant communities and places	59
Principle 5: Green spaces and links	67
Principle 6: Sustainability and resilience	70
Principle 7: Delivery	72

Delivering the Strategy	74
<i>What is the role of the Strategy in empowering delivery?</i>	75
<i>Delivery agencies, mechanisms and instruments</i>	77
<i>The Corridor governance framework</i>	79
<i>Staging and timing</i>	80
<i>Performance monitoring</i>	81
Corridor West Precincts and Frame Areas	82
Corridor East Precincts and Frame Areas	92
Developing the Strategy	118
<i>How this Strategy was developed</i>	119
<i>Drafting and community engagement</i>	119
<i>Incorporating public feedback into the Strategy: our process</i>	120
<i>Continuing engagement and opportunities to participate</i>	120
<i>Parramatta Road Corridor Glossary</i>	121

Index of documents

Document name	Description
Parramatta Road Corridor Urban Transformation Strategy (UrbanGrowth NSW, 2016)	The Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the <i>Environmental Planning and Assessment Act 1979</i> (NSW) (known as a Section 117 Ministerial Direction).
Parramatta Road Corridor Implementation Plan 2016 – 2023 (UrbanGrowth NSW, 2016)	A prioritised set of actions to facilitate transformation of the Corridor in the short term (2016–2023).
Parramatta Road Corridor Planning and Design Guidelines (UrbanGrowth NSW, 2016)	Suggested land use and built form controls to guide future development.
Parramatta Road Corridor Infrastructure Schedule (UrbanGrowth NSW, 2016)	A prioritised and costed list of future infrastructure including open space, transport, traffic community, health and education facilities required to support the long-term growth in the Corridor.
Parramatta Road Corridor Urban Amenity Improvement Plan (UrbanGrowth NSW, 2016)	A program of urban amenity improvements attached to \$198 million of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.
Sydney CBD to Parramatta Strategic Transport Plan (Transport for NSW, 2015)	The <i>Sydney CBD to Parramatta Strategic Transport Plan</i> outlines the initiatives required to address these challenges and achieve an integrated network of local, intermediate and regional transport systems. Accessibility and connectivity are key principles of the Plan. These principles will help drive the transformation of Precincts and centres within the Parramatta Road Corridor.
Parramatta Road Corridor Social Infrastructure Analysis Volumes 1 and 2 (UrbanGrowth NSW, 2016)	<p>Volume One of the Social Infrastructure Analysis contains the overall assessment of social infrastructure requirements across the Corridor, includes consideration of submissions received during exhibition of the draft Strategy, a review of the policy context, and an analysis of the existing and potential future population within each of the Precincts. Volume One presents an overview of the challenges with providing social infrastructure in an urban renewal context as well as recommendations for the social infrastructure required across the Corridor.</p> <p>Volume Two contains a detailed analysis for each of the eight Precincts along the Corridor. It identifies the infrastructure required to be provided by local government and State government agencies for each Precinct. Recommendations regarding implementation are also provided.</p>

Index of documents

Document name	Description
Parramatta Road Corridor Precinct Transport Report (UrbanGrowth NSW, 2016)	<p>Informed by Transport for NSW's <i>Sydney CBD to Parramatta Strategic Transport Plan</i>, the Precinct Transport Report is the first step in developing transport plans for each of the eight Precincts to support urban transformation in the Corridor over the short, medium and long term.</p> <p>Future statutory planning processes will test and refine urban development and appropriate densities along the Corridor. More detailed transport network assessments beyond the work presented in this report will be required to confirm the extent and density of urban development as part of future rezoning or development proposals.</p>
Parramatta Road Corridor Fine Grain Study (UrbanGrowth NSW, 2016)	<p>The Fine Grain Study has been prepared in response to feedback received from many stakeholders calling for new development to consider local character, and be informed by more detailed heritage analysis. The Fine Grain Study:</p> <ul style="list-style-type: none"> identifies all existing heritage items and heritage conservation areas across the entire Corridor identifies additional properties and landscapes that potentially warranting protection through future statutory processes recommends heritage guidelines for inclusion into new planning controls to protect or guide development in areas of established character or low density areas.
Parramatta Road Corridor Sustainability Implementation Plan (UrbanGrowth NSW, 2016)	<p>This report details the sustainability strategies and key development controls that will deliver Parramatta Road as world leading urban transformation.</p>
Parramatta Road Corridor Economic Analysis Report (UrbanGrowth NSW, 2016)	<p>Considers the existing and proposed employment generating activities in the Corridor by sector and across individual Precincts, and has informed the recommended land use and development controls that are identified within the Strategy and the Implementation Tool Kit.</p>



Inside this document

This section covers the following subjects:

- What is this document?
- What is the purpose of this document?
- Key definitions
- Who has produced this document?

What is this document?

This document is the *Parramatta Road Corridor Urban Transformation Strategy* (the Strategy).

What is the purpose of this document?

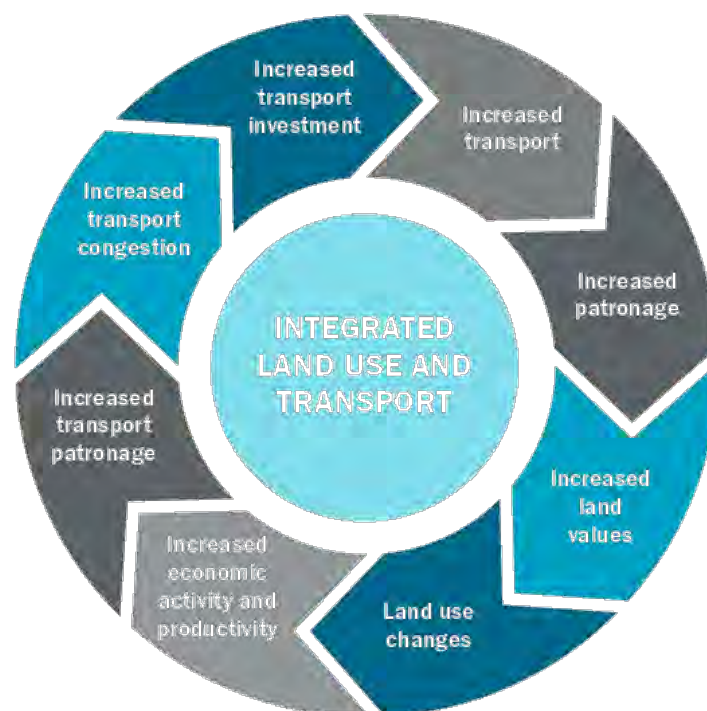
The Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor (the Corridor) will grow and bring new life to local communities living and working along the Corridor.

A statutory instrument

The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act 1979* (NSW) (known as a Section 117 Ministerial Direction).

A public information tool

The Strategy will be used by a range of stakeholders, including State and local government, to drive and inform land use planning and development decisions and long-term infrastructure delivery programs. Landowners, developers and business owners will use the Strategy to understand what the future holds for the Corridor and to inform planning and investment decisions.



Key definitions

What is the Parramatta Road Corridor?

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

What is the Parramatta Road Urban Transformation Program?

The Parramatta Road Urban Transformation Program is the NSW Government's program to transform the Corridor over the next 30 years, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

Who is responsible for delivering the Parramatta Road Urban Transformation Program?

UrbanGrowth NSW is responsible for the development of the Strategy. Agencies responsible for the delivery of the Program include the Department of Planning

and Environment, the Greater Sydney Commission, Transport for NSW, Roads and Maritime Services, Sydney Motorway Corporation, Department of Education, Local Health Districts and local councils along the Corridor.

What is the Parramatta Road Urban Amenity Improvement Plan

The Urban Amenity Improvement Plan (UAIP) is a \$198 million package to transform the Parramatta Road Corridor into a more attractive place to live and work. The UAIP will see streetscape upgrades to Parramatta Road and other streets, new or improved open spaces and urban plazas, and new and improved walking and cycling links.

The UAIP is funded by WestConnex to complement the Parramatta Road Urban Transformation Program.

The UAIP provides details on the location and scope of works proposed to be funded under the Program.

Who has produced this document?

This document has been produced by UrbanGrowth NSW.

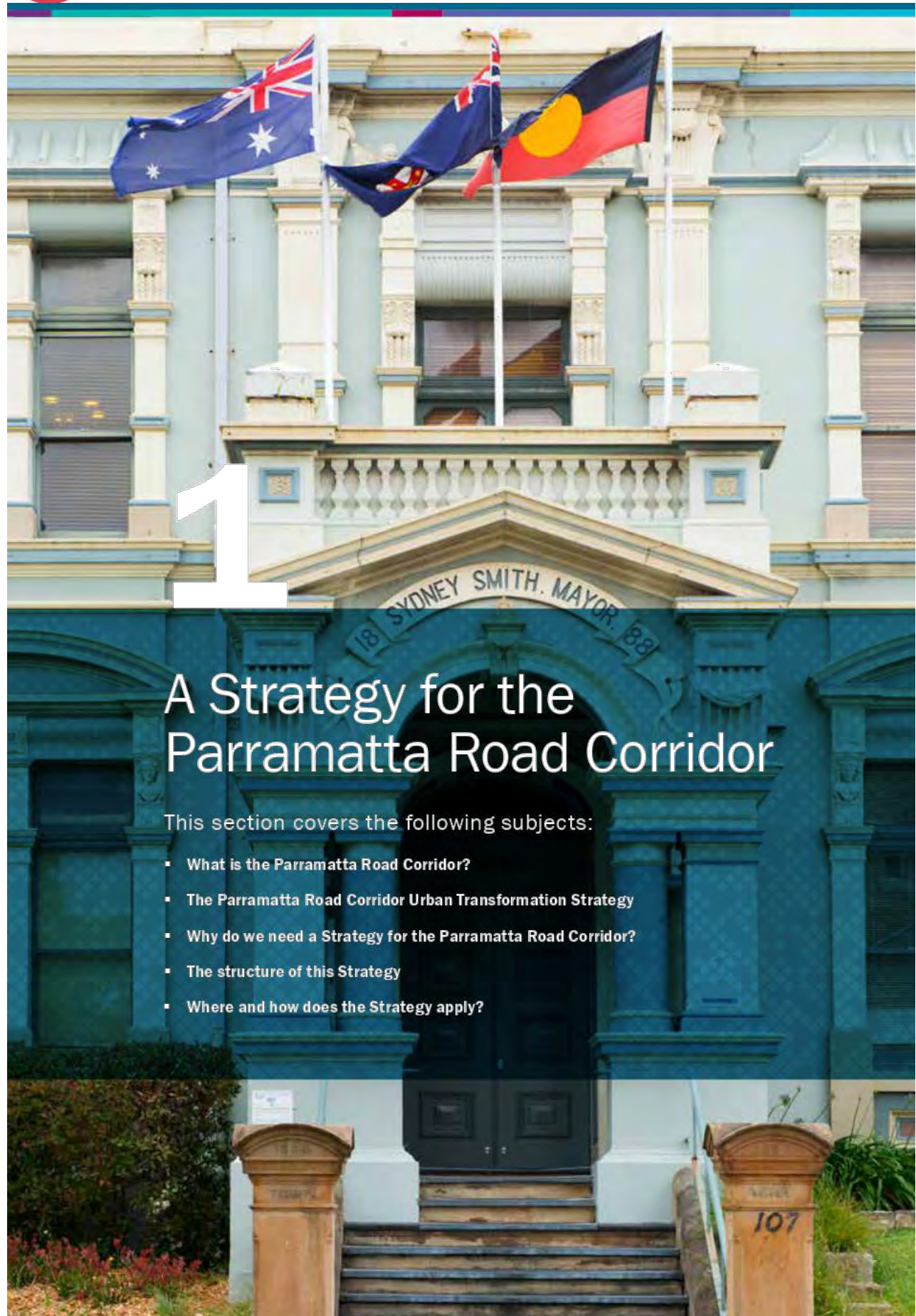


1

A Strategy for the Parramatta Road Corridor

This section covers the following subjects:

- What is the Parramatta Road Corridor?
- The Parramatta Road Corridor Urban Transformation Strategy
- Why do we need a Strategy for the Parramatta Road Corridor?
- The structure of this Strategy
- Where and how does the Strategy apply?



Chronic traffic congestion, loud noise and low-quality business premises: these are challenges faced today by users of Parramatta Road, residents within Parramatta Road Corridor and visitors.

The Corridor, which connects Sydney CBD to Sydney's dual CBD, Parramatta, is a priority area for the long-term growth and improvement of Sydney.

The Parramatta Road Corridor of tomorrow will be achieved through a visionary program of urban transformation.

Urban transformation is about building on the strengths of each place, transforming under-used or dilapidated areas, boosting local economies, and providing a mix of uses and activities to meet the needs of the community.

What is the Parramatta Road Corridor?

The **Parramatta Road Corridor** spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

The Parramatta Road Corridor

The Corridor is both a single, linear entity used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the Corridor. The east and west sections of the Corridor are distinctly different in many ways, including topography, land use, subdivision pattern, built form and economic and demographic characteristics. As a result, the challenges and opportunities presented along the Corridor require varied approaches to urban renewal. For the purposes of the Strategy, the Corridor is separated into two distinct sections – Corridor West and Corridor East, as follows:

- **Corridor West** – land within the City of Parramatta and Cumberland local government areas (LGAs)
- **Corridor East** – land within the Strathfield, Burwood, Canada Bay, Inner West and City of Sydney LGAs.

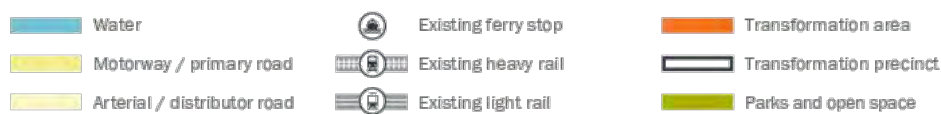
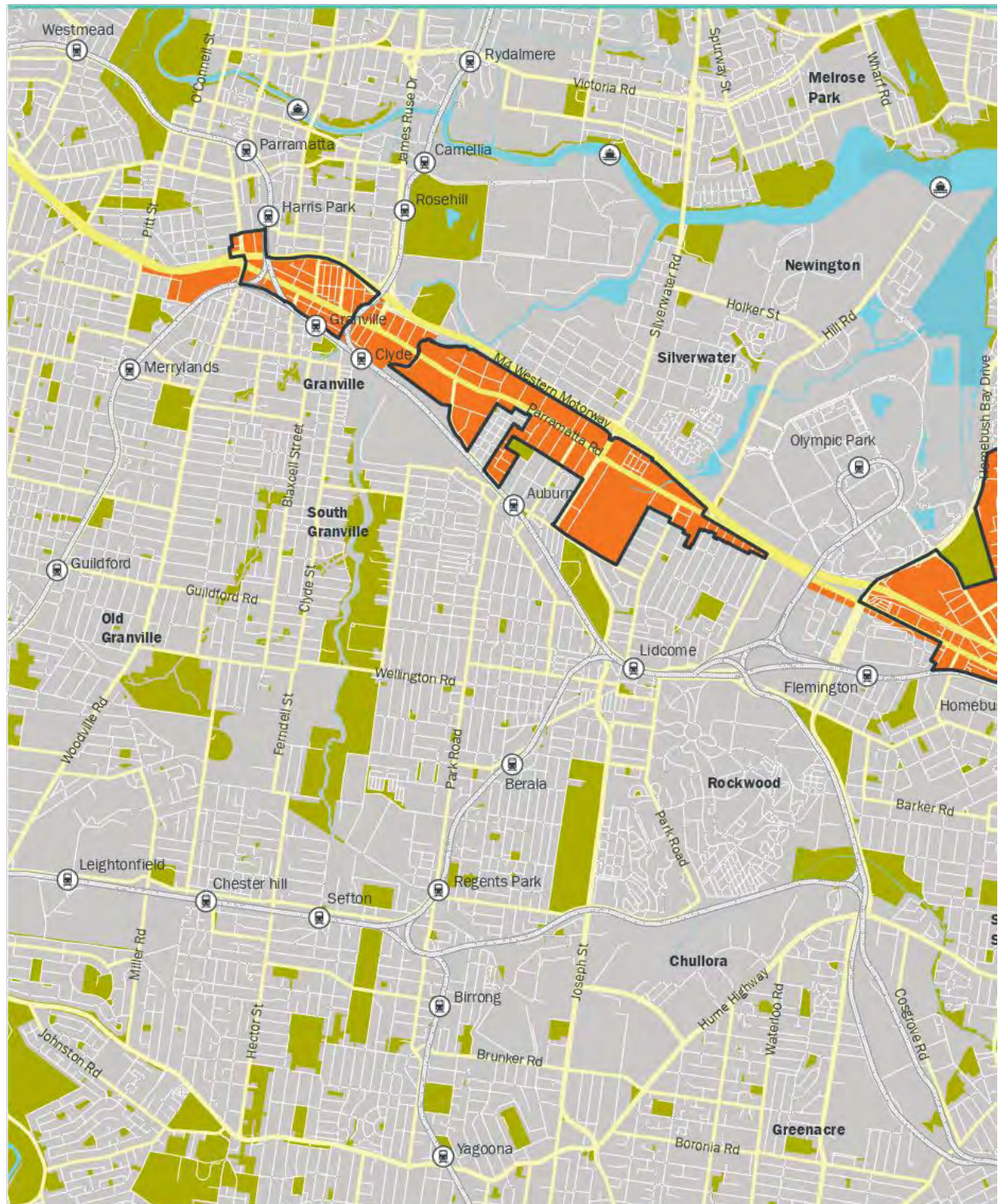
Eight '**Precincts**' have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and their ability to accommodate new development in a balanced way. They are:

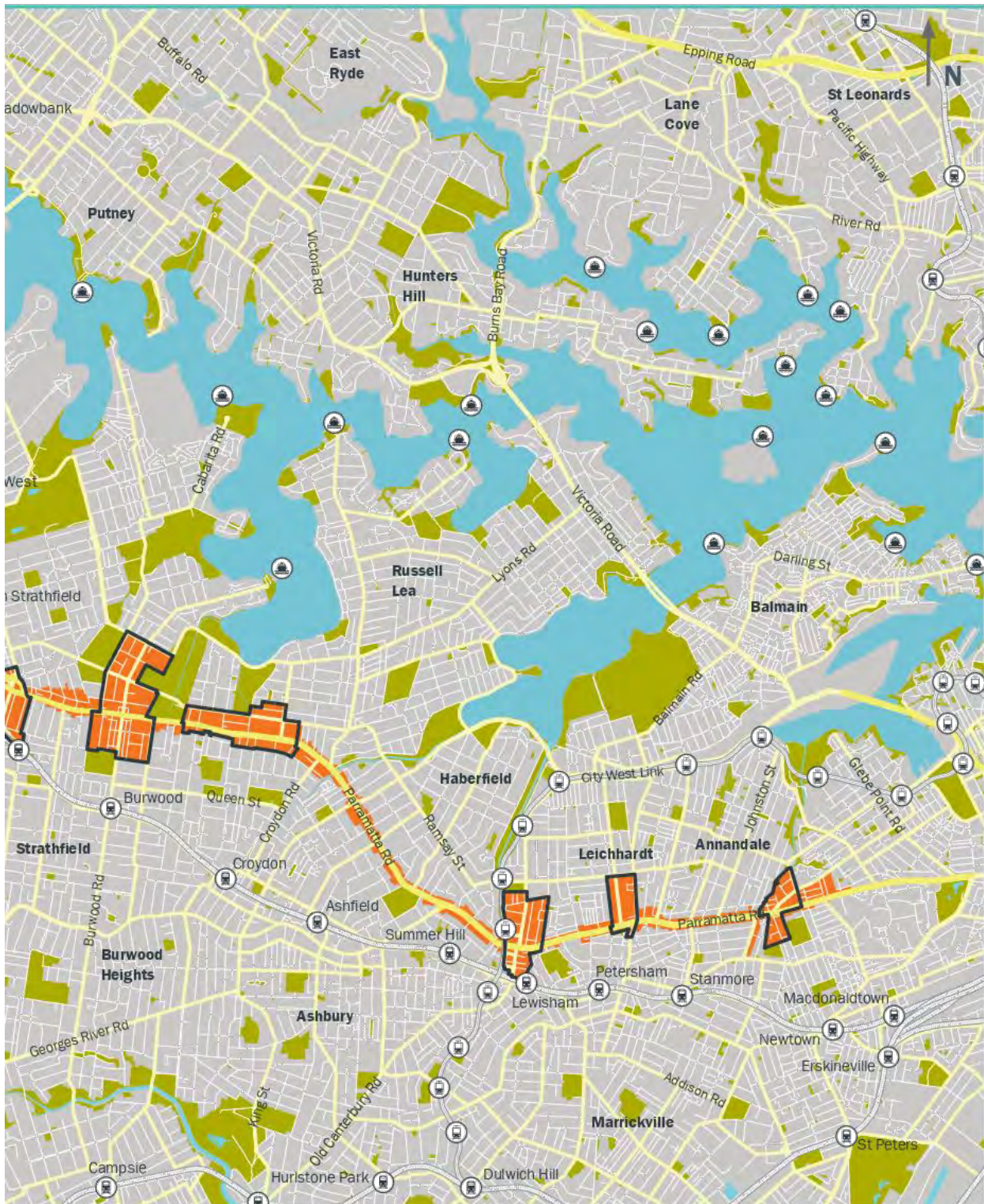
- **Western Precincts** – Granville and Auburn
- **Eastern Precincts** – Homebush, Burwood–Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

Frame Areas are the stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road. Frame Areas are important because they form the connections between Precincts, and in many cases, they will shape the transformation of the road corridor itself. The urban transformation of the Corridor should not be seen as the redevelopment of the Precincts alone, but rather the combined renewal of Precincts and Frame Areas, delivering a transformational effect on the Corridor as a whole.

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Parramatta Road Corridor







The Parramatta Road Corridor Urban Transformation Strategy

The Strategy provides the long-term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

The Strategy is the culmination of extensive collaboration since 2013 between state and local government. It has been informed by a broad program of stakeholder consultation, and a range of technical studies and investigations.

Development of the Strategy has included:

- interactive workshops with stakeholders, including councils, community representatives and expert advisors
- a series of focus groups, information and feedback sessions and meetings with landowners and business operators
- the exhibition of two draft Strategies for public comment, with receipt of more than 3,700 responses to the most recent draft
- detailed review and consideration of all issues raised.

Why do we need a Strategy for the Parramatta Road Corridor?

Sydney needs to plan for the future and the Corridor has the potential to play a positive role in supporting the city's growth. Parramatta Road is the central spine connecting the two CBDs of Sydney – Sydney in the east and Parramatta in the west. It is a strategically important transport route for industrial, business and private purposes, and it is a valued home to many vibrant communities.

However, the Corridor is suffering from progressive decline. Overpowered by traffic and congestion, the Corridor offers little amenity for pedestrians, and businesses operate in a challenging environment. Change is needed if the Corridor is to realise its full potential.

The Strategy has been developed to respond to two broad imperatives: to support Sydney's growth and to make the Corridor a better place to live, work and visit. To realise the full potential of Parramatta Road, the Strategy provides policy guidance and establishes a framework to deliver:

- more efficient and reliable public transport that will connect people and places from east to west and from north to south
- housing, including the provision of diverse and affordable housing
- a productive business environment that supports a range of viable and prosperous businesses, and a variety of employment opportunities
- a series of well-serviced and well-connected communities in which people will want to live
- a diverse range of spaces, places and links for people to visit, connect with and enjoy
- coordinate and deliver land use change in an orderly and efficient manner.

The structure of this Strategy

The Strategy includes two key parts:

- **Parramatta Road Urban Transformation Strategy** (this document), which provides the long term framework for the future growth and development of the Corridor
 - **Implementation Tool Kit**, which will be used by councils and other stakeholders when making land use decisions.
- In addition to the Implementation Tool Kit, there are many documents and resources that have informed the Strategy and will continue to inform future land use and development activities and decisions in the Corridor. These include:

ELEMENT	DESCRIPTION	REFERENCE
PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY		
A Strategy for the Parramatta Road Corridor	An overview of the Strategy's purpose and its application and role in guiding future planning. An outline of the Strategy's structure is also provided.	Section 1
About the Parramatta Road Corridor and its surrounds	Consideration of the key characteristics of the Corridor and its history, and how it fits within the broader Sydney Metropolitan Area, including other strategic planning and transport initiatives.	Section 2
Vision, Principles and Strategic Actions	<p>An overarching vision for the transformation of the Corridor in alignment with the staged delivery of infrastructure.</p> <p>The Integrated Land Use and Transport Plan illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas.</p> <p>Seven land use and transport principles are identified that will achieve the vision, addressing housing choice and affordability, employment, transport and movement, communities and places, open space and connectivity, sustainability, resilience and delivery. Each Principle leads to specific recommendations for action (Strategic Actions), which will be translated into land use changes, guidelines for new development, or improvement projects. Principles and Strategic Actions apply to all lands within the Corridor, including Precincts and Frame Areas and need to be considered when planning proposals are being prepared, assessed and determined.</p>	Section 3
Delivering the Strategy	A framework that brings together the various mechanisms of change into a comprehensive action plan, with feedback loops to maximise transparency and accountability for outcomes.	Section 4
Corridor West and Corridor East Precincts	Identifies each of the eight Precincts and provides direction on their future growth and development.	Sections 5 and 6
Developing the Strategy	An overview of the investigations, consultation, engagement and preparation of the Strategy.	Section 7

Section 117 Ministerial Direction

Gives the Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit statutory weight.

Policy Framework



Urban
Transformation
Strategy

- 30 year vision
- 56,000 additional people
- 27,000 homes and 50,000 jobs
- integrated land use and transport plan
- eight Precincts in which growth will be focussed
- seven land use and transport principles
- Strategic Actions to implement the Strategy

Implementation Tool Kit



Implementation
Plan 2016 - 2023

- staging/sequence strategy
- Precinct Plans including land uses and necessary infrastructure
- Out of Sequence Checklist



Planning and
Design Guidelines

- suggested land use and built form controls for the entire Corridor
- land uses, heights, densities, open space, movement and circulation for each Precinct



Urban Amenity
Improvement Plan

- \$198m program of local amenity works



Infrastructure
Schedule

- costed and prioritised for local, regional and state infrastructure

Reference Reports



Precinct
Transport
Report



Fine Grain
Study



Social
Infrastructure
Analysis Report
Volumes 1 & 2



Sustainability
Implementation
Plan



Economic
Analysis Report



Sydney CBD to Parramatta
Strategic Transport Plan
(Transport for NSW 2015)

Where and how does the Strategy apply?

The Strategy applies to the whole Corridor, covering seven LGAs and spanning two of the Sydney Districts, identified in *A Plan for Growing Sydney*, as detailed below.

DISTRICT	PRECINCTS	LOCAL GOVERNMENT AREA
West Central	<ul style="list-style-type: none"> ▪ Granville ▪ Auburn 	<ul style="list-style-type: none"> ▪ City of Parramatta ▪ Cumberland Council
Central	<ul style="list-style-type: none"> ▪ Homebush ▪ Burwood-Concord ▪ Kings Bay ▪ Taverners Hill ▪ Leichhardt ▪ Camperdown 	<ul style="list-style-type: none"> ▪ Strathfield Council ▪ Burwood Council ▪ City of Canada Bay ▪ Inner West Council ▪ City of Sydney

The Strategy has been adopted by the NSW Government and is supported by a Section 117 Ministerial Direction to give the Strategy statutory force.

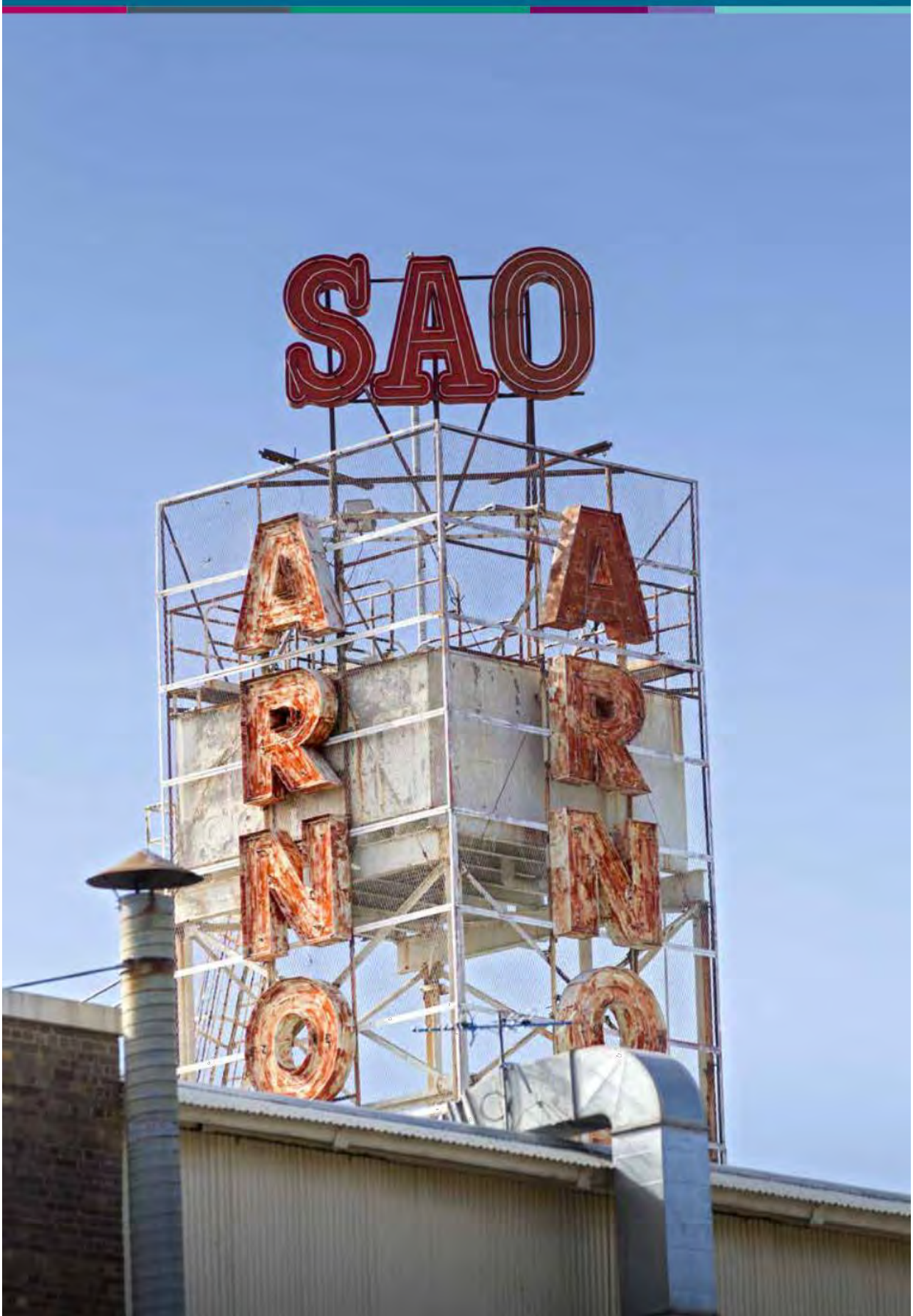
Delivery of the Strategy relies on the implementation of the principles set out in Section 3, which apply equally to Precincts and Frame Areas. For each principle within the Strategy, a number of strategic actions have been developed. Implementation will occur over 30 years and the following indicative timeframes:

- **short term** – 2016–2023
- **medium term** – 2023–2036
- **long term** – 2036–2050

The Strategy will be used by a range of stakeholders, including State and local government, to drive and inform land use planning and development decisions and long term infrastructure delivery programs. Landowners, developers and business owners will use the Strategy to understand what the future holds for the Corridor and to inform planning and investment decisions, particularly during the assessment and determination of land use changes in the Corridor.

The Parramatta Road Corridor Urban Transformation Strategy and Parramatta Road Corridor Implementation Tool Kit are endorsed Government policy. The draft Strategy was released for public comment in 2014 and 2015 and it was finalised in 2016 following consideration of all feedback received. The Implementation Tool Kit has been progressively developed to inform the Strategy and to respond to community and stakeholder feedback.

A Ministerial Direction has been issued to give statutory effect to the Strategy and to elements of the Implementation Tool Kit when land use and transport proposals are being prepared and assessed and when decisions are to be made concerning the Parramatta Road Corridor.





2

About the Parramatta Road Corridor and its surrounds

This section covers the following subjects:

- Yesterday's Parramatta Road
- Parramatta Road in context
- Parramatta Road today

The lands surrounding Parramatta Road were once home to many Aboriginal groups. A traditional meeting place, the presence of salt and fresh water and bountiful food brought the traditional custodians of the land, the Darug, together.

The head of the Parramatta River was home to the Burramatta clan (Burramatta meaning 'the place where the eels lay down'). This clan name is the source of the name 'Parramatta' and subsequently usage for the place and the road.

The diverse cultures that contribute to the character of the Corridor today have been meeting in Parramatta for decades, through the early years of trade, to the more recent diversity of business, retail, entertainment and cultural activity.

Yesterday's Parramatta Road

Parramatta Road is one of the oldest and most significant pieces of road infrastructure in NSW. The alignment of the road, as it exists today, was probably defined by Aboriginal trading routes linking Sydney Cove and Parramatta. The route follows a path between the historic thresholds of the bushland and marshes, where the land would have been firm and dry enough for walking on, as well as providing the most direct route between the east and the west.

Since 1790, Parramatta Road has served as the main thoroughfare west out of Sydney, linking the two early colonies of Sydney and Rose Hill (Parramatta).

From this time, Parramatta Road has helped to shape Sydney's suburbs and businesses. Suburban development began in the 1840s in the eastern areas of the Corridor, such as Camperdown, Petersham and Leichhardt. The road played an equally important part in the expansion of the industrial districts of Sydney further west, into the areas of Newington and Homebush. Since these early days, Parramatta Road has continued to serve industry as a transport link for trade and workers, and remains the east-west spine of the city, connecting the two CBDs of Sydney and Parramatta.

Parramatta Road, 1886



*Upgrade of rail bridge at Lewisham, 1886
(Source: Australian Railway Historical Society NSW)*

Parramatta Road, 1921



*Jubilee Procession, Parramatta Road, 1921
(Source: University of Sydney)*

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Significant infrastructure investment and strong economic and population growth makes the Corridor one of the most dynamic and rapidly changing parts of Sydney.

Through the district planning process, local planning will be connected with the longer term metropolitan planning for Greater Sydney - a big picture approach to better coordinate State, regional and local planning.

Planning for Sydney in terms of district planning will directly inform local council planning and influence decisions of State agencies.

District planning captures the broader initiatives and goals for the Corridor, which bisects two Sydney Districts: the West Central District and the Central District.

West Central District Strategy

In *A Plan for Growing Sydney*, the West Central District is identified as a significant focus for infrastructure investment and intensive growth over the next 20 years. At the heart of this District is the Parramatta CBD, the 'capital' of Western Sydney, providing some 80,000 jobs and \$14.8 billion in economic output per annum. Parramatta CBD is supported by some of the most significant and specialised employment precincts in Sydney, including the Westmead Health and Education Precinct and the Silverwater Employment Area. The District also contains some of the most promising urban renewal precincts for the next decade, including Camellia and the Olympic Peninsula, with the potential to make a substantial contribution to Sydney's future housing supply.

The Greater Parramatta and Olympic Peninsula Urban Renewal Area is located immediately adjacent to a large part of the western section of the Corridor, running from Parramatta CBD to Sydney Olympic Park, and captures important urban renewal precincts such as Camellia, Carter Street and Rhodes East, and part of the Corridor Strategy's Homebush Precinct. The Department of Planning and Environment (DP&E) and the Greater Sydney Commission (GSC) are leading detailed planning for these and other identified Renewal Areas, with the aim of delivering new homes and jobs to this part of Sydney, along with the delivery of new infrastructure, including the potential Parramatta Light Rail project.

Parramatta Road today



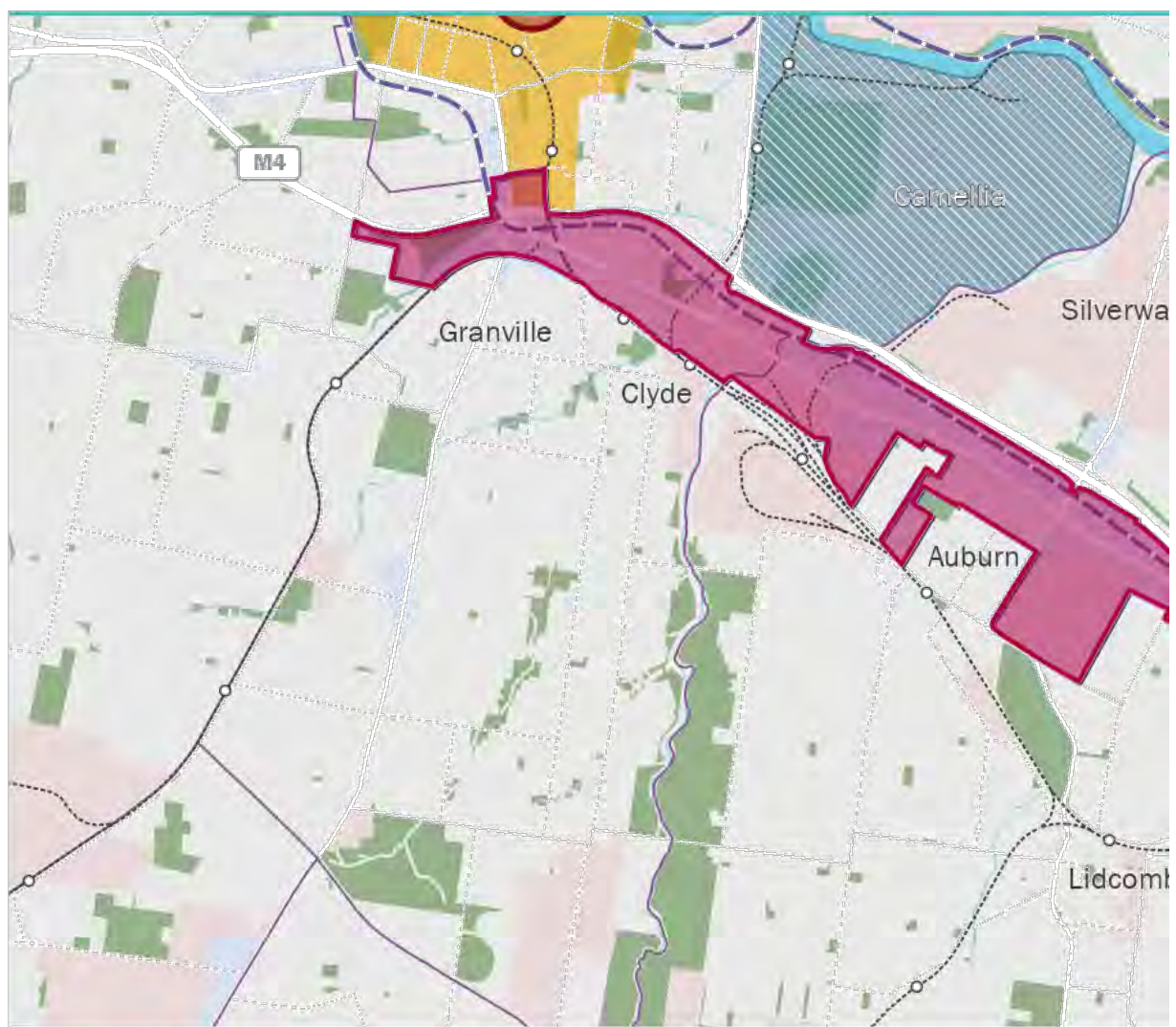


The Western section of the Corridor is bookended by dense development and taller buildings at Parramatta CBD in the west and Sydney Olympic Park in the east, with a dominance of single level, industrial scale buildings on larger lots in between. While some newer residential development has started to emerge in this part of the Corridor, development here is predominantly employment-related and includes a range of light industrial, bulky goods, retail, business and commercial uses.

This section of the Corridor incorporates the Granville and Auburn Precincts. These Precincts will play a distinct role in the transformation of this part of the Corridor, in conjunction with the broader initiatives for Greater Parramatta and the Olympic Peninsula.

With so much attention being focused on harnessing the full potential of Western Sydney, the role of the Corridor becomes even more important. The Corridor will play a part in the success of many other strategic initiatives for Sydney, and the Strategy must therefore integrate with and respond to these initiatives as appropriate to deliver a coordinated outcome for the area.

Parramatta Road Corridor in the Greater Parramatta and Olympic Peninsula Urban Renewal Area



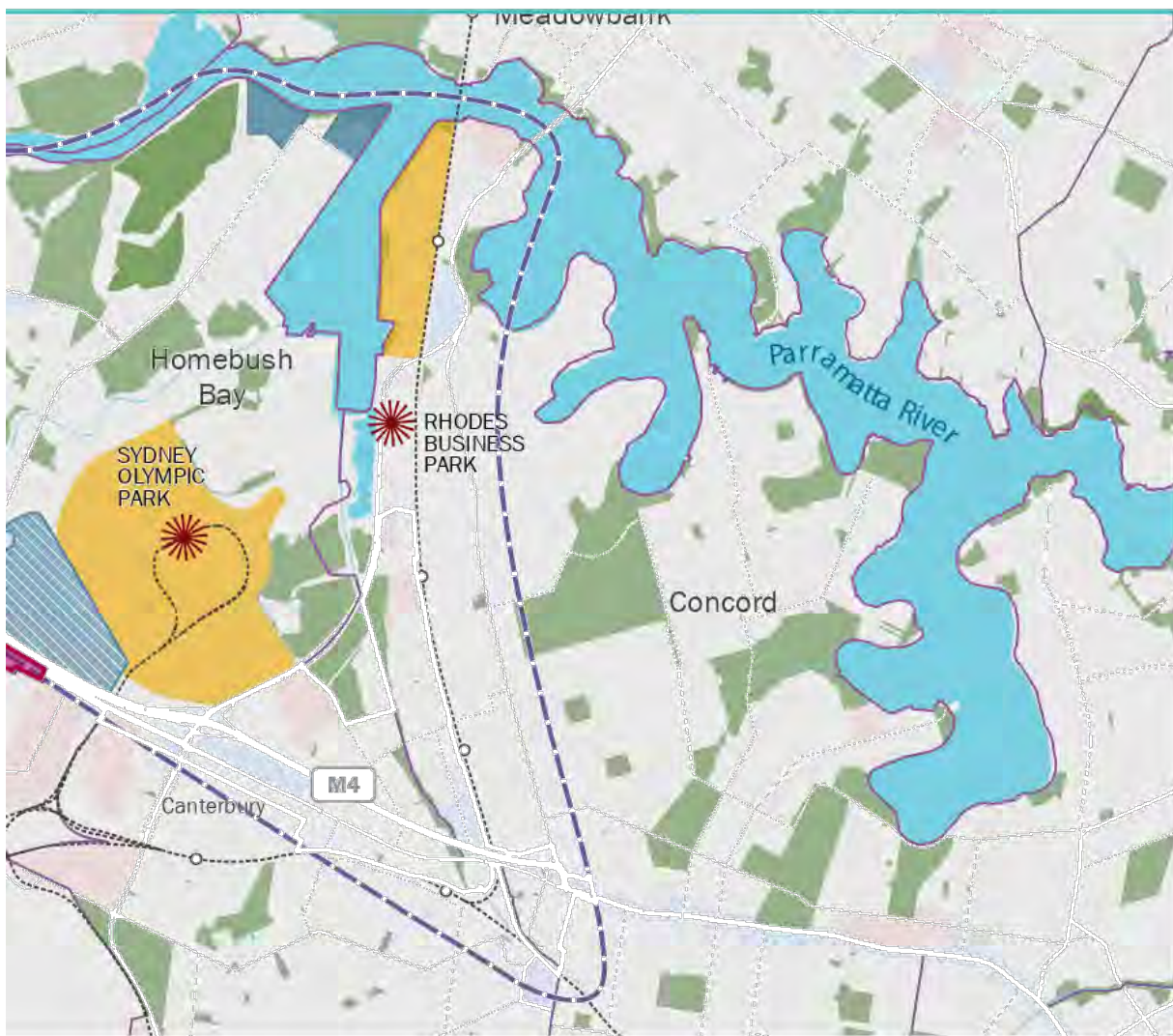
The key strengths of this section of the Corridor include:

- larger lots, to better facilitate redevelopment and delivery of open space through the development process
- arterial road access suitable for industrial and commercial and business uses
- more affordable land and property
- older building stock, to facilitate turnover of sites
- cultural diversity and identity, providing a richness of character
- relatively less constrained than the eastern corridor with regard to heritage, overshadowing and other design considerations.

As the area develops, it will evolve into a vibrant and productive economic and employment corridor, underpinned by a series of unique places that play a distinct role in the overall character of the area.

Close to Sydney's dual CBD at Parramatta, the **Granville Precinct** will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

Taking advantage of its location close to employment areas such as Parramatta and Sydney Olympic Park, the **Auburn Precinct** will be a location for significant employment growth, supported by moderate scale residential development and an improved streetscape.



Central District Strategy

The eastern and central portions of the Corridor are located within the Central District as identified in *A Plan for Growing Sydney* and are expected to continue to develop its critical role in the economic, social and cultural life of the city. Capturing key elements of the 'Global Economic Corridor', this District provides more jobs than any other part of the city, as well as accommodating Sydney's most significant economic infrastructure, including Sydney Airport and Port Botany. Ongoing investment in infrastructure and urban renewal in the Central District will continue to enhance the District's productivity, diversity and character in the context of the broader city.

This section of the Corridor runs from Homebush to Camperdown, encompassing lands in the Strathfield, Burwood, Canada Bay, Inner West and City of Sydney LGAs. Uses range from larger lot car yards and bulky goods retailers, to small-scale light and local industry, traditional main street retail areas and older style residential housing. New developments have started to emerge along these parts of the Corridor, particularly around Camperdown and Marrickville.

Constraints include small lot size and land fragmentation, as well as accessibility.

This section of the Corridor also contains areas of heritage significance and high-value properties.

The key strengths of Corridor East include:

- proximity to the Sydney CBD
- good amenity in certain areas to catalyse development
- access to a range of transport options, including public transport to key employment hubs
- quality urban environments in certain locations where existing character should be preserved and leveraged
- areas of good economic productivity and specialised Precincts to encourage business investment
- nationally and internationally recognised health and education uses such as Royal Prince Alfred Hospital, eleven medical research institutes, University of Sydney, University of Technology Sydney (UTS), Notre Dame University the Ultimo TAFE and the Sydney Dental Hospital.

Parramatta Road today





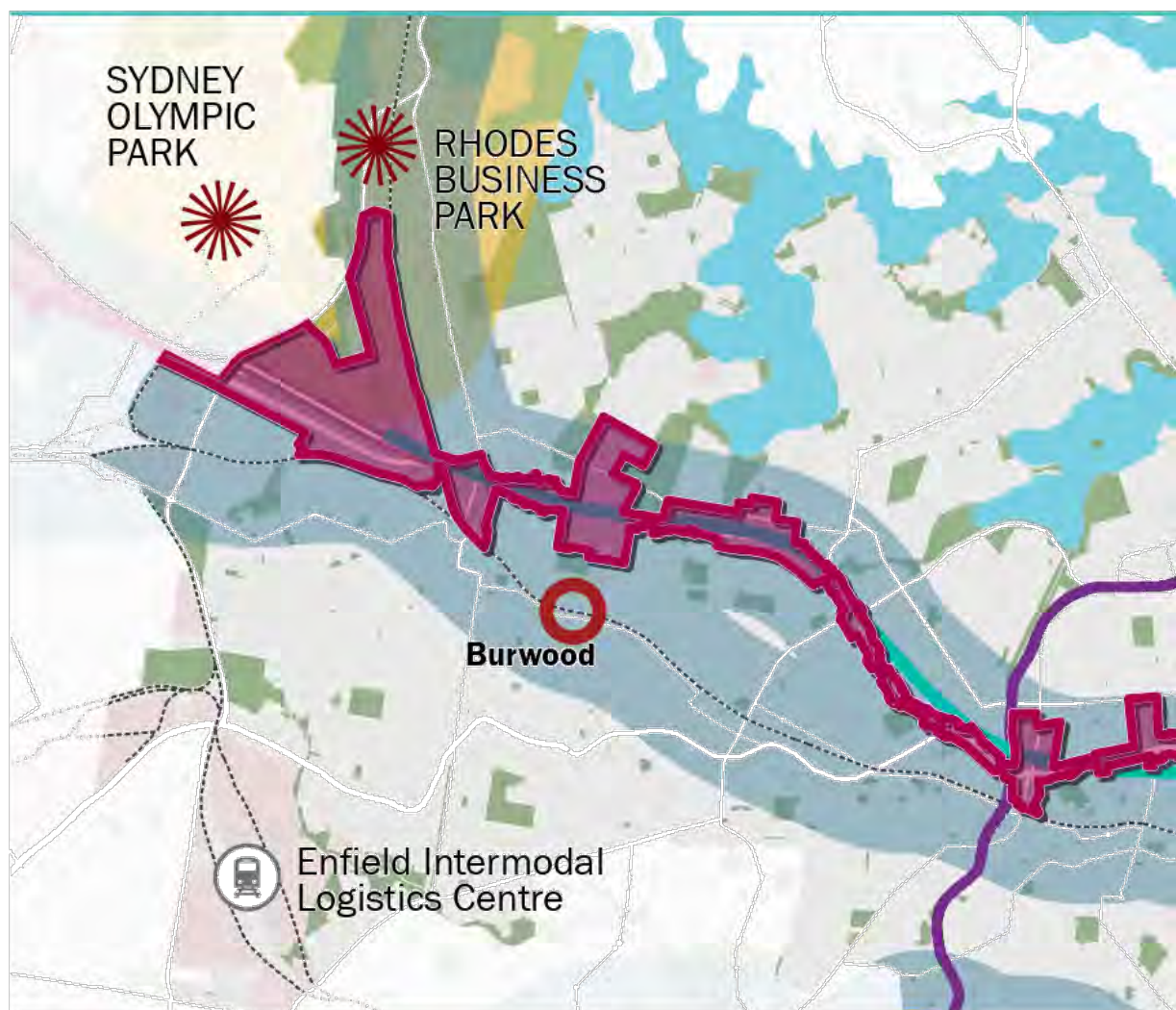
Renewal in this section of the Corridor will unlock the full potential of land that is currently underutilised to provide new, quality places for the community to share.

Public transport investment will improve accessibility and the quality of the urban environment on Parramatta Road so that businesses along the frontage will be able to re-establish, and vibrancy will be restored. The development of Precincts for a mixture of uses will provide a greater diversity and affordability of housing for people who wish to live in the Corridor.

Sitting between Sydney's two CBDs, the **Homebush Precinct** will be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

The **Burwood-Concord Precinct** will be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening existing amenity for new residents.

Parramatta Road Corridor in the Central District



Kings Bay Precinct will be a new residential and mixed use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour.

Taverners Hill Precinct will be an urban village with walking and cycling links via the GreenWay, access to many public transport modes and new urban squares, plazas and leafier streets.

Leichhardt Precinct will be a vibrant mixed use entertainment precinct visited by people from all over Sydney, with retail and residential opportunities creating a rejuvenated and active Norton Street and Parramatta Road.

Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.





3

Vision and principles

This section covers the following subjects:

- Our vision for the Parramatta Road Corridor of tomorrow
- Seven principles for transformation

Sydney is one of the world's great cities. The urban transformation of the Parramatta Road Corridor must be guided by a powerful and inspiring vision – one that engages the community, draws on public input and one that inspires imagination and collaboration.

Incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.

The vision for the Parramatta Road Corridor of tomorrow

The Parramatta Road Corridor envisaged by the Strategy looks very different to what we see today.

1. Housing choice and affordability

- An additional 56,000 people live in the Corridor in 27,000 new homes.
- The community is diverse, with key workers, students, seniors and families.
- The community's housing needs are met with a mix of dwelling types, sizes and prices.
- A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.

2. Diverse and resilient economy

- \$31 billion of development value is realised.
- Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.
- Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.
- Town centres at Granville and Kings Bay support new residents and workers.

- There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.

3. Accessible and connected

- It is easier to move to, through and within the Corridor in both east-west and north-south directions.
- The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections.
- The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.
- Available road and rail capacity is utilised and public investments in transport are optimised.
- Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.
- People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.
- The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.

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4. Vibrant community places

- Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.
- Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.
- New development respects and protects existing lower-scale development and heritage.
- New landmarks and high quality buildings and spaces are recognised and valued by the community.
- Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.

5. Green spaces and links

- There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections.
- Parramatta Road and the surrounding road network is greener and lined with trees.
- The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.

6. Sustainability and resilience

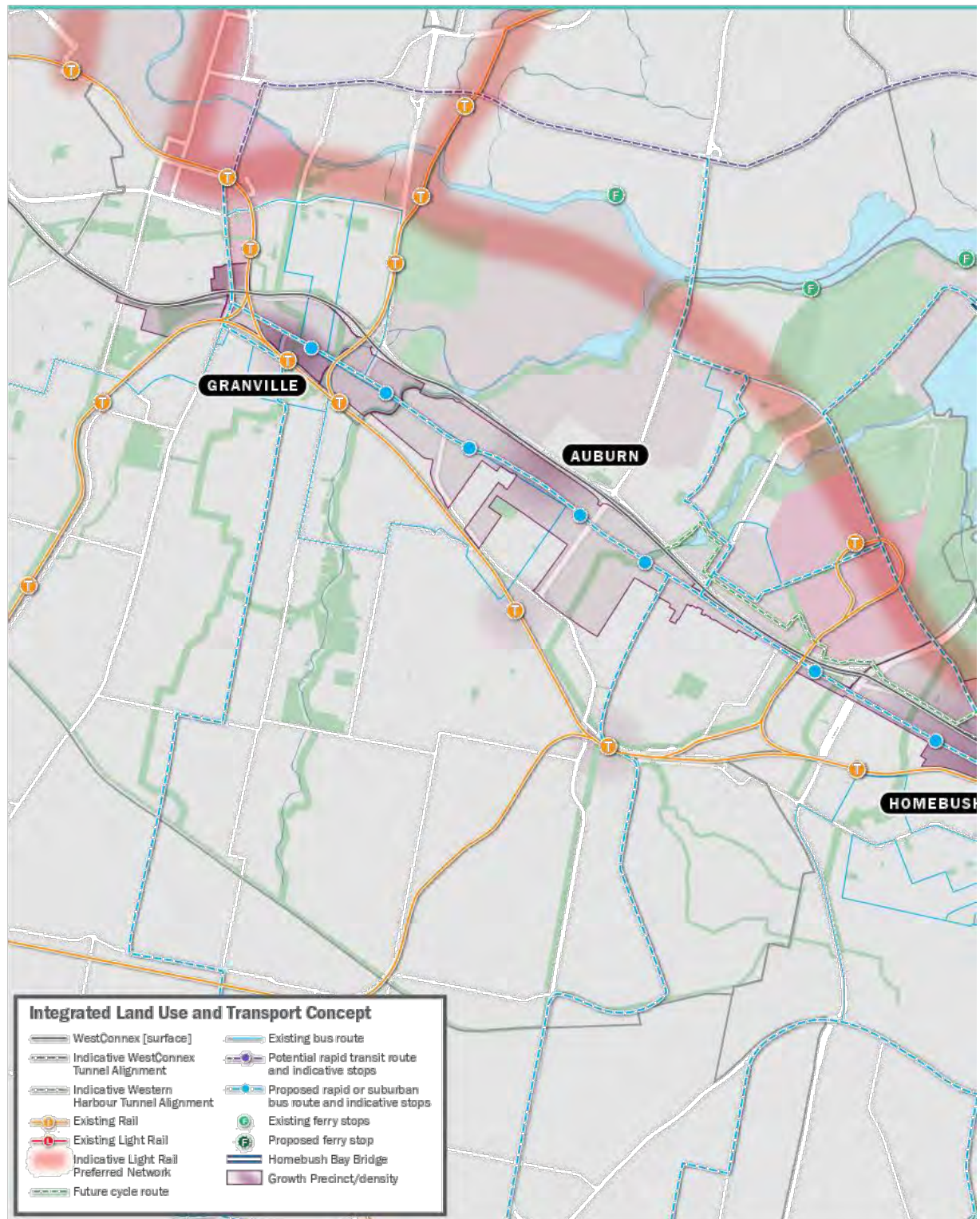
- Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.
- Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.
- A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.
- Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.

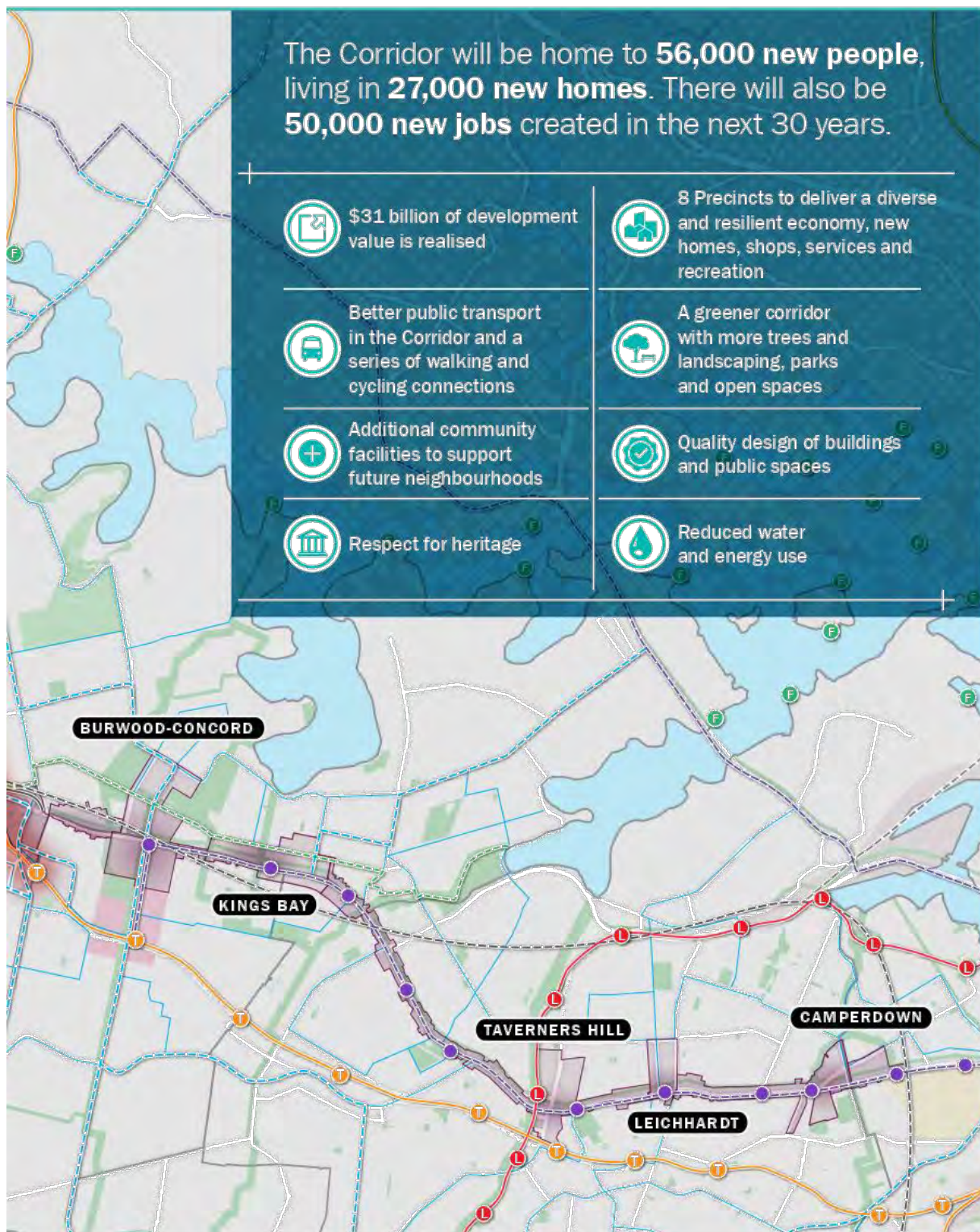
7. Delivery

- There is an effective governance structure in place.
- Decisions are made in a timely, transparent and coordinated way.
- Well understood benchmarks and indicators inform the planning and decision making processes.
- There is a clear monitoring, reporting and review process.



Integrated land use and transport concept









Seven principles for transformation

The vision for the Corridor is supported by guiding principles for housing, employment, transport, community places, open space, sustainability and delivery.

The principles outlined in this section articulate the overarching philosophy behind the transformation of the Corridor and will need to be applied to the preparation and assessment of future proposals for land use change or development within the Precincts and Frame Areas.

Each principle is supported by a suite of strategic actions. Proponents preparing planning proposals will need to demonstrate how their proposal is consistent with these actions as part of their application. State agencies and local government bodies will also need to have regard to the actions when assessing and determining planning proposals.

Principle 1: Housing choice and affordability

Plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

Future development in the Corridor should contribute to diversity in the Corridor's land uses in a way that creates opportunities for people to live and work locally. The Strategy proposes mixed-use Precincts along or adjacent to existing and proposed public transport corridors, urban services and community facilities. Development decisions should encourage these kinds of uses along the Corridor, calling on the principles of transit-oriented development.

Decision-making should be open to new models to deliver housing diversity, choice and affordability, so that the housing mix in the Corridor meets current and future needs. This may require amendments to planning mechanisms or development controls.

Diversifying land uses

The Corridor currently accommodates about 10% of Sydney's population and about 890,000 residents live in the local government areas that the Corridor spans. Approximately half of the population is in the workforce. Only 26,000 jobs are located in the actual Corridor, and approximately 800,000 jobs are located within the broader local government areas. A comparison between the resident workforce and jobs in the Corridor and its broader local government areas reveals some areas along the Corridor are acting as residential dormitories whilst others are employment destinations.

The working age resident workforce is much larger than jobs present in the Inner West and City of Canada Bay. In contrast, the number of jobs in the City of Sydney, City of Parramatta, Cumberland, Strathfield and Burwood local government areas (and consequently the Corridor) is much higher than the size of the local working age resident workforce. This means that many people need to travel for work.

Appropriate zoning and development controls can create opportunities for more people to live closer to their work. The Strategy nominates locations for new and additional housing and community facilities close to job-rich areas that are accessible to public transport, and within a 30-minute heavy rail, light rail or bus journey. Significant investment in public transport through the Parramatta Light Rail and *Burwood to Sydney CBD On-Road Transit* projects will unlock the development potential of the central and eastern portions of the Corridor, and act as a catalyst for new housing and job generating development. Integrated land use and transport planning will also enable more local trips in the Corridor, many of which could be by cycling or walking.

Creating mixed-use Precincts and greater housing density along the Corridor will minimise the need to locate dwellings in other parts of Sydney, and will contribute towards achieving a greater level of choice for low and medium income households, as well as reducing the overall cost of living.

Housing supply

The Strategy provides certainty and clarity about where future development will occur. It seeks to ensure that a range of new dwellings will be located near existing and planned transport networks. It also nominates parts of the Corridor to be set aside, based on their existing character and values. The Strategy includes a number of proposals to deliver this certainty, including the Precinct Plans for the eight growth areas along the Corridor, recommended land use and development controls, and the identification of strategic actions to deliver housing affordability and diversity.

The Precincts are key areas that will accommodate an additional 27,000 new homes over the next 30 years. Up to 15,000 of these will be able to be delivered in the short term as guided by the *Implementation Plan 2016-2023*.

Many of the councils in the Corridor have developed local housing strategies that identify the supply and demand of residential development in their local area. However, many of these strategies need to be updated to reflect revised council boundaries and to reflect the renewal opportunities which the Strategy offers. Councils will be encouraged to develop new housing strategies in the medium term to ensure local plans can deliver the principles and strategic actions of the Strategy.



Housing diversity

Household structures are changing across the Corridor and a large proportion of the population earns well below the income needed to access the private housing market without facing housing stress. Moderate and upper moderate income households are increasingly competing with lower income households for limited rental stock when there is no alternative available, placing further pressure on the market.

New residential development is required to provide a mix of ownership structures, tenures, sizes and price points. Delivering a diverse range of housing types can make a measurable contribution towards improved housing affordability, and also lead to design innovations and new housing models for moderate income households.

Social housing performs an important function because it is often located in highly accessible and well-serviced locations, making the cost of living more affordable for residents. There is currently limited social housing stock in the Corridor, and the holdings that do exist are generally smaller estates. In many cases such social housing stock is aged, run-down or requiring significant maintenance. There are

opportunities to provide social housing through a mix of regulatory and incentive-based planning provisions, particularly on larger sites. Incentives could include density bonuses, offsets or reductions in development contributions for private stock delivered as part of a project, or expedited assessment and approval processes. Community housing providers also need the ability to mix their tenure to be able to sustain future growth in social housing by cross-subsidisation of tenant rental incomes.

Projected increases in lone-person households, and in the numbers of older people and students, will bring related changes in the types of dwellings and services required. Affordable, quality housing in Precincts close to transport, jobs and shopping areas will be highly desired. Access to cultural and social activities, dining areas, and high-quality, safe entertainment precincts will also be sought after. Local planning instruments will need to facilitate the delivery of housing in line with local housing strategies. These strategies will need to include housing for seniors, people with a disability, and students, as needs are identified. Local housing should also investigate the demand for, and ability to provide, non-strata residential typologies.



Strategic actions for housing diversity

ACTION	RESPONSIBILITY
Review, update or prepare a new Local Housing Strategy that implements the <i>Parramatta Road Corridor Urban Transformation Strategy's</i> Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.	Councils
<p>Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:</p> <ul style="list-style-type: none"> ▪ lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces ▪ moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income ▪ rental properties with long-term tenures and optional extensions in place ▪ housing that uses design innovations, resulting in new products such as decoupled/ optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors ▪ student accommodation ▪ aged-care housing ▪ housing that promotes innovation in other ways across type, tenure, construction methodology or other mechanisms to make such housing more attainable to a diversity of income groups. 	Councils and Proponents
Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.	Councils and Proponents
Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.	Councils and DPE

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Affordable Housing

Low income households cannot afford to purchase or rent housing in most of the LGAs across the Corridor, with only select parts of the Inner West being affordable to low income rental households. Moderate income households can only afford to purchase in the western end of the Cumberland LGA and are otherwise restricted to the rental market. Across the Corridor there is a consistent decline in rental stock with affordable rental stock losses being observed in most areas along the Corridor other than the Ashfield area and the City of Sydney.

Given the growing proportion of people unable to afford accommodation in the Corridor, it is important to identify an appropriate target for affordable housing, based on the opportunities and characteristics across the Corridor. A target sets out housing diversity aspirations and will help support the retention of existing residents who may be unable to relocate in the area or under pressure to move further away or be at risk of total displacements as renewal occurs.

Partnerships and innovations

There is no one mechanism or sector that can be responsible for answering the Corridor's housing affordability and diversity challenges. Multiple initiatives, collaboration and public-private partnerships are required to successfully deliver housing affordability and diversity outcomes.

A practical and pragmatic approach is required to deliver a range of housing types and price points. Given the growing number of people unable to afford residential accommodation in the Corridor, it will become increasingly important to engage with institutions and private sector providers involved in delivering low cost housing. Partnerships with community housing providers and industry, and application of available design, planning and funding tools and opportunities, will maximise outcomes.

Strategic actions for Affordable Housing

ACTION	RESPONSIBILITY
Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.	Councils and Proponents
Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.	Councils
Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas in the Corridor.	DPE
Prepare model 'development consent' conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.	Councils
Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.	Councils

Potential partnership and innovation levers

1	Design innovation	Councils could consider and encourage a range of compact housing designs - three, two and one bedroom designs, flexible apartment designs, or floor plans of bespoke design for rental accommodation that includes shared spaces.
2	Capital management	Councils could use their funding base to support construction finance and to lower interest coverage ratios and interest rates in a way that makes better use of affordable levies and land to maximise affordable housing yield.
3	New tenure and governance methods	Councils could consider new arrangements to support smaller accommodation or shared equity; capped mechanisms to limit purchases to medium income buyers to discount home prices permanently; or a lease/strata mechanism to retain land for Affordable Housing in perpetuity.
4	New moderate income affordable housing	Councils could consider a model of housing that sits above affordable housing that targets younger professionals.
5	Partnerships with Community Housing Providers (CHPs)	Councils could consider partnerships with CHPs to achieve better commercial development outcomes and funding and finance outcomes.

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Principle 2: Diverse and resilient economy

Plan for and position the Corridor to attract new businesses and to support existing businesses to create a diversity of jobs and promote jobs closer to homes

There are more than 26,000 people who work in the Corridor, across a variety of industry and service sectors. Each section of the Corridor has its own distinct strengths in terms of economic growth and employment. The Corridor West, including the Granville and Auburn Precincts, has strong heavy and light industrial economies, offering large sites within easy access of Sydney's motorway network. The Corridor East supports a broader range of commercial and services activities, capitalising on its accessibility and proximity to the Sydney CBD.

The Strategy presents an opportunity to build on the strengths of the Precincts along the Corridor to develop local economies and deliver a diversity of jobs between the eastern and western CBDs of Sydney.

The Strategy focuses on recognising the unique potential of each part of the Corridor to contribute to overall economic productivity through the renewal of declining commercial and retail areas, the creation of new centres and hubs of economic activity, and by positioning the Corridor to accommodate new and emerging industries and business models.

To do this, the Strategy encourages contemporary, flexible approaches to planning in the Corridor that can capitalise on a range of economic opportunities, allowing councils to effectively plan for employment uses to foster robust economic and employment growth.

The Strategy also seeks to promote ways of developing the economy of the Corridor through strategic planning and policy mechanisms, such as the recognition of certain parts of the Corridor within the relevant Sydney District Plans and *A Plan for Growing Sydney*.

Planning for jobs

The Corridor originated as a key trade route and therefore has a long history of employment-generating activities. As the oldest road connection between Sydney and Parramatta, land along the Corridor evolved as strategically important for employment, providing valuable locations for trade-based and industrial operations that centred on the movement of goods between Sydney Harbour, Port Botany and the rest of Sydney.

It is only natural to expect that certain industries will thrive and others may decline over time. However, there will always be a strong role for employment and economic activity in the Corridor, given its strategic location and position within the heart of a growing population. The Strategy builds on the strong trade-related activities and identifies opportunities to encourage and facilitate the growth of new business models to contribute to the overall productivity of the Corridor. The urban renewal process is not concerned solely with the delivery of new housing, but also contributes to the evolution of a more diversified and resilient economy that capitalises on the transition of the Corridor from traditional industrial and manufacturing uses to a more vibrant mix of business activity.

The Corridor's growth areas need a supply and mixture of employment land that is attractive to business and investors. The provision of jobs at a rate that keeps pace with new households is critical in maintaining the productivity of the growth areas and reducing the costs of commuting. There is a need to review any barriers to job creation and consider policy levers at the local scale that may be available to accelerate or unlock job growth.

In keeping with state-wide trends, employment and economic growth in the health care, social assistance, education and training sectors is strong, and demand for these services will continue to increase in the context of the urban transformation of the Corridor. Commercial and personal service providers in the fields of allied health, professional services, personal services, printing and stationery suppliers, are also increasingly prominent in all Precincts of the Corridor as they seek proximity to key population catchments.

Urban service industries (including food and beverage distributors, coffee roasters and suppliers, hardware wholesalers, panel beaters and car repair shops), typically locate close to a strong population base. These industries are important elements of any community and contribute to the overall service amenity of an area, but are often displaced in the urban renewal process as changes to underlying economic conditions stimulated by rezoning and redevelopment make these typically small business operations unviable. The Strategy recognises and protects the presence of these urban services in appropriate locations in the Corridor so they can continue to serve their local communities.

Approximately half of the Corridor is located adjacent to the Greater Parramatta Priority Growth Area as identified in *A Plan for Growing Sydney*. This part of the Corridor warrants a specific approach in order to capture benefits from agglomeration, while at the same time managing the costs of growth. The Granville, Auburn and Homebush Precincts, although clearly distinct from each other and from the Greater Parramatta Priority Growth Area, form a key part of the Central West District and therefore must respond to and complement the broader plans.

Strategic actions for planning for jobs

ACTION	RESPONSIBILITY
<p>Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the <i>Parramatta Road Corridor Planning and Design Guidelines</i>. This includes:</p> <ul style="list-style-type: none"> ▪ tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises ▪ facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate. 	Councils
<p>Implement the built form controls identified in the <i>Parramatta Road Corridor Planning and Design Guidelines</i> to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.</p>	GSC/Councils
<p>Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.</p>	GSC/Councils

Centres and clusters

A contemporary and informed approach to strategic planning and policy is required to open the Corridor to a diversity of new employment activities that will drive a robust economy and generate a diversity of employment opportunities for the local community.

By co-locating related businesses together in one place, businesses benefit from increased efficiency and productivity, due to access to a deeper pool of skilled labour, knowledge generation through the sharing of ideas, and the ability to share common infrastructure and other resources. The Strategy identifies specialist employment clusters to encourage agglomeration and to concentrate knowledge-based enterprises in a single Precinct or location. Specialist employment clusters will be anchored by a specific 'anchor' activity to catalyse business activity. A range of ancillary services, including affordable housing, will support these clusters. Within the Corridor there are a

number of these potential 'anchors', including Sydney University and Royal Prince Alfred Hospital, which could generate the establishment of specialist health and education activities. Camperdown Precinct has the potential to leverage its proximity to these anchors to evolve as a specialised economic hub.

Similarly, there are other areas of the Corridor where industrial activity is thriving, such as at Auburn in the west of the corridor. This is one of the few areas of Sydney where the manufacturing sector remains stable. This sector must be supported and strengthened by the Strategy. Auburn is also recognised as a prime location for large format retail activities that are an important economic contributor in the Corridor. Planning for the Auburn Precinct must therefore leverage these strengths to further reinforce its role in economic and employment generation for the Corridor and surrounding areas.

Biotechnology Hub Case Study

The University of Sydney and the Sydney Local Health District are key uses in the eastern end of the Corridor. Together, they offer the opportunity to generate new high value health and knowledge-related jobs, grow research and innovation and deliver considerable economic and social benefits to the state and nation. Health, education and knowledge industries are understood as the major source of national employment now and into the future.

The health and education partnership with private industry can productively leverage off the prestigious and well-established health, education and research institutions of the Royal Prince Alfred (RPA) Hospital, the University for Sydney and the eleven co-located major health and medical research institutes. This strategic precinct currently employs over 17,500 FTE people and educates well over 50,000 students per year. It is an attractor, or major destination for relevant industries such as medical device companies, imaging companies, radiology intervention technologies, bioinformatics companies, surgical suppliers, pharmaceutical companies, medical fabrication and health-related start-ups. The resulting cluster of integrated research and development would shorten the time between research and translation with significant community benefit. There are several international examples of such hubs including, for example the Johns Hopkins Hospital (Baltimore) and the Wyss Centre for Biologically Inspired Engineering (Harvard).

The Camperdown Precinct is well placed to support the expansion of these activities, and is envisaged to transform into a biotechnology and biomedical hub, as a means of growing high value jobs, in the Central District and the eastern end of the Parramatta Road Corridor.

Strategic actions for centres and clusters

ACTION	RESPONSIBILITY
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverers Hill.	GSC/Councils
Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in <i>A Plan for Growing Sydney</i> and District Plans. Possible centres for consideration include Auburn as an employment hub and Camperdown as a new strategic centre.	GSC

In addition to these existing economic hubs, future planning and development decisions in the Corridor will need to support the emergence of new employment clusters, catering for the specific requirements and characteristics of each Precinct, while recognising that there is no 'one-size-fits-all' approach. Such decisions will also seek to build the resilience of specialised employment clusters by ensuring that they are adaptable to changes in economic and market conditions. The aim is maximising flexibility and promoting choice so businesses can make decisions that best suit their needs in an environment tailored to growth and investment.

Centres are an important component of a local economy; they can be vibrant places which attract people and investment. Density and diversity in centres make it easier to provide public transport and other services for the community, generating a critical mass of commercial and business activity to support a viable economy.

The Corridor contains or is immediately adjoining a number of existing centres such as Granville, Auburn Lidcombe, Strathfield and Leichhardt that provide jobs and services to the local and broader communities. These must be recognised and supported by the Strategy. Burwood is the only 'major' centre along the Corridor. Burwood has a large shopping centre, including major department stores, speciality shopping and entertainment outlets. An increase in the population of the Corridor would support the growth of some of its centres through increased retail demand, as well as generating a demand for the

creation of new centres in some areas of the Corridor. Granville's retail centre will see significant growth in the future and emerge into a new local centre on either side of the railway line. A new local centre is planned in the Kings Bay Precinct.

Local neighbourhoods and centres offer opportunities for local employment, strengthening local economies. They also provide amenity through the services they offer that attracts new business activity and makes better places for the community to enjoy.

A resilient economy for the future

The economy is dynamic. It undergoes cycles of change that are driven by a wide range of factors well beyond the reach of the Corridor. The Strategy cannot accurately predict or control these fluctuations but it must strive to make the Corridor both resilient and responsive to these changes.

Economic and market transitions can present both challenges and opportunities to economic growth and productivity. It is imperative that strategic planning for the Corridor is informed by an understanding of key economic trends to ensure that it can respond effectively. The economic structure of the Corridor is generally reflective of broader economic trends experienced across the country over the past decade. The manufacturing industry is generally in decline (with the exception of Auburn), and the services sector, including health, education and professional services, is rapidly expanding.

The Strategy seeks to respond to these trends by capitalising and building on the economic strengths of the Corridor. A tailored approach must be applied to each Precinct when it comes to the management of land for employment and economic growth. While it may seem desirable for every Precinct to have a commercial core, it is important to recognise that the market operates beyond Precinct boundaries and a more regional view of these important planning matters is required. On this basis, some Precincts in the Corridor will have a stronger focus on residential renewal, while others will have more of an employment focus. Within the employment areas of the Corridor, some of these will foster growth in manufacturing and light industry, while others will seek to develop a greater commercial/business focus. Centres in the Corridor will typically have a larger retail component that needs to be protected in the context of the centres hierarchy established under *A Plan for Growing Sydney* and consistent with the Sydney District Plans.

Supporting employment lands

Sydney has a limited supply of land that is suitable for industrial and large commercial development. The Western Corridor contains some of Sydney's most significant employment lands where larger sites, accessibility to the motorway network, and Sydney-central location are of operational and logistical importance. There are, however, locations across the Corridor that do not perform well, and are reaching the end of their usefulness in their current configuration. In these places, land fragmentation, poor accessibility, out-dated infrastructure and the encroachment of other land uses have made industrial and large site operations unviable. Without intervention, these areas will continue to degrade and decline in importance for employment.

There is insufficient supply of well-located industrial land in the Corridor for certain kinds of demand. Planning for industrial lands must take into account the fact that large-scale logistics and transport-based

Strategic actions for a resilient economy for the future

ACTION	RESPONSIBILITY
Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment	GSC/Councils



industries, especially those using heavy articulated vehicles (B-doubles), will not find locations in the Corridor suited to their requirements. These users are gravitating to Western Sydney where the cost of land is cheaper and there is direct access to interstate road networks.

There is, however, a wide variety of businesses fulfilling household and business consumption needs, as well as those that export to interstate and international markets. In particular, service industry operators, such as panel beaters, food manufacturers/distributors and clothing distributors, will require locations close to their key markets close to and along the Corridor. As well as a shift in kinds of manufacturing activities, Australia and therefore the Corridor are transitioning to an import economy. Buildings that once accommodated traditional manufacturing activity – those with low ceilings and restrictive floor plates – will no longer suit contemporary business requirements. In order to be feasibly redeveloped and remain competitive in today's economic environment, businesses need to streamline operations and leverage knowledge and technology to be productive. Contemporary business functions and activities are more effectively accommodated in flexible business zones, rather than in traditional industrial zones. Such flexible business zones achieve an intensification or densification of use.

Investment by government in significant public transport will unlock strategically located and relatively affordable land. This will provide private sector investment opportunities, strengthen the productivity benefits that come from greater knowledge sector density, and enable the Corridor to reposition itself as a dynamic and vibrant place to do business. In order to retain its competitive advantages, and continue to provide choices in business accommodation, the Strategy identifies land throughout the Precincts that is well located for the creation of activity nodes. These nodes will assist in renewal, which in turn will result in an increased appeal of the Corridor as a business destination, leading to increased demand for floor space and intensification of land use.

The recommended land use zonings in the Precinct Plans encourage existing uses to be accommodated within future land use zones. Innovative mechanisms will be required to broaden the role of urban support service industries to enable existing occupiers to remain, yet allow an intensification of use. This may include transitioning zoning controls to allow existing businesses to continue to operate, permitting a variety of new business occupiers, or providing incentives to the private sector to incorporate urban support service industries into their proposals.

The Frame Areas of the Corridor also play a significant role in supporting viable employment land on the fringes of growth precincts. These lands will continue to support growth in the Corridor through the provision of sites for urban services that typically locate close to large and growing populations. Other Frame Areas supplement and support some of the strategically important employment precincts, such as Clyde and Silverwater.

Densification and intensification in the Parramatta Road Corridor

To support new and emerging businesses, consideration will need to be given to the appropriate type of employment uses to be encouraged in each Precinct, including the transition of some areas from more traditional industrial uses to higher density, commercial and mixed business operations. This may result in a densification or intensification of the existing built form of the area.

Densification of use refers to an increase in density, typically associated with greater floor space, building heights, setbacks and site coverage ratios. However, not all employment uses respond to increased density. The economics of increased density do not necessarily incentivise further development of industrial uses in the same manner as residential or commercial and business uses.

Intensification of use is not necessarily accompanied by an increase in floor space density and can be measured in any one of the following metrics:

- increased economic and employment activity, such as more employees per square metre and more output per square metre
- more efficient use of land and resources
- extending the lifespan of available industrial lands.

Intensification can occur in different ways for different industries and sectors, from greater use of technology and augmentation with higher building ceilings to more intense employee/floor space ratios, generally associated with more office-type floor space.

Intensification use is often associated with new or advanced technologies or innovations that can transform the way in which a business is operated.

Transitioning employment uses

As recently as five years ago, locations in Surry Hills and Paddington saw prices and rents increase, many occupiers were 'priced out' and those who required less traditional office space and more 'creative space' set their sights on Alexandria and Waterloo, where many old warehouses were attractively adapted for reuse. The availability of large scale housing in the Green Square Urban Renewal Area has increased the attractiveness of working in the South Sydney area.

Over time, Leichhardt and Camperdown have the potential to accommodate creative and other commercial users who seek to work close to where they live and have easy access to lifestyle options on offer on the city fringe.

Conversion and redevelopment of poorly performing retail space in Leichhardt and Camperdown would be an opportunity to meet projected commercial floor space demand. This would also unlock opportunities to accommodate increased demand associated with growth in the health and education precincts of Royal Prince Alfred Hospital and University of Sydney respectively.

Principle 3: Accessible and connected

Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel

Parramatta Road is one of Sydney's busiest roads, carrying thousands of vehicles each day. It is part of a wider transport network that includes the T1 (Western and Northern) and T2 (Inner West) lines, the L1 Inner West Light Rail, an extensive bus network, Sydney Ferries along Parramatta River, and a network of arterial and local roads.

Accessible and connected transport is vital for the liveability, economic prosperity, efficiency and success of the Parramatta Road Corridor. The NSW Government is committed to the provision of attractive public transport choices to help manage the increasing demand for travel along the Parramatta Road Corridor, support areas of urban renewal, facilitate the redevelopment of specific Precincts within the Parramatta Road Corridor, and connect people to their places of choice.

The Strategy will be implemented in two stages, 2016 – 2023 and post 2023. Land use change prior to 2023 will be guided by the *Parramatta Road Corridor Implementation Plan 2016 – 2023* and will be accommodated with planned improvements to Western Line rail frequencies and a rapid bus solution from Burwood to Sydney. Investment such as longer term light rail or heavy rail solutions, currently being investigated, would be required to support the land use change beyond 2023. The short term staged approach will allow for the land use change to move in sync with the available transport capacity, whilst ensuring the scale, timing, and staging of longer term land use changes respond to Government transport investment.

Improvements to the road network will also be required. These will need to be developed using detailed traffic modelling in consultation with Roads and Maritime Services (RMS) and Transport for NSW (TfNSW).

As land use change and growth occur in the Parramatta Road Corridor, the following transport challenges will need to be addressed:

- detailed assessment of the cumulative impacts of the Corridor's growth in conjunction with growth occurring in other nearby centres and Precincts, including traffic modelling
- long-distance trips that occur through the Corridor
- the introduction of appropriate transport initiatives to support land use changes
- protecting and supporting economic activities and local businesses
- maintaining and enhancing liveability as development intensifies and travel demand increases
- improving safety, security and equity
- resources and funding.

The *Sydney CBD to Parramatta Strategic Transport Plan* outlines the initiatives required to address these challenges and achieve an integrated network of local, intermediate and regional transport systems. Accessibility and connectivity are key principles of the Plan; these principles will help drive the transformation of Precincts and centres within the Parramatta Road Corridor.

The transport plan for the Parramatta Road Corridor includes city-shaping transport projects such as the Parramatta Light Rail and Burwood–Sydney CBD On-Street Rapid Transit initiatives. These will transform the efficiency and capacity of the network.

Planning, development and transport management decisions should also look beyond infrastructure solutions. This means supporting initiatives that manage travel demand by reducing the need for car trips, encouraging more diverse land uses – especially for employment, in the west of the Corridor – and co-locating land uses so that people have less need to or less distance to travel.

The delivery of major new infrastructure and programs will expand the capacity of Parramatta Road and the broader Corridor to move more efficiently the people who visit or live, work and play in the Corridor.

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An integrated transport network

The Sydney CBD to Parramatta Corridor connects Sydney's two major city centres, linking Global Sydney (Sydney CBD and North Sydney) to Greater Parramatta through Sydney Olympic Park and Burwood. The Corridor is oriented along the 20km stretch of Parramatta Road that connects Sydney CBD and Parramatta CBD. The nomination of the Greater Parramatta to Olympic Peninsula as a Priority Growth Area will support this area's provision of additional jobs, housing, community facilities and services in the north of the Sydney CBD to Parramatta Corridor.

People travel to, through and within the Parramatta Road Corridor throughout the day for a range of reasons. Travel into and out of the Corridor for work and educational purposes occurs during the weekday morning and evening peak periods. The Corridor and its surrounds include a wide variety of local centres and neighbourhoods that are key locations for shops, restaurants, civic facilities, open spaces and employment, which generate their own travel patterns at different times. There are also significant regional destinations accessed through and across the Parramatta Road Corridor, such as Sydney Airport, Port Botany, Macquarie Park, and the Enfield and Chullora intermodal freight terminals.

The varied trips made using the Parramatta Road Corridor interact with and influence each other, since they are all made using interconnected transport infrastructure assets or services. The largely Victorian-era road network within the Corridor is challenged, performing more functions than it was designed for. Heavy and light through traffic is joined by local movements; such trips are made by pedestrians and other road users who are walking, or cycling, or travelling by bus, truck, motorcycle or car.

The *Sydney CBD to Parramatta Strategic Transport Plan* identifies a suite of initiatives to support the movement of people and goods in the Parramatta Road Corridor. By integrating the design and management of land uses and transport networks in the Parramatta Road Corridor, the Plan will help to manage travel demand and improve efficiency. The integrated land use and transport concept supports efforts to:

- modify or alter the timing of trips, shifting road users' trips from peak to off-peak periods
- reduce the need for trips, by encouraging road users to undertake several tasks as part of a single trip
- change road users' trip modes, such as taking a bus or riding a bike instead of driving
- change road users' trip routes to avoid areas of congestion
- encourage freight deliveries outside of times of peak road use.

Strategic actions for an integrated transport network

ACTION	RESPONSIBILITY
Implement the <i>Sydney CBD to Parramatta Strategic Transport Plan</i> .	TfNSW/RMS/Councils

In the long term, WestConnex will improve longer-distance access through the Inner West and through several Precincts along Parramatta Road, and to key regional destinations such as Sydney Airport and Port Botany both from Western Sydney and from the Parramatta Road Corridor itself. WestConnex will also reduce traffic congestion on the M4 and M5 motorways, parts of Parramatta Road and the wider road network, particularly in peak periods. This will facilitate urban transformation and present unprecedented opportunities to improve public and active transport along Parramatta Road and in its immediate surrounds.

Match transport to trip purpose

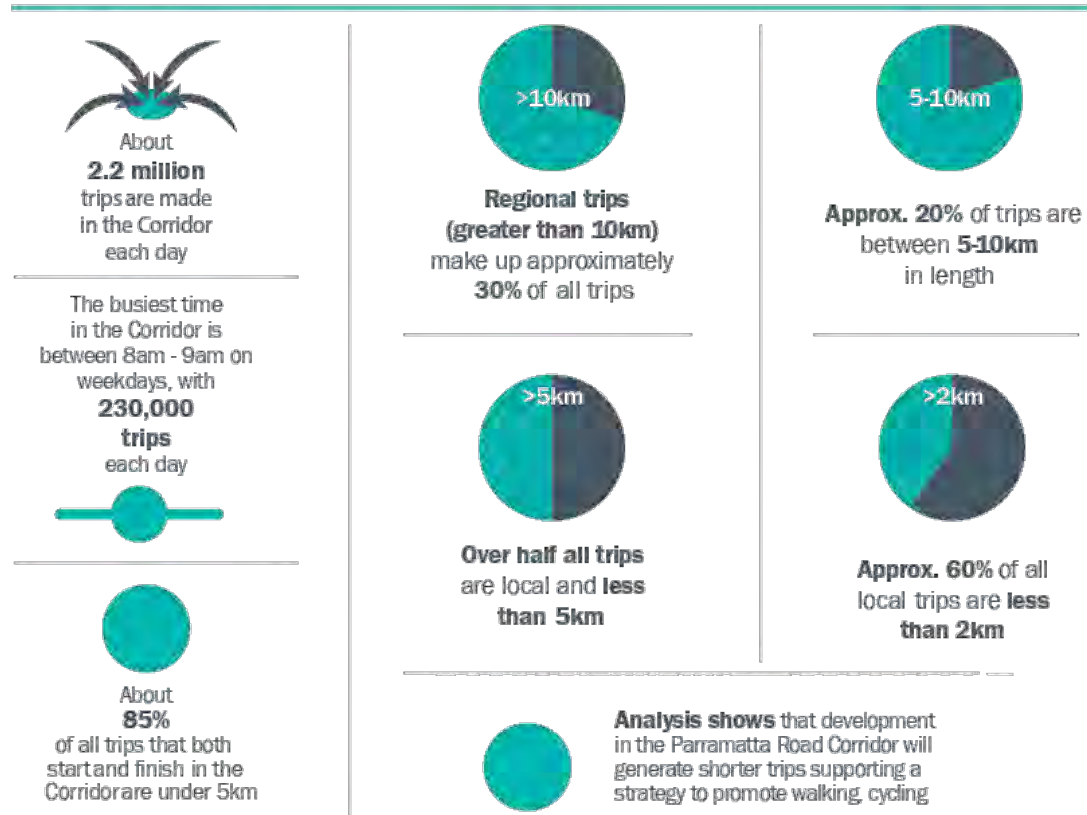
Analysis of current demands within the Parramatta Road Corridor indicates that overall mobility can be enhanced through actions that promote sustainable travel choices as part of a transport mix which includes private car use.

For example:

- an increasing proportion of local trips of up to 2km can be made on foot or by bicycle
- intermediate trips of up to 10km will continue to make up the majority of travel within the Corridor; however, with the support of appropriate land use changes, more intermediate trips can be made on higher-capacity and more efficient public transport services
- longer-distance regional trips through the Corridor can be made by train and, in the future, via WestConnex.

A connected Parramatta Road Corridor public transport network – comprising train, light rail, bus and ferry links in a single system, accessed on foot or by bike – will provide options for easy travel to many destinations. In order to attract users to multi-modal travel, the multimode system will need to offer easy interchange between modes and services, requiring attractive service frequencies, a supportive ticketing system and simple transfer arrangements.

Travel in the Transport Corridor*



*The Transport Corridor is defined in the Sydney CBD to Parramatta Strategic Transport Plan and includes the Parramatta Road Corridor.

In order to increase the share of intermediate trips (of up to 10km in distance) to, from and within the Parramatta Road Corridor being made using public transport, the Plan supports existing and planned high-frequency rapid bus routes, and potential long-term light rail transit (LRT), both within the Corridor and to key adjacent destinations. These travel modes will be of increasing importance in linking major residential areas with important local and regional employment centres, and in connecting centres to each other.

The heavy rail network will continue to play a role for intermediate trips in the Corridor, as well as a more dominant regional role. Further investigations are required in order to determine whether a higher-capacity heavy rail solution could be warranted in the future. This will involve analysis to compare the benefits provided by improvements to the existing North Shore, Northern and Western lines with the benefits that would be delivered by a different form of transport. This analysis would need to take account of wider rail network requirements for the Sydney metropolitan area.

On-street rapid transit for Parramatta Road

The NSW Long Term Transport Master Plan identifies Burwood to Sydney CBD as a strategic corridor for integrated transport and land use planning. Sydney's Bus Future includes Parramatta Road as one of Sydney's key growth corridors to investigate for rapid bus or LRT.

The NSW Government has reinforced this position with a condition of consent for the WestConnex M4 East project requiring 'at least two lanes of Parramatta Road, from Burwood Road to Haberfield, to be solely dedicated for the use of public transport unless an alternative public transport route that provides an improved public transport outcome...is approved.'

Transport for NSW is committed to delivering an on-street rapid transit system to support the shared vision for the growth of the Parramatta Road Corridor. The on-street rapid transit system will cater for future demand in the eastern section of the Corridor, and promote north-south bus routes between major centres such as Macquarie Park, Burwood and Hurstville.

The Parramatta Road Corridor on-street rapid transit route, from Burwood train station to the Sydney CBD, will service five of the Precincts along the Parramatta Road Corridor (Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown). Public transport journeys will become faster and more reliable through the operation of higher-frequency and capacity services, additional on-road transit priority and the provision of high-quality and accessible transit 'superstops'.

To ensure the on-street rapid transit service can be delivered, the Strategy identifies the proposed future location of transit superstops. Applications for land use and development proposals will need to consider these locations and consult with TfNSW to ensure that the land use mix around these nodes makes appropriate provision for future infrastructure requirements. Future-proofing for on-street rapid transit infrastructure investment must take place now to ensure that this major transport initiative can deliver benefits to all travellers within the Corridor over the short, medium and long terms. Accordingly, TfNSW will need to be involved in any decision-making processes that could influence future traffic conditions and affect the reliability or attractiveness of public transport options along this strategic Corridor.

Strategic actions for on-street rapid transit for Parramatta Road

ACTION	RESPONSIBILITY
Amend the State Environmental Planning Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to Transport for NSW for comment, particularly at and around future superstop locations.	DPE

Parramatta Road street function framework

The road network across the Parramatta Road Corridor will continue to have an important function, servicing local trips by residents, workers, delivery and other service vehicles, and visitors, as well as providing an alternative route to WestConnex.

A planning framework has been developed to define the function of the road network and to inform future planning outcomes and investment decisions. The framework defines the future function of the road network on the basis of overall land use and transport objectives, and the desired outcomes for each Precinct and Frame Area across the Parramatta Road Corridor.

The roads within and around each Precinct will provide two primary functions for transport customers, as follows:

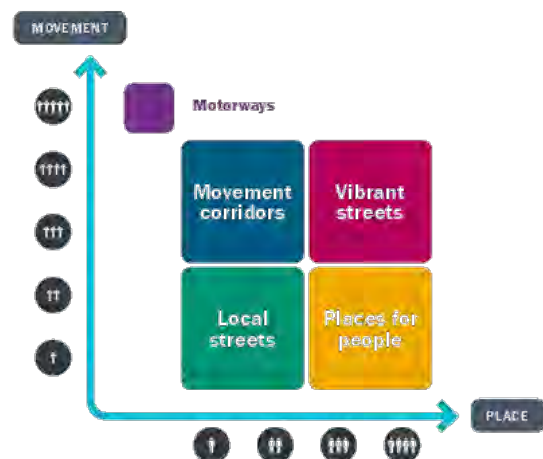
- **Movement:** roads are used by customers to travel between places.
- **Place:** roads are in themselves the location of travel origins and destinations that customers move between.

An understanding of the two roles that the street environment plays is especially important when the two functions compete, such as through increased movement requirements versus a desire for improved place amenity. The specific 'movement-place' function of each different street environment informs planning for the level of access to be given to each road transport mode, at different times of the day and week. This approach recognises that the road network consists of a mixture of different road types serving different functions within the total transport network.

Parramatta Road will remain a State Arterial Road. It will continue to perform a Movement function for the majority of its length, and will retain a minimum of one public transport lane and two general traffic lanes for each direction of flow along its full length.

A program of road network development projects will reshape Parramatta Road and the surrounding road network, providing support for the growth of existing and emerging job-rich areas while protecting the amenity of residential areas. Road and intersection improvement works will need to occur, which will be informed by modelling and further traffic and transport analysis.

This program will involve progressive road upgrades over the short, medium and long term, responding to urban development and travel demand growth. The introduction of clearways and 'No Stopping' zones in accordance with the NSW Government Sydney Clearways Strategy will need to be considered as part of this program.



Strategic actions for street function framework

ACTION	RESPONSIBILITY
Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement-place' principles.	TTNSW/RMS

Safe and attractive active transport

Many local trips within the Parramatta Road Corridor are undertaken on foot or bike. Cycling is increasing in popularity as a means of getting to and from shops, education campuses and other places of interest across the Corridor, and many bike-riders are commuting to and from work. Cycling to work increased by 300 per cent between 1991 to 2011, and continues to grow from year to year. Similarly, research from the past 20 years shows that walking increases when more pedestrian routes or connections are provided in a given area.

Existing cycling infrastructure includes a mix of separated pathways and on-road routes, both with and without markings to delineate space for cyclists. Generally, bike-riders travel on the road with other traffic. As the Parramatta Road Corridor undergoes renewal, cycling corridors will provide a viable alternative to private vehicle use, especially for shorter trips. Used in conjunction with public transport, cycling corridors will also present an attractive option for those seeking to make regional travel trips.

Under the Urban Amenity Improvement Plan, the early focus will be on delivering safe, high-quality cycle routes such as the regional cycleway between Concord and Iron Cove along Gipps Street, Patterson Street and Queens Road, and the GreenWay from the Cooks River to the Parramatta River. Other, more local connections will be delivered as part of future renewal.

Under current conditions, pedestrians contend with large block sizes in western sections of the Parramatta Road Corridor, which can result in significant walking distances in some cases. Pedestrians find the shorter blocks of the Corridor's centre and east more conducive to walking. Train lines and major roads are difficult to cross safely and limit walking journeys. The spacing between safe crossing opportunities increases from 50m to more than 800m in some sections. Moreover, pedestrians must sometimes deal with long wait times to cross major roads at traffic signals.

Safe and high-quality pedestrian access is essential to the successful transformation of the Parramatta Road Corridor, particularly to encourage walking to public transport nodes. Plentiful walking paths and connections mean shorter walking distances and a greater choice of routes. Improving the pedestrian environment in existing areas can be achieved by the creation of quality pedestrian links and short cuts.

Principle 4: Vibrant communities and places

Promote quality places and built form outcomes to transform the Corridor over time

Sydney is recognised as one of the best places in the world to live. A key principle of the Strategy is to improve the amenity of the Corridor by focusing on communities and places in a way that respects, renews and enhances their existing positive qualities.

Decision-makers should refer to the *Parramatta Road Corridor Planning and Design Guidelines* and the clear principles around open space and community infrastructure to ensure that planning decisions consider how people interact with places. People will want to spend their time in well-designed, attractive and greener streets and urban spaces. It is essential that decisions on change of use or new land uses ensure appropriately transition in scale, and that heritage building and conservation areas are effectively reused and integrated. Much needed infrastructure, such as school classrooms, childcare centres and health centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years.

More efficient and better use of existing open space and community infrastructure, as well as new and innovative models for facilities, will be required. It is crucial that community places and buildings in particular are planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

Urban Amenity Improvement Plan

The UAIP is a \$198 million initiative attached to the Strategy, to be used to stimulate the transformation of the Corridor.

The UAIP identifies a suite of early local amenity improvement works to be rolled out in various locations throughout the Corridor to help realise the vision and principles of the Strategy.

The UAIP recognises that the transformation of the Parramatta Road Corridor is not just about the delivery of housing and jobs. It is about creating quality places for people and that their creation requires consideration of amenity, lifestyle and public domain.

In some areas of the Corridor, growth and development is currently hindered due to inadequate or ageing infrastructure and/or poor amenity and public domain. These places require some immediate investment in order to make them suitable for new development and to catalyse further growth and change that will ultimately lead to the transformation of the Corridor.

The UAIP is the first step in funding the public domain improvements required to transform the Corridor. However, funding under the UAIP is finite and can only go so far, and other funding sources will be required to deliver additional infrastructure in the Corridor. The works funded by the UAIP are chosen because they offer the greatest opportunity to unlock lands for further transformation by stimulating further investment from other sources across the public and private sectors.

The works funded by the UAIP fall into three categories:

- streetscape upgrades to Parramatta Road and other streets, such as tree planting, multi purpose lighting, new pavements and north-south pedestrian and cycle crossings
- creating new or improved open spaces, urban plazas and town squares, which are important in a high-density environment, particularly if there is a current shortfall of local open space
- new walking and cycling links to key transport nodes and open spaces, building on regional and local networks.

The works will result in tangible public benefits for the existing and future communities of the Corridor, including the delivery of more liveable neighbourhoods, the stimulation of development and the creation of quality public spaces.

'15 minute neighbourhoods'

Planning and development of neighbourhoods at the local level is required to ensure people can access a range of local services and facilities, ideally within a reasonable amount of time from home.

A '15 minute neighbourhood' needs to offer safe and convenient access to a range of services and facilities, including shops, cafes and restaurants, early childhood centres, primary schools, parks and sporting fields, medical centres and public transport. Neighbourhoods with a mix of services and facilities, which are well connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and have vibrant local economies. They also help improve health and wellbeing, reduce travel costs and traffic congestion, and reduce vehicle emissions.

Supporting and improving access to cafes, dining and shopping, and creating local village shopping strips that promote small business, will facilitate more community-based places that are active, safe, and which improve pedestrian and cycle activity. They will also boost investment appeal and economic success.

Neighbourhood amenity, sustainability, accessibility, transport and community safety should form an essential part of the assessment of planning approvals and the design of new neighbourhoods.

Strategic actions for '15 minute neighbourhoods'

ACTION	RESPONSIBILITY
<p>Deliver each Precinct along the Corridor as a '15 minute neighbourhood' through land use changes that implement the following principles:</p> <ul style="list-style-type: none"> ▪ improved walkability, cycling and safety to support healthier communities ▪ improved housing choice and diversity ▪ increased usability of, and access to, safe open spaces ▪ improved local economic opportunities ▪ adequate local services and infrastructure ▪ access to public transport. 	<p>Councils</p>
<p>Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the <i>Parramatta Road Corridor Planning and Design Guidelines</i>.</p>	<p>Councils</p>

Community infrastructure

Infrastructure, such as school classrooms, health facilities, emergency services, community centres and childcare centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years. It will be essential to coordinate investment so all types of new community infrastructure are well located, and co-located with allied services and facilities within the Corridor. Social infrastructure should be located in town centres to take advantage of existing infrastructure such as public transport and other related uses such as retail and other services. Multiple services or facilities should be provided in the same or adjacent location. Recognising that there are multiple strategic and local centres located outside the Corridor, councils may determine that new social infrastructure may need to be located outside the Corridor but within access of the Corridor's population.

There are a number of challenges in providing the community infrastructure required to meet the needs of the Corridor's future population. In most cases there is a lag between development occurring and infrastructure being delivered, and in established areas this problem is often exacerbated by high land values, limited space and competing demands that makes funding of all necessary infrastructure difficult. There is also scope to explore more innovative types of education and health facilities, including 'vertical schools', mixed-use health precincts and higher education campuses.

More efficient and better use of existing open space and community infrastructure, and innovative models for new facilities, are required. It is crucial that community places and buildings in particular are

planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

The Department of Education (DoE) will prepare a funded School Asset Strategic Plan to manage the projected capital expenditure requirements for teaching space supply to 2031. The DoE seeks to realign its asset portfolio to better match demand. This work will build on commitments in the State Infrastructure Strategy to explore a range of options to improve asset utilisation. The new approach will also require greater coordination between schools planning and the State's planning policies.

The development of health facilities is required to keep pace with population increases along the Corridor. The anticipated growth and changes in demand on hospitals servicing the Corridor needs to be planned for. Community-based and integrated health and wellbeing models are also required to ensure the earliest intervention and the promotion of good health. The HealthOne model developed at Green Square by the Sydney Local Health District provides an innovative approach to public-private co-location, integrated primary care provision and health-related employment growth, and should be looked to as a model for the Corridor.

New facilities will be established where no other options are available and a funding mechanism or other satisfactory arrangements are in place. The *Parramatta Road Corridor Infrastructure Schedule* identifies the necessary State public infrastructure required to support growth of the Corridor. Future proposals will need to contribute towards public infrastructure.



Strategic actions for community infrastructure

ACTION	RESPONSIBILITY
Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the <i>Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 -2023</i> and <i>Infrastructure Schedule</i> .	GSC/DPE/Councils
Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space provided as social infrastructure.	Councils
Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.	Councils/DoE/Local Health District
<p>As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:</p> <ul style="list-style-type: none"> ▪ increasing the size, amenity and functionality of existing facilities to expand existing capacity ▪ renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups ▪ upgrading features within existing facilities so they can accommodate a greater capacity ▪ developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities ▪ incentivising the private sector to deliver community infrastructure. 	Councils/DoE/Local Health District



Heritage and unique neighbourhoods

Throughout the Corridor there are many heritage items, streetscapes and landscapes that contribute to the value of neighbourhoods. There are also places that are of existing high quality character and enjoy high amenity that should be protected and undergo little change.

Renewal in the Corridor will be focussed in established areas where heritage and existing character and amenity will need to be carefully considered. Planning and design controls will need to balance the supply of new housing and jobs in the right locations and protect neighbourhoods that exhibit characteristics and values of high importance to the local community. The Strategy aims to protect the Corridor's heritage, and to provide a contemporary list of existing and likely future heritage items, streetscapes and landscapes. Future rezoning proposals provide the opportunity to update controls in a coordinated and streamlined process and, as such, the Strategy also identifies those structures that could benefit from being reconsidered as heritage listed items.

Heritage conservation and community facilities incentives

In appropriate circumstances, public benefits can be leveraged from private-sector developments that involve significant heritage assets, or have the ability to deliver other public benefits such as open space and community facilities. These can include:

- the conservation and adaptive reuse of heritage assets that would otherwise deteriorate
- permitting additional floor space or offsetting floor space in exchange for allocation of a proportion of the additional floor space by the developer towards community, health or education facilities
- supporting additional floor space and height in taller, leaner buildings in exchange for new public domain or open space.

Regeneration of heritage assets through adaptive reuse can also deliver unique and exciting places that can be used well into the future. Rehabilitating old buildings and places also creates opportunities for new investment and jobs, particularly in the Taverners Hill, Leichhardt and Camperdown Precincts where older and more affordable buildings are attractive to small business operators.

Strategic actions for heritage and unique neighbourhoods

ACTION	RESPONSIBILITY
Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.	Councils
Implement transferable development rights for significant heritage conservation and development projects, where appropriate.	Councils

Strategic actions for heritage conservation and community facilities incentives

ACTION	RESPONSIBILITY
Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.	Councils
Drawing on the <i>Parramatta Road Corridor Planning and Design Guidelines</i> , identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.	Councils

Design excellence

As our cities continue to develop and intensify, they must get better as they get bigger. Best practice urban frameworks and policies in Australia and around the world focus on liveability as the core objective for the built environment. This includes the public and private domain. A liveable city requires healthy, safe, attractive, well connected, sustainable environments. The Corridor, from east to west, should be understood as a place of a new, high quality experience.

As densities increase, the impact of development is likely to increase and to affect more of the Corridor's residents and workers. Design excellence becomes progressively more important as densification and urban consolidation takes place. It will be important for designers, landowners and developers to look beyond satisfying minimum statutory controls and applicable plans and policies, and to contribute to the public good, while realising private gain.

Councils will need to establish a design excellence strategy to ensure future development provides for design outcomes that maintain a high quality of life

for both building users and the general public in sensitive locations or where designs are likely to have a significant effect on the public. These might include:

- ensuring new development is appropriate and provides transitions to adjoining heritage items, public domain and areas of differing uses or scales
- encouraging a diverse range of solutions that can be developed to suit a particular location
- upskilling local council officers by requiring them to work with design experts to improve their design skills and provide better advice to applicants as the lodgement process takes place
- fostering innovation to ensure that built form contributes to improved living
- encouraging developers to deliver permanent tangible outcomes for the greater public good within their development.

Councils should remain in control of the design process within their local government area.

Strategic actions for design excellence

ACTION	RESPONSIBILITY
Prepare and implement a design excellence strategy.	Councils



Design excellence

Design excellence in the Corridor should apply to key sites or thresholds such as:

- frontage to public open spaces and significant corridors
- heritage listed items, or land within a heritage conservation area
- sites with an inherent scale impact (greater than 1,500m² or proposals that exceed four storeys in height)

Design excellence needs to be clear, transparent, provide certainty, and timely. Mechanisms to deliver design excellence might include:

- independent and expert design review and panels
- competitive selection processes
- accountability and monitoring
- clear relationships to other entities including adjacent councils regarding their panel selections, shared panellists, or specialist panels.



Noise and air quality

As urban renewal progresses, more people could be exposed to air and noise pollution along major roads, such as Parramatta Road, the M4 Motorway and WestConnex. In addition, predicted higher temperatures will add to the pressures on air quality.

Currently there is no consistent or strong land use and design framework to guide development along busy roads, despite a rising body of evidence that exposure to noise levels and poor air quality poses

a public health risk. The Strategy builds upon the *Development Near Rail Corridors and Busy Roads – Interim Guideline* and provides the opportunity to provide a consistent design and land use framework to address air, noise quality and amenity challenges in the *Parramatta Road Corridor Planning and Design Guidelines*. Design principles and measures to address noise and air quality have been developed for multi-unit and mixed-use developments ensuring that consistent rules apply for renewal across the Corridor.

Strategic actions for noise and air quality

ACTION	RESPONSIBILITY
Incorporate the range of design approaches and measures identified in the <i>Parramatta Road Corridor Design Guidelines</i> to attenuate the effects of noise and air pollution.	Councils
Use the development typology examples in the <i>Parramatta Road Corridor Planning and Design Guidelines</i> to inform future development controls.	Councils



Principle 5: Green spaces and links

Embellish existing open spaces and provide new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles

One of the challenges for the Corridor is to ensure that Sydney continues to be a great place to live and that the communities along the Corridor are provided with the infrastructure needed to support population growth while maintaining health and wellbeing. One of the key hallmarks of liveability is the nexus between the built environment, infrastructure and open space. Open space underpins the social, environmental and economic benefits that are essential to the healthy functioning of the built environment.

The open space strategies developed for the Corridor aim to provide guidance for a choreographed and continuous open space sequence within each Precinct. Given the highly developed urban pattern across the Corridor, plans will need to consider a variety of options for acquiring additional open space.

A diverse range of connected, high quality open space types for each Precinct are required through realisation of the following initiatives:

- protecting and improving open space recreation facility provision in terms of quality, quantity, accessibility and safety
- improving linkages within and between the open space network to illustrate how the whole can be greater than the sum of its parts
- ensuring that open space and the public domain enhance the quality of the local environment

New neighbourhood parks and open space

As our city grows and we accommodate more people we will need to increase the quantity and quality of public open space, private open space and the public domain. A *Plan for Growing Sydney* provides the opportunity to provide Sydney's open spaces as an interconnected network of open spaces and parks, tree-lined streets, bushland reserves, riparian walking tracks and National Parks through the delivery of the Green Grid. The integration of open space, combined with quality urban design outcomes and environmental resilience at the metropolitan scale, is both timely and vital during a period of considerable growth.

Potential locations for local parks have been identified. However, there is scope to explore more innovative ways of both increasing local open space at the neighbourhood level and funding its ongoing maintenance, through four key initiatives:

- transformation of lost or under-utilised public land into useable and connected public open space
- connection of active links to local centres, public transport nodes and major open spaces
- provision of new urban spaces that are well located in urban centres, have diverse uses and which improve public access
- development of a public domain and streetscape plan that prioritises pedestrian and cycle access and amenity.

In combination, these opportunities can create an interconnected network of high quality public domain spaces in employment and residential areas, which also connect seamlessly to local and regional active transport links.

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Strategic actions for new neighbourhood parks and open space

ACTION	RESPONSIBILITY
Strategically rezone parts of the Corridor for open space purposes, with a view to allocating land to create a high quality interconnected network of publicly accessible open space throughout the Corridor.	Councils
<p>Provide a diverse range of connected, high quality open space and public domain areas to each Precinct in accordance with the Precinct Plans that ensures:</p> <ul style="list-style-type: none"> local parks within 400m safe walking distance of at least 95% of all dwellings additional small local parks or urban spaces within 200m of activity centres and higher density residential areas active open space within 1km of 95% of all dwellings linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings. 	Councils

Greening the Parramatta Road Corridor

Under the UAIP, parts of the Corridor will be landscaped and trees planted. Renewal of the Corridor also provides the opportunity to implement new building setbacks that will facilitate future planting and landscaped edges to green the Corridor. The *Parramatta Road Corridor Planning and Design Guidelines* identify locations along Parramatta Road

and other roads throughout the Corridor where future development will be required to be setback to ensure development creates a positive streetscape, establishes streets with a high quality pedestrian environment, achieves high quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.



Strategic actions for greening the Parramatta Road Corridor

ACTION	RESPONSIBILITY
Implement building setbacks as identified on the Precinct Plans within the <i>Parramatta Road Corridor Planning and Design Guidelines</i> .	Councils

Responding to open space and watercourses

A holistic approach to the protection and enhancement of existing open space and natural watercourses is essential to the success of the Strategy. The nine creek lines that cross the Corridor and drain to the Parramatta River and Sydney Harbour should be reinstated as natural waterways, and used to capture stormwater where possible.

There are many areas across the Corridor where vegetation can be protected and restored. These include parks, waterways, road verges and wetlands such as the Mason Park wetland.

The creation of linear connections along these watercourses can also be developed as new walking and cycling connections.



Principle 6: Sustainability and resilience

Create liveable local Precincts along the Corridor that are sustainable, resilient and which make Sydney a better place

Adaptive sustainability practices

Delivering world-class urban renewal outcomes across the Corridor requires striving for sustainability outcomes that exceed current requirements. Strategies should be implemented to deliver a more sustainable, resilient and affordable community, to deliver significant reductions in energy, carbon and water use, and to achieve improved household affordability:

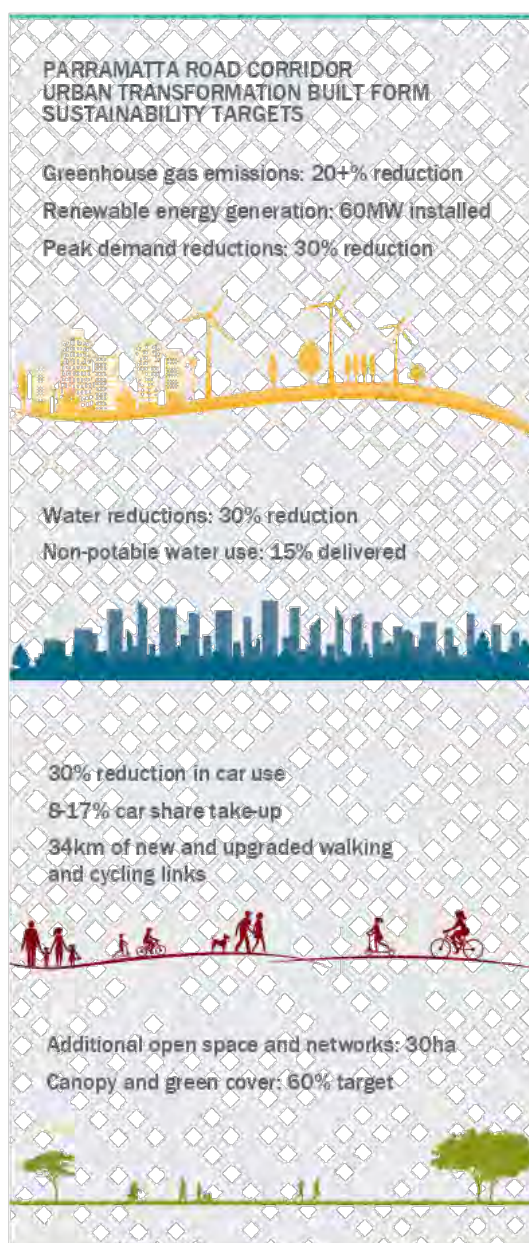
- best practice BASIX energy and water targets, incorporating significant renewable energy and water reuse requirements
- 5-star NABERS commercial and retail buildings
- strategic parking strategies, such as maximum parking rates, coupled with car share, and unbundled parking and decoupled parking strategies
- reduced car ownership and car dependence to improve local air quality and reduce carbon emissions
- increased open space, green infrastructure and networks to provide the potential to create a cooler urban environment that is resilient against a changing climate and the effects of urban heat islands.

Planning decisions should recognise and implement contemporary approaches to sustainability to make the Corridor's performance against sustainability measure higher than the Sydney average over time. Decisions should focus on sustainable travel choices and a mix of uses that can reduce car dependency and trip lengths, and create active, walkable communities. A district level approach to car parking and transport planning should be used to help achieve and facilitate a range of travel options.

Many local governments are highly innovative in their approach to energy efficiency and, importantly, adopt the innovations of other local governments. This is common where local governments partner with the private sector to pilot innovative ideas.

There are measurable factors that shape the liveability of neighbourhoods and help local governments and communities identify what needs to be done to enhance liveability. Transferring liveability indicators into a Corridor-wide geographic information system database will help local governments and communities understand the liveability issues affecting particular areas.

The sustainability benefits of living in a renewed Parramatta Road Corridor



Strategic actions for adaptive sustainability practices

ACTION	RESPONSIBILITY
Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the <i>Parramatta Road Corridor Planning and Design Guidelines</i> .	DPE
<p>Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of:</p> <ul style="list-style-type: none"> ▪ > 20% reduction in greenhouse gas emissions ▪ renewable energy installation ▪ 30% reduction in peak electricity demand ▪ > 30% reduction in water consumption ▪ >15% of water delivered by non-potable sources, including rainwater or recycled water ▪ 30% reduction in car use ▪ 10-15% car share take-up rate 	Councils



Principle 7: Delivery

Deliver, drive and facilitate action

Effective governance

Effective governance is critical to the success of the Strategy. The Corridor has historically had a complex governance framework, with ten councils taking ownership of small sections of the Corridor, making it difficult to achieve coordinated planning or infrastructure delivery. The recent amalgamation of councils along the Corridor has better rationalised this framework, with key sections of the Corridor now being directed by larger, consolidated councils. There is no single entity with responsibility and accountability for outcomes across the Corridor and this has contributed to the issues we see in the Corridor today.

The Strategy aims to consolidate the planning and management of urban renewal in the Corridor into a single point of reference, owned and administered by a single, overarching body with the capacity to drive and deliver change in the Corridor. The governance framework for Corridor is detailed in Section 4 of the Strategy and combines the strategic vision of the GSC with the local knowledge of councils to optimise delivery. This is considered the most effective way of securing consistent outcomes for the Corridor, aligned with community expectations.



Strategic actions for effective governance

ACTION	RESPONSIBILITY
Implement the <i>Implementation Plan 2016 - 2023</i> .	Councils/GSC/relevant State agencies

Funding options

Urban renewal projects inevitably bring with them a need for new or upgraded infrastructure and services to meet the needs of an increased residential and/or worker population. Some of this infrastructure would be at a regional scale, including open space and community facilities to be used by a wide catchment of people outside the immediate boundaries of the urban renewal area. Other infrastructure would be required at a local scale to meet the needs of the adjacent population.

Attracting the funding required to deliver the necessary infrastructure to support urban renewal is often a challenge, especially in urban infill locations where there is already an existing shortfall in these services and facilities. In such cases, it is unrealistic

to expect that development can entirely fund all infrastructure required as this would impact upon development feasibility and ultimately hinder renewal.

A range of funding sources must therefore be considered in relation to the Corridor to ensure that infrastructure and services can be provided without risking urban renewal outcomes. The Strategy proposes a combination of State and local contributions in the Corridor, along with the use of the UAIP to fund the additional works and services required, enabling the renewal of the Corridor to occur in line with the principles and proposals set out under the Strategy. Funding sources from existing Government programs should also be considered and drawn upon in appropriate circumstances.

Strategic actions for funding options

ACTION	RESPONSIBILITY
Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.	GSC
Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.	GSC

Monitoring, reporting and review

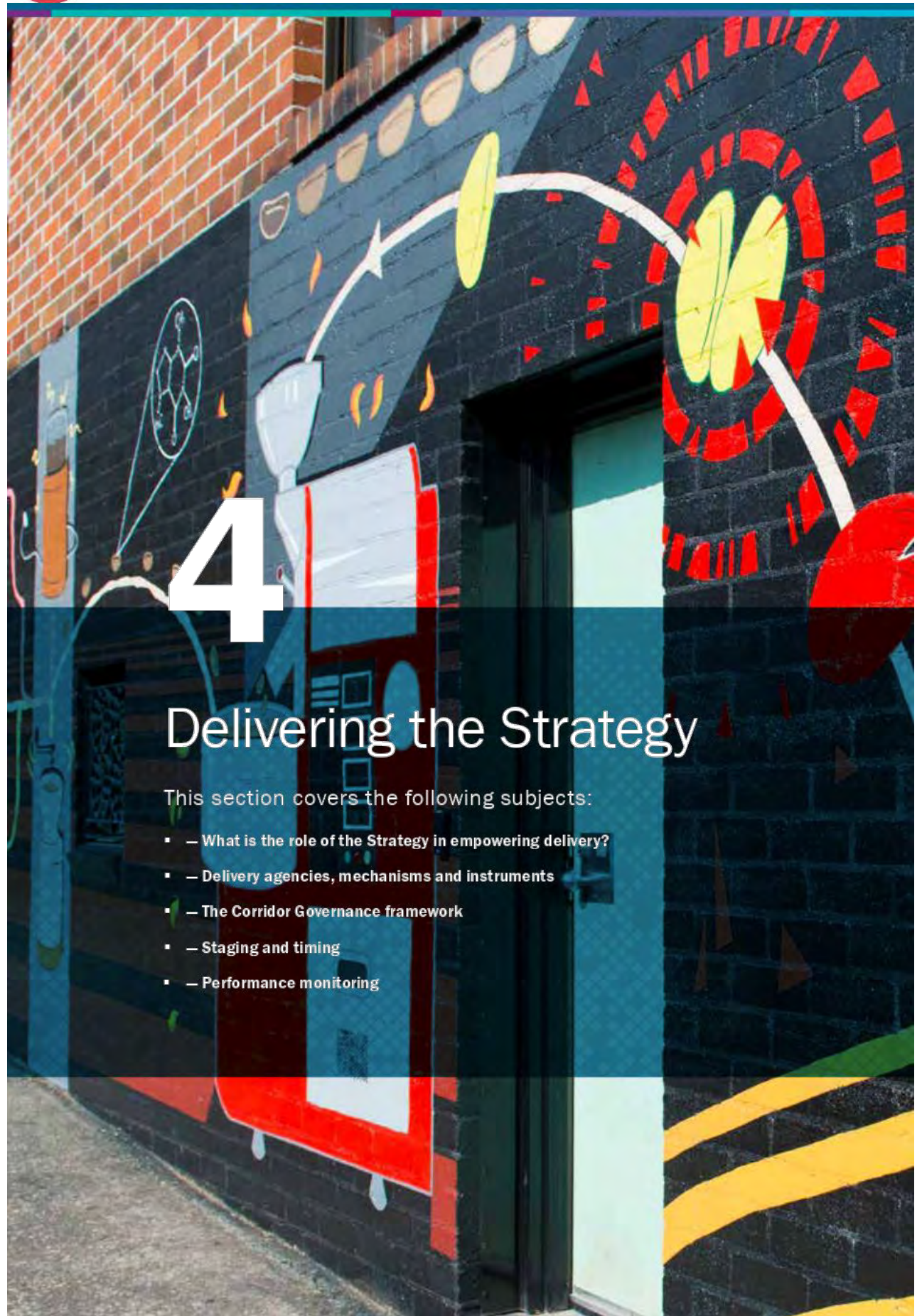
In order to measure the progress and performance of the Strategy and to ensure that the Strategy remains relevant as conditions in the Corridor change, a regular program of monitoring, reporting and review of the Strategy is required.

Monitoring would focus on measuring both the effectiveness of the Strategy in delivering on its principles and strategic actions, as well as monitoring the changes in the Corridor in terms of land use, new development and public transport infrastructure.

Relevant data would be collected by both State and local government and collated annually for issue to the GSC. The performance of the Strategy would then be measured against a set of agreed benchmarks and results would be reported annually on the GSC website.

The Strategy should be regularly reviewed in line with the District Plan reviews to ensure that it remains current and responds to new and emerging issues as they arise in the Corridor.

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4

Delivering the Strategy

This section covers the following subjects:

- – What is the role of the Strategy in empowering delivery?
- – Delivery agencies, mechanisms and instruments
- – The Corridor Governance framework
- – Staging and timing
- – Performance monitoring

The NSW Government recognises the importance of the successful delivery of the *Parramatta Corridor Urban Transformation Strategy* for the people of NSW.

The Strategy will be given effect via mechanisms and instruments available in State planning, transport planning and infrastructure planning frameworks. The performance of the Strategy will be measured against clear and objective criteria for economic productivity, housing diversity and affordability, liveability and wellbeing and environmental sustainability.

What is the role of the Strategy in empowering delivery?

The Strategy establishes a framework within the NSW urban planning and transport planning systems to guide, co-ordinate and facilitate the transformation of the Corridor in line with the established vision, principles and strategic actions.

The role of the Strategy in the context of existing state planning, transport planning and infrastructure planning frameworks is illustrated over the page.

Parramatta Road Corridor – Section 117 Ministerial Direction

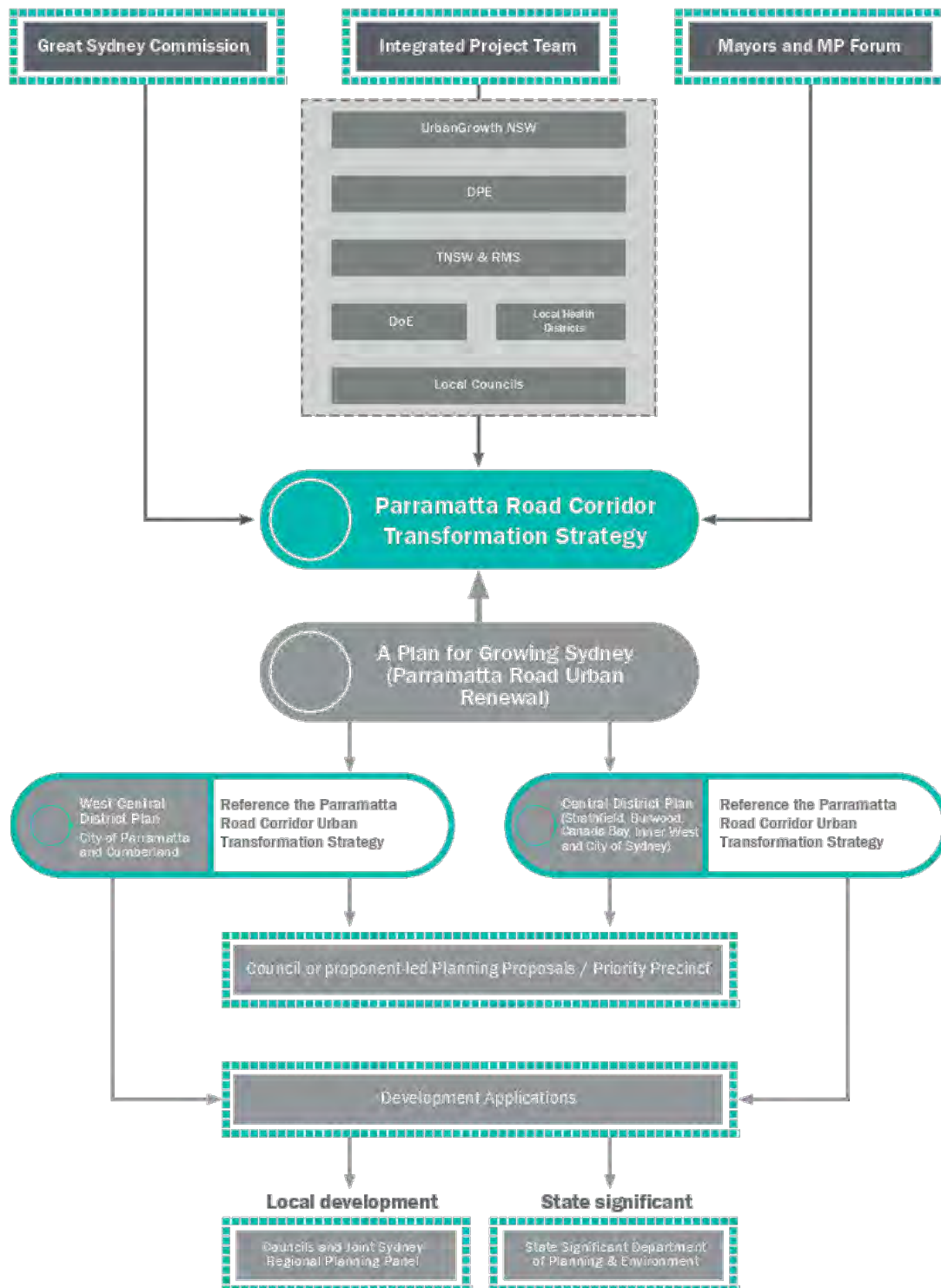
The Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which means that they are a key consideration in decisions about future planning and development in the Corridor.

The Section 117 Ministerial Direction requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing planning proposals.

Consent authorities must not approve planning proposals or development applications that are inconsistent with the Corridor Strategy or Implementation Tool Kit unless the consent authority considers that such a decision is justifiable in light of the circumstances of the case.

This Direction aims to secure the positive outcomes envisioned for the Parramatta Road Corridor under the Strategy and Implementation Tool Kit, in the long term.

Role of the Strategy in the context of existing planning frameworks



Delivery agencies, mechanisms and instruments

The Strategy itself does not rezone land or alter development controls in the Corridor. Successful implementation of the Strategy will be delivered via the following agencies, mechanisms and instruments.

Greater Sydney Commission

The Greater Sydney Commission (GSC), established in early 2016, is an independent, advisory, strategic and decision-making commission charged with leading metropolitan planning for Greater Sydney.

The long term administration of the Strategy will be the responsibility of the GSC. The GSC will manage and administer the UAIP.

District Plans

The GSC has been charged with preparation of the District Plans for each of Sydney's six districts. Each District Plan will be the key strategic planning document for the District. The District Plans will address economic, social and environmental issues, and set out the actions required to achieve planning priorities.

The Strategy will inform the District Plans for both the Central and Central West Districts, where the Corridor is located. The District Plans will then be implemented through the relevant Local Environmental Plans or the DPE's Priority Precinct program.

Ministerial Direction – Local Planning Direction

The Corridor Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which means that they are a key consideration in decisions about future planning and development in the Corridor.

The Section 117 Ministerial Direction requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing planning proposals.

Consent authorities must not approve planning proposals or development applications that are inconsistent with the Strategy or Implementation Tool Kit unless the consent authority considers that such a decision is justifiable in light of the circumstances of the case.

This Direction aims to secure the positive outcomes envisioned for the Parramatta Road Corridor under the Strategy and Implementation Tool Kit, in the long term.



Local environmental plans and priority precincts

The current planning controls, such as zoning, height and floor space ratios, constrain much of the proposed renewal activities identified in the Strategy, and will need to be amended.

The Strategy will be implemented through:

- State Environmental Planning Policies for priority Precincts
- planning proposals prepared by landowners or developers
- comprehensive LEP reviews undertaken by councils.

Priority precincts are areas that the Minister for Planning considers to have wider social, economic or environmental significance for the community, or to have redevelopment potential on a scale that is important in implementing the State's planning objectives. Precincts are larger areas made up of multiple land holdings that are capable of delivering significant additional growth and which require coordination from State and local governments to realise their potential.

Local planning proposals can be prepared by land-owners to amend the zoning and/or planning controls that apply to their land. Planning proposals will need to be generally consistent with the Strategy. Any departures from the Strategy will need to be supported by a detailed justification. The Minister for Planning will decide whether the planning proposal has adequate justification to proceed to the next stage, and whether it has met any requirements for community consultation and further studies.

Local councils periodically review the land use zoning and planning controls that apply in their local government area. This is normally undertaken as a comprehensive review of the council's Local Environmental Plan. The local council would prepare a planning proposal detailing the amendments to the Local Environmental Plan, which would need to be generally consistent with the Strategy.

Deliver city-shaping infrastructure

The Strategy identifies new city-shaping infrastructure to meet the changing and growing demands throughout the Corridor, and beyond. The Government will deliver WestConnex, Burwood to Sydney CBD On Road Transit and Parramatta Light Rail as well as other public transport initiatives identified within the *Sydney CBD to Parramatta Strategic Transport Plan*. Changes to land use will support the new infrastructure projects and create and boost new investment opportunities. The new infrastructure projects will drive the Corridor's prosperity and productivity into the future.

Planning reform

The recently announced planning reforms will help build a simpler, modern planning system.

The proposed amendments will include:

- improved community engagement
- clear explanation of the hierarchy of state, regional and local plans
- clear explanation of the development pathway and consent authority for development.

The Government is also considering:

- increasing transparency and reducing the risk of conflict of interest
- strengthening the focus on good design as part of decision-making
- introducing pre-development application consultation between neighbours
- clarifying assessment pathways and expanding independent and transparent decision-making for local development
- ending transitional arrangements for projects approved under Part 3A (repealed) of the *Environmental Planning and Assessment Act 1979 (NSW)*, including modifications
- reducing the complexity of complying development
- more regular reviews of local government planning controls as part of the strategic planning process.

The Corridor governance framework

The Corridor is a critical part of the urban fabric of Sydney, providing vital transport connections between the city's two CBDs and linking a series of unique places and communities. The scale and significance of the Corridor requires a governance framework that promotes collaboration between State and local government, efficiency and transparency, integrated and considered decision-making, and coordinated implementation of actions.

The Corridor governance framework targets actions at five levels: policy direction and administration, precinct planning and land use change, infrastructure delivery, local planning and development assessment, and monitoring and review. The governance matrix below illustrates the way in which these levels of governance will come together to deliver the vision and objectives of the Strategy.

GOVERNANCE LEVEL	KEY ACTIONS AND RESPONSIBILITIES	LEAD AGENCY OR ORGANISATION
Policy direction and administration	Coordinated delivery of planning and transport actions from the Strategy and the <i>Implementation Plan 2016-2023</i> Strategic and statutory planning for land use change and development controls within identified Precincts	GSC, DPE and Councils
Infrastructure delivery	Delivery of new and upgraded transport systems throughout the Corridor in line with growth and development Delivery of new and upgraded open space and community infrastructure throughout the Corridor	TNSW, RMS, DoE, Local Area Health Districts and Councils
Local planning and development assessment	Development assessment and approval in accordance with the Strategy and local planning controls	Councils
District Plans	Incorporation of the <i>Parramatta Road Corridor Urban Transformation Strategy</i> into the District Plans	GSC
Monitoring and review	Regular monitoring of the delivery of outcomes in accordance with the objectives and vision of the Strategy and periodic review of the Strategy and Implementation Tool Kit (particularly the <i>Implementation Plan 2016-2023</i>)	Councils and relevant planning agencies

Staging and timing

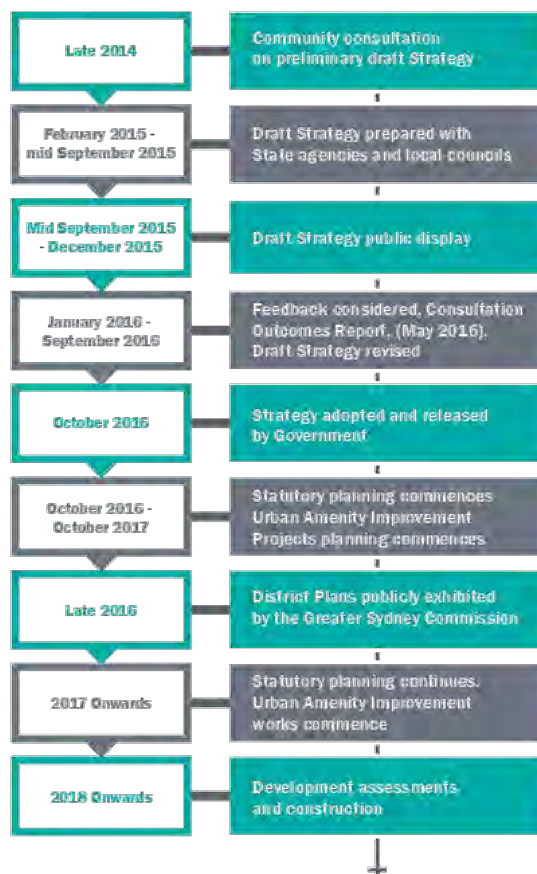
The Corridor's transformation will not be immediate. Long term support, effort and attention from government, the private sector and the community will be needed to gradually implement the Strategy. Many of the infrastructure investments will require detailed planning and costing, followed by lead times for commissioning and construction. The Strategy must therefore identify an effective way to stage its implementation, considering factors such as market conditions and dynamics, timing of infrastructure delivery, life cycle of existing uses and assessment of 'need'.

The Strategy provides a 30+ year framework for change, with population, housing and job projections for the short term (2016–2023). During this time, Parramatta Road will change dramatically, along with the rest of Sydney. The population will have almost doubled and the demographics of this population will be different from what we see today. The traffic and transport context will have changed and many planned infrastructure projects will have been completed. New industries will have emerged and businesses may be operating under distinctly different models. Technology will have advanced significantly, changing the way in which we live our lives and, subsequently, the needs and aspirations of the community.

It would be unreasonable to assume that the Strategy could anticipate these changes and provide an appropriate response. It is better to view the Strategy as a dynamic and adaptable document that will be reviewed regularly and adjusted accordingly.

Priority actions: Implementation Plan 2016-2023

The *Implementation Plan 2016 - 2023* identifies, qualifies and prioritises actions to be implemented in the Corridor over a seven-year period, and ties together land use, redevelopment and infrastructure to ensure that the needs of existing and future communities of the Corridor are met.












































Performance monitoring

The performance of the Strategy will be measured against clear and objective criteria.

Data collected against these key performance indicators will be collated and analysed and released to the public.

INDICATORS FOR NEW PARRAMATTA ROAD

Indicator	Principle addressed
Percent of different land uses within each precinct (%)	 
Number of jobs within each precinct (number)	 
Percent of dwelling types within each precinct (%)	 
Percent of affordable or moderate income housing within each precinct (%)	 
Percent of car spaces less than the current maximum (%)	 
Estimated percent reduction in vehicle kilometres travelled per capita (%)	  
Estimated percent reduction in vehicle hours travelled per capita (%)	  
Estimated car ownership rates (vehicles per household)	 
Number of car share spaces provided within the precinct (number)	 
Average walk and wait time to frequent public transport (minutes)	 
Kilometres of safe, connected cycleways within each precinct (km)	  
Kilometres of safe, connected pedestrian paths within each precinct (km)	 
Kilometres of green streets with high tree planting and canopy cover (km)	 
Amount of open space (ha)	 
Amount of active open space (ha)	 
Distance to open space (m)	 
Distance to active open space (m)	 
Estimated greenhouse gas emissions (tonnes CO2-e/person/year)	
Estimated water consumption (litres/person/day)	
Percent of water reused/recycled within the precinct (%)	
Estimated peak electricity demand (MW)	
Estimated peak sewer loads (L/min)	
Estimated cost of living (\$ per household per year)	

Key



Diverse Housing and Jobs – diverse housing and jobs to meet existing and future needs



Community and Places – promote quality places and built form outcomes to transform the Corridor over time



Accessible and Connected – reshape and better connect places and associated movement networks to better serve customers and encourage more sustainable travel



Resilient and Sustainable – create liveable local precincts along the Corridor that deliver sustainable, adaptable and resilient communities



5

Corridor West Precincts and Frame Areas

This section covers the following subjects:

- Granville Precinct
- Auburn Precinct



Granville Precinct

Councils

Cumberland, City of Parramatta

Population

10,700 new people by 2050

Homes

5,400 new homes by 2050

Jobs

7,200 new jobs by 2050

SIGNIFICANT PLACES

- Good Street
- Tottenham Street Heritage Conservation Area
- FS Garside Park
- Holroyd Sportsground
- M4 Regional Cycleway
- Duck Creek and Duck River

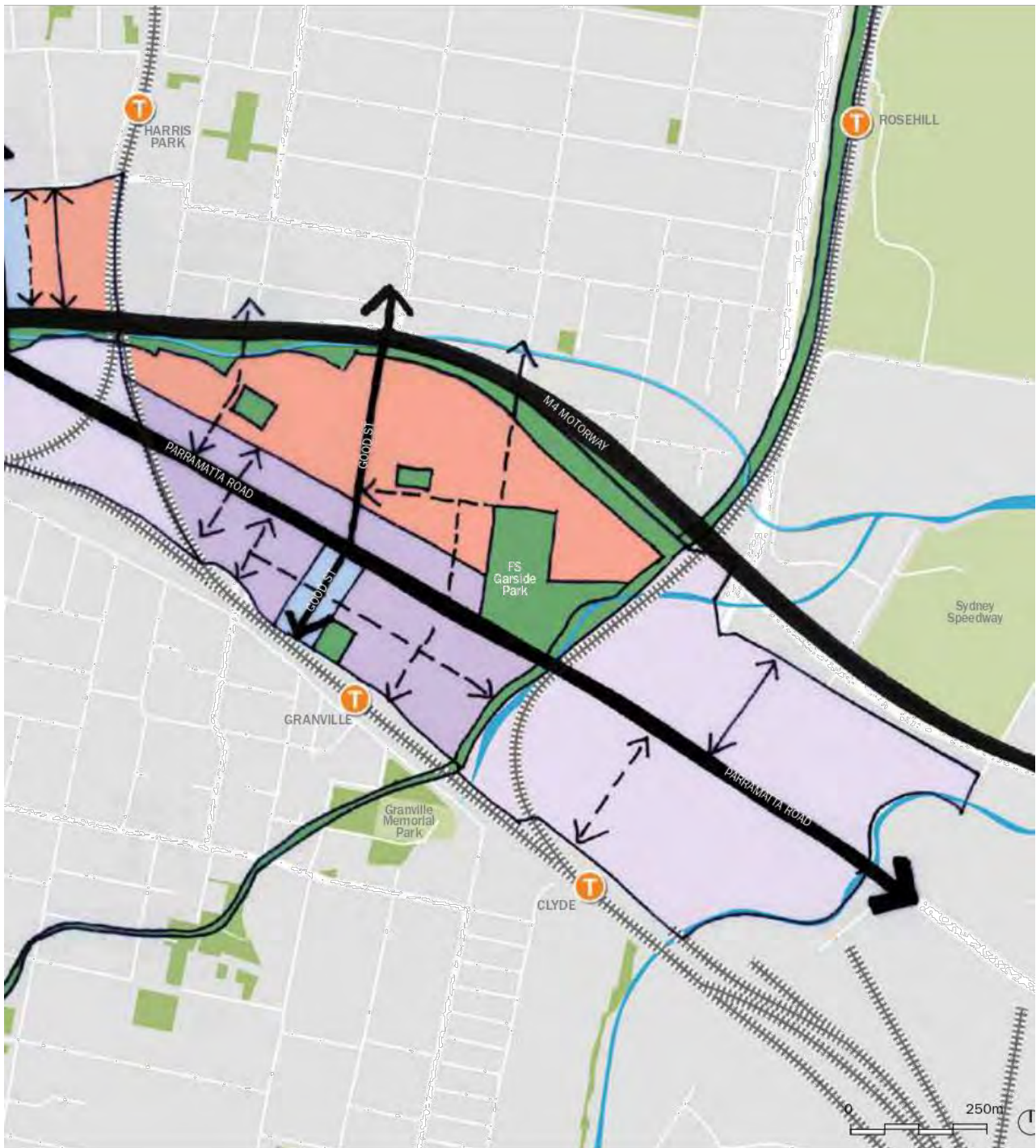
URBAN RENEWAL OPPORTUNITIES

- Land west of Woodville Road
- 'Auto Alley' on Church Street north of Parramatta Road
- Land between rail line and Parramatta Road
- Land between Parramatta Road to M4 Motorway

CHALLENGES

- Fragmented ownership and small lots
- Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail line
- Delivery of new open space under the M4 Motorway





Granville Precinct



Granville will be a vibrant, mixed-use town centre celebrating the diversity of the Precinct's population with a high quality public domain, open space networks and transport links, and with close connections to Sydney's dual CBD.

Granville Town Centre is located at a relatively high point on the Corridor with the potential to take advantage of district views. Granville Town Centre is located at a relatively high point on the Corridor with the potential to take advantage of district views.

The Precinct is relatively flat with a gentle rise northwards from Duck Creek. The slopes to the north of Duck Creek, particularly on the northern side of the M4, are steeper. There are only gradual falls towards Duck River, which forms the eastern boundary.

Open space within the Precinct is limited to the existing FS Garside Park. Future natural open space connection opportunities along Duck Creek and Duck River offer the potential to be enhanced with improved access to open space networks. There are existing larger scale open spaces within adjacent areas with proposed active transport links to these areas.

The M4 Motorway and the numerous rail lines provide significant barriers that both dissect the Precinct, and provide boundaries between it and adjacent neighbourhoods, including the existing local town centre at Granville. The new open space proposals under and adjacent to the M4 Motorway will provide more open

space and also help to break down these barriers. Detailed analysis will be required to capitalise on these opportunities appropriately.

Good Street will be reinforced as the Precinct's main street, extending from the existing town centre of Granville on the southern side of the railway lines, through the protection of the fine grain retail uses and delivery of high quality public domain. New streets will provide for more connectivity in and around the heart of the Precinct, enhancing its walkability and the opportunity for urban activity.

The existing dense network of streets immediately surrounding Granville Station, such as Good Street, Cowper Street and Rowell Street, will support medium and high-density mixed uses. Other connections include an extension of Alfred Street and Bold Street to the north, which will reinforce connectivity across Parramatta Road, and in several transport corridors to provide mid-block connectivity around the Precinct.

Parramatta Road itself will form a green boulevard lined with taller buildings. North of Parramatta Road the built form will taper towards the M4 Motorway in the north, providing a transition in height and density. Two residential communities will flank Good Street and be centred on new neighbourhood open spaces.

KEY ACTIONS



Land uses

- Mixed-use core between Granville Station and Parramatta Road
- Non-residential uses fronting Parramatta Road and transitioning to residential towards the north of the Precinct
- Mixed uses along the southern end of Church Street with employment uses fronting Church Street consistent with the City of Parramatta's Auto Alley Planning Framework
- Employment uses and residential uses fronting Holroyd Sportsground, west of Woodville Road
- Industrial uses within the 'Mort Street Y-Link' lands, being the land bound by three rail lines and the Clyde employment lands



Transport and movement

- Capitalise on reliable and frequent servicing of Granville Railway Station and Granville Bus Interchange and the future suburban or rapid transit along Parramatta Road
- Recognise that Parramatta Road, Woodville Road, Bold Street and James Ruse Drive will continue to perform as key movement corridors
- Formalise Church Street as a Vibrant Street
- Formalise Cowper Street (part) as a Place for People



Place-making

- A new urban plaza adjacent to railway station for the community to meet and interact that can be used in a variety of ways and could host small markets, community-based events or provide a passive recreation space
- Centre retail and mixed-use activity such as supermarkets, indoor recreation and child care will be centred around Good Street, Cowper Street, and Rowell Street
- Create new connections to facilitate access to and around the town centre, existing community facilities and public transport
- Recognise Granville as one of Sydney's oldest suburbs by preserving and incorporating heritage elements in the built form and streetscape
- Recognise the historical identity of 'Parramatta Junction' and acknowledge/reinforce that it is a junction, both of rail lines and of suburbs/centres, being the southern extent of Parramatta, western extent of Granville, northern/eastern extent of Holroyd/Merrylands



Open space, linkages and connections

- Deliver a new 3,000m² public park on Albert Street/Prince Street
- Improve FS Garside Park
- Enhance north-south connections to increase accessibility of employment, recreation and cultural opportunities in the Parramatta CBD
- Increase permeability through new laneways and through site links
- Plan for a new pedestrian connection over Granville Railway Station to enhance links to the existing town centre and community facilities south of the rail line
- Provide new cycle links along Good Street, Victoria Street, Gray Street, Cowper Street and Alfred Street, among other locations

Auburn Precinct

Councils

Cumberland

Population

2,200 new people by 2050

Homes

1,000 new homes by 2050

Jobs

12,800 new jobs by 2050

Significant places

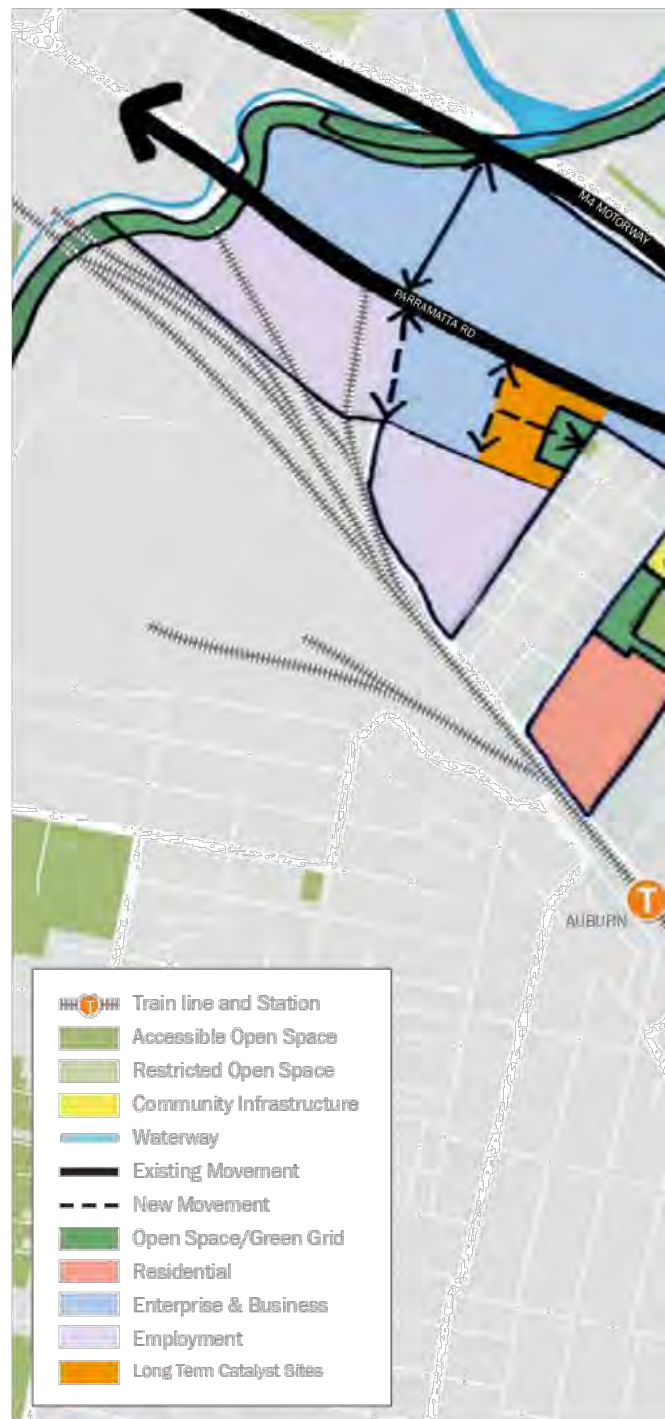
- North Auburn Public School
- Auburn Girls High School
- Auburn Park

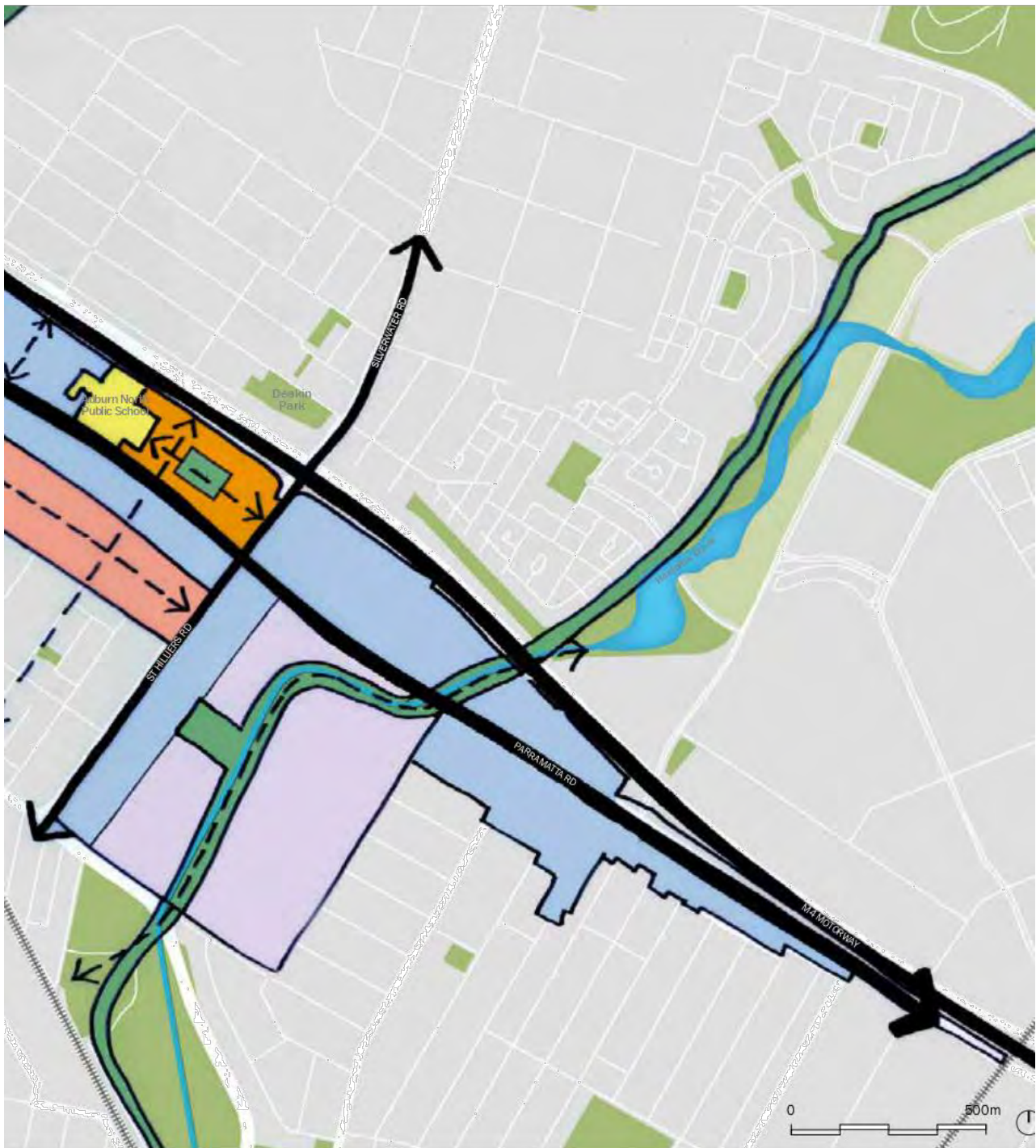
Urban renewal opportunities

- Land fronting Parramatta Road, Adderley Street, St Hilliers Road, Rawson Road, Highgate Street and Hampstead Road
- North Auburn residential area between Braemar Avenue, Karrabah Road, Rawson Street, and St Hilliers Road

Challenges

- Fragmented ownership and small lots
- Overcoming physical barriers and busy roads, such as Parramatta Road, St Hilliers Road and the M4 Motorway
- Interface issues between areas undergoing renewal and long term employment lands
- Presence of key infrastructure such as a intermodal terminal
- Perception of safety outside of daylight hours when business activity is reduced.





Auburn Precinct



Auburn is the major employment area along the western part of Parramatta Road. It will continue to serve this function into the future for both enterprise activities and light industrial uses, by evolving into a strengthened employment corridor with a unified and welcoming streetscape.

The development pattern in the Auburn Precinct has been influenced by historical land use patterns and access to transport, with smaller scale residential development within the walking catchment of Auburn Station, and business and employment uses directly fronting Parramatta Road and the M4. This pattern will be reinforced with the revitalisation of Parramatta Road.

Land immediately fronting Parramatta Road will continue to serve an employment purpose. As development proceeds, new setbacks and landscaping opportunities that contribute to an overall greening of the Corridor will be encouraged.

A new creative Precinct will be located at the junction of Parramatta Road, St Hilliers Road and the M4. This Precinct can serve as a marker for Auburn along the motorway. Residential infill development will be located between Parramatta Road and Auburn Station around Auburn Park.

In addition to Auburn Park, the Precinct benefits from access to Haslams Creek and Duck River, which can, over time, be reinforced as green links connecting to Parramatta River.

KEY ACTIONS



Land uses

- Increase Auburn's role for regional employment and large format retail by retaining and growing jobs that respond to the changing needs of Sydney's economy
- Facilitate more efficient and diverse employment uses, including emerging sectors and new innovative industries
- Encourage higher density residential uses within reasonable walking catchments of public transport
- New social infrastructure



Transport and movement

- Capitalise on the good access to the heavy rail and future potential suburban or rapid transit buses
- Recognise that Parramatta Road, St Hillier's Road and Silverwater Road will continue to have a movement function



Place-making

- Capitalise on the existing large lot sizes which can support redevelopment opportunities
- Create a unified and inviting streetscape building on existing improvements and with new developments
- Create a series of local activity nodes to support employees
- New and expanded open space and public domain
- Heritage retention and conservation
- Improved building design quality



Open space, linkages and connections

- Leverage new development to provide new open space and high quality and active public domains
- Reinforce Northumberland Road and Macquarie Road as key pedestrian streets linking Auburn Town Centre to North Auburn Public School
- Preserve a green buffer along parts of Duck River and Haslam's Creek
- Pursue new through-site links where possible to improve pedestrian and cycling permeability

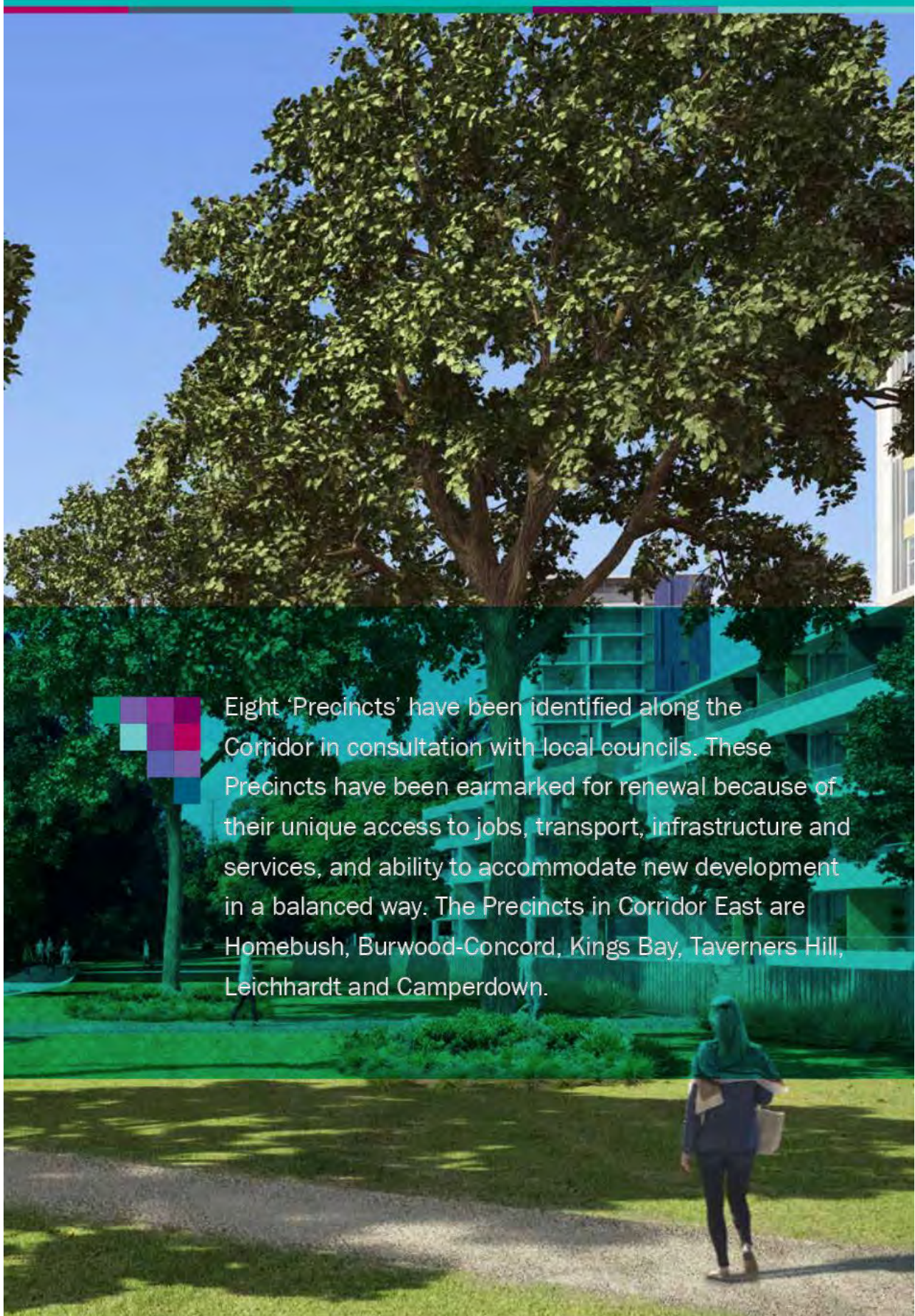


6

Corridor East Precincts and Frame Areas

This section covers the following subjects:

- Homebush Precinct
- Burwood–Concord Precinct
- Kings Bay Precinct
- Taverners Hill Precinct
- Leichhardt Precinct
- Camperdown Precinct



Eight 'Precincts' have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way. The Precincts in Corridor East are Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

Homebush Precinct

Councils

Strathfield, City of Canada Bay

Population

19,500 new people by 2050

Homes

9,500 new homes by 2050

Jobs

12,900 new jobs by 2050

Significant places

- Bakehouse Quarter
- DFO Outlet
- Sydney Markets
- Strathfield Triangle Heritage Conservation Area
- Powells Creek Reserve
- Mason Park, Bressington Park and Bicentennial Park

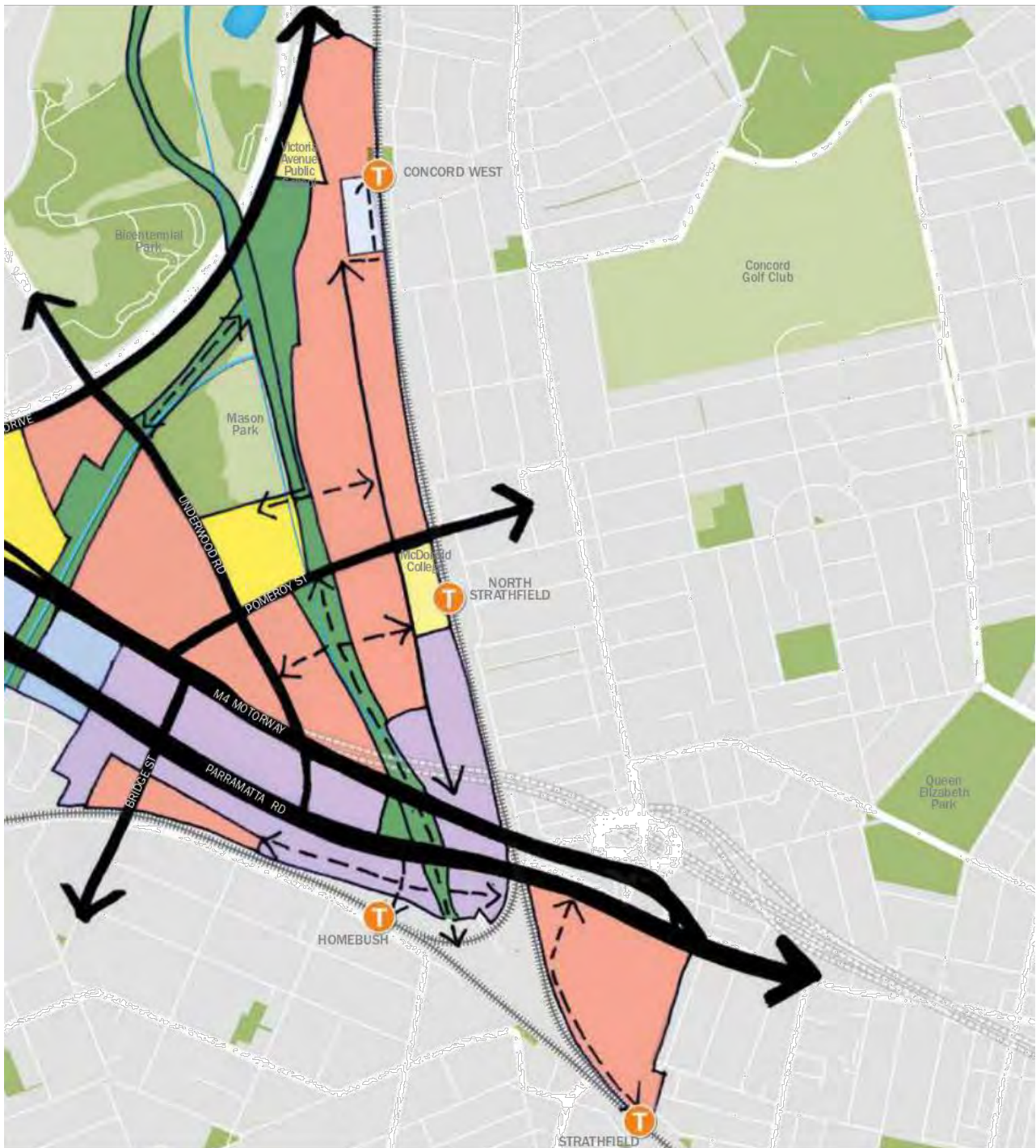
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Land north of the M4 Motorway around Underwood Road, Wentworth Road and Homebush Bay Drive

Challenges

- High levels of on-street car parking
- Pedestrian access across Parramatta Road from Powells Creek Reserve to Homebush Station
- Movement and circulation around the WestConnex portal
- Delivery of new open space under the M4 Motorway
- Long term demand for new school infrastructure
- Transitioning built form around sensitive locations and low-density areas
- Flooding impacts in Concord





Homebush Precinct



Homebush Precinct is strategically located between Sydney's two main CBDs and near the junction of two major rail routes. This key location provides the opportunity to transform Homebush into a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

The activity hub of the Precinct will be located between Homebush Station, North Strathfield Station and Strathfield Station. This area will have a revitalised and active urban mixed-use character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the Bakehouse Quarter and the curved alignment of Parramatta Road. Taller residential buildings will mark the core of the Precinct near all three stations.

A dense network of streets will extend northward and westward from the activity hub through the Precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powell's Creek will reach from the heart of the Precinct to Sydney Olympic Park and Homebush Bay beyond.

KEY ACTIONS



Land uses

- Employment and mixed-use focus on both sides of Parramatta Road and through the Bakehouse Quarter
- Retention of the existing low-density character in North Strathfield and Concord West, east of George Street between Allen Street and Conway Avenue
- Medium and high-density residential development in select locations around key transport nodes
- Explore opportunities for new school infrastructure with co-located community facilities within the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections offered by the Parramatta Light Rail
 - Capitalise on development potential around transport nodes, including Strathfield, Flemington, Homebush, North Strathfield, and Concord West stations
 - Acknowledge Parramatta Road, Homebush Bay Drive and Leicester Street will continue to be key movement streets in the Precinct
 - Formalise George Street as a Place for People
 - Reduce car dependency by improving access to public and active transport infrastructure
-



Place-making

- Undertake public domain improvements to Station Street and Homebush Station as a key link to public transport
- Establish strong activity on Parramatta Road
- Break up large blocks with laneways and through-site links where possible
- Facilitate site amalgamation to provide opportunities for master-planned redevelopment which delivers good public open space outcomes and other benefits
- Explore adaptive re-use options for heritage items and the conservation area near the Homebush Station



Open space, linkages and connections

- Reinforce the Powells Creek corridor as a linear north-south greenway with active transport links to Mason Park Wetlands, Sydney Olympic Park and Bicentennial Park to the north
- Reinforce the Bridge Road cycle link as part of the Bay to Bay regional cycle network
- Enhance east-west connections, particularly across the Northern Rail Line, Powells Creek, the M4 Motorway, George Street and Pomeroy Street
- Create two new active transport linkages across Powells Creek at Hamilton Street and Lorraine Street
- Reinforce George Street, Lorraine Street, and Hamilton Street as key streets prioritised for pedestrians
- Leverage new development to provide new open space, high quality and active public domains and new through-site links

Burwood-Concord Precinct

Councils

City of Canada Bay, Burwood

Population

11,400 new people for 2050

Homes

5,500 new homes for 2050

Jobs

3,800 new jobs for 2050

Significant places

- Burwood Town Centre
- Burwood Park
- Concord Oval, Cintra Park and St Luke's Park
- Goddard Park
- Queen Elizabeth Park
- Concord Community Centre
- MLC School
- Concord High School
- Concord Public School
- Low-scale, high-character residential streets north of Burton Street

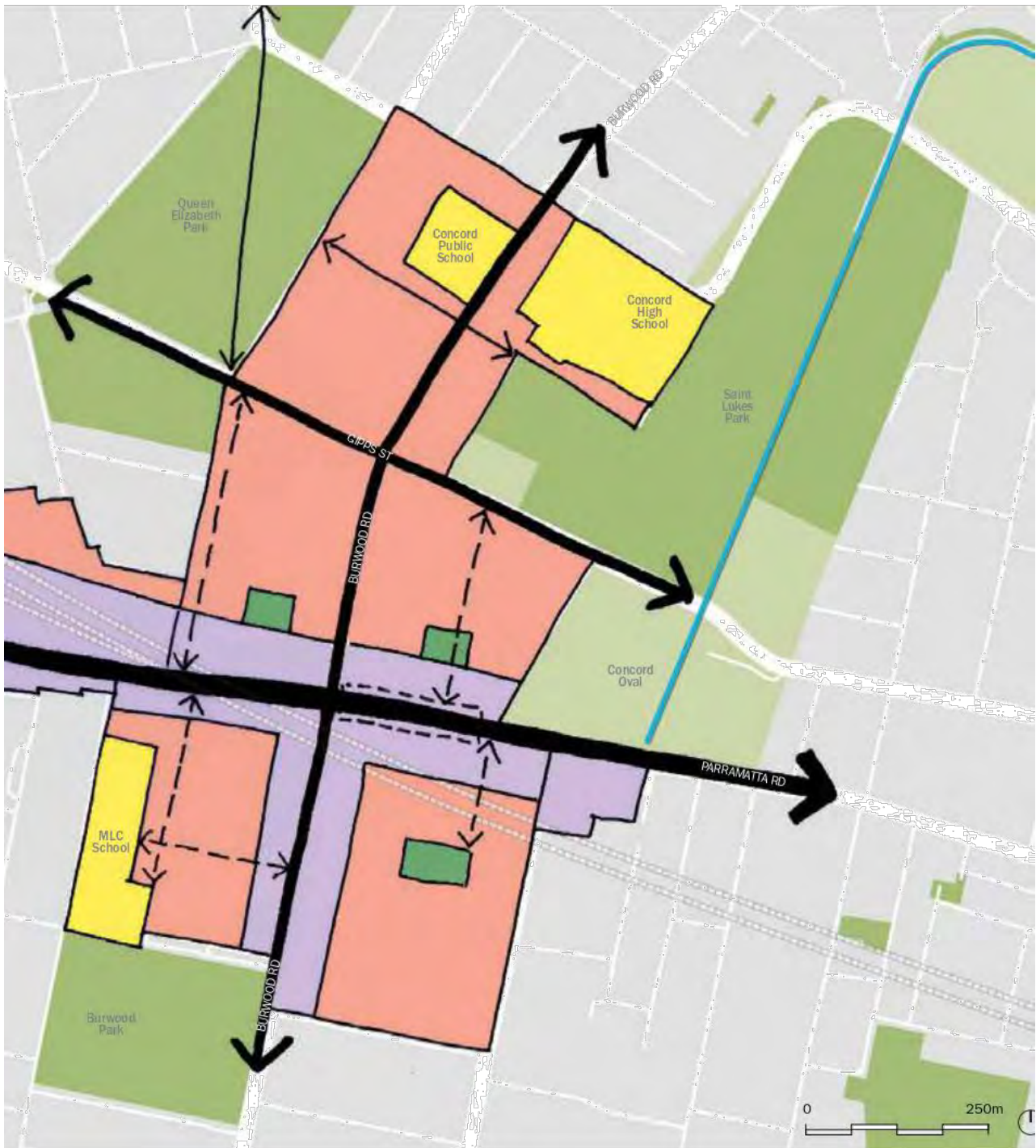
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Land south of Parramatta Road

Challenges

- Fragmented land ownership and small lots
- Managing planning in areas which include transitions from larger-scale development to low-scale and heritage-listed buildings
- The function of Burwood Road when rapid transit is delivered
- Burwood Road will become the main spine road linking renewal areas with the amenity and services offered in the Burwood Town Centre.





Burwood-Concord Precinct



The Burwood-Concord Precinct will develop to reinforce its role as the major centre for the Corridor, allowing for a greater diversity of housing while maintaining the quality of buildings in the area.

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke's Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed-use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

KEY ACTIONS



Land uses

- Facilitate the mixed use of land on both sides of Parramatta Road and Burwood Road (south), to complement the existing active and vibrant Burwood town centre
- Reinforce non-residential use of ground and first-floor developments along Burwood Road
- Encourage appropriately scaled residential development across the remainder of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to two major transport modes (heavy rail and rapid transit along Parramatta Road)
- Recognise Parramatta Road
- Formalise Burwood Road as a Place for People



Place-making

- Create a gateway to Burwood town centre at the junction of Parramatta Road and Burwood Road
- Appropriately respond to the existing urban grid with a network of roads, streets and laneways, in keeping with the existing urban character
- Facilitate the amalgamation of certain sites to create opportunities for redevelopment into additional open space or public domain areas
- Reduce residential car parking rates to decrease car dependency and increase use of public transport
- Transition heights in appropriate locations



Open space, linkages and connections

- Recognise and celebrate the northern part of Burwood-Concord as one of Sydney's original garden suburbs
- Develop strong active transport connections to existing open space in and around the Precinct, including along Britannia Avenue, Broughton Street, Queens Road, Luke Avenue, Arthursleigh Street and Shaftesbury Road
- Recognise the need for new development which includes high quality open space and well-connected public areas

Kings Bay Precinct

Councils

City of Canada Bay, Burwood, Inner West

Population

5,200 new people for 2050

Homes

2,500 new homes for 2050

Jobs

2,900 new jobs for 2050

Significant places

- Concord Oval, Cintra Park and St Luke's Park
- Barnwell Park
- Wangal Park
- Blair Park
- Centenary Park
- Five Dock Leisure Centre
- Rosebank College
- Lucas Gardens School
- Low-scale, high-character residential streets south of Parramatta Road at the edges of the Precinct

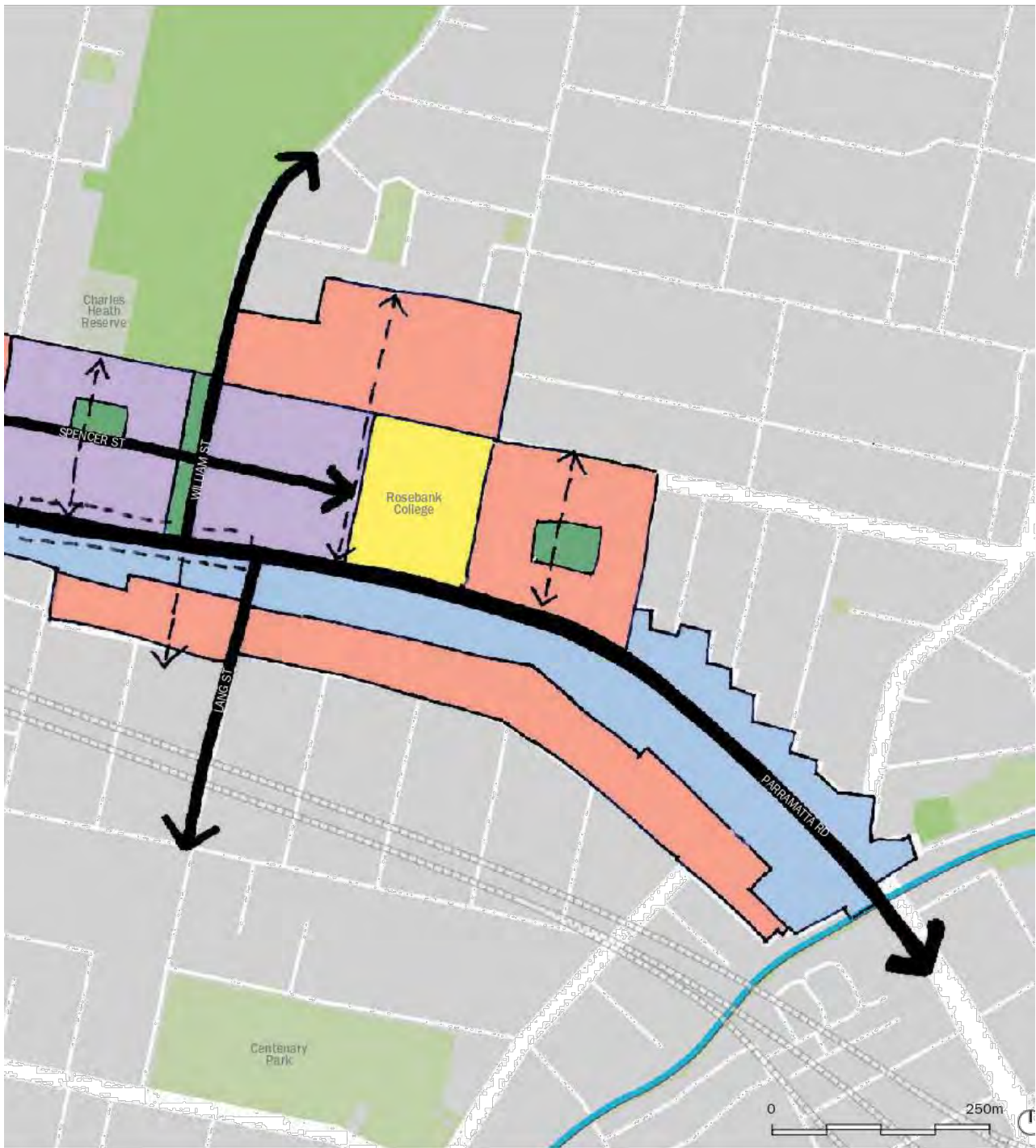
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Spencer Street
- William Street
- Regatta Avenue
- Kings Road

Challenges

- William Street is currently a very narrow street
- Fostering urban support services, such as mechanics, upholsterers and other local activities
- Transitioning development height and density south of Parramatta Road towards low density and heritage areas





Kings Bay Precinct



Kings Bay is envisaged as a new residential urban village with a Parramatta Road address. It will have a dense network of streets and an identity built on its proximity to Sydney Harbour.

Spencer Street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. The scale of development will gradually decrease towards adjacent residential areas and Rosebank College.

A new green corridor will be created along William Street to reinforce connectivity to Barnwell Park Golf Course and the foreshore, while providing a green marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks, and the extension of Spencer Street to the east and west.

KEY ACTIONS



Land Uses

- Facilitate the mixed uses of land on both sides of Parramatta Road between Regatta Road and Scott Street
- Develop a new local village around Spencer Street
- Encourage medium and high-density residential development north of Parramatta Road, with limited, appropriately scaled residential development south of Parramatta Road



Transport and movement

- Capitalise on reliable, frequent rapid transit to service the new population
 - Reinforce active transport links to Croydon Station
 - Benefit from the potential decrease in traffic volumes on Queens Road as a result of WestConnex
 - Recognise Parramatta Road will continue to have a movement function
 - Formalise Spencer Street as a Place for People
 - Formalise Parramatta Road west of Walker Street and east of Short Street as a Vibrant Street
 - Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions
-



Place-making

- Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections
- Establish a new, high-amenity neighbourhood hub, focussed around Spencer Street, with low traffic
- Retain and build on existing lifestyle/recreation businesses in and around the Precinct
- Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment



Open space, linkages and connections

- Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore
- Create mid-block, through-site links and prioritised pedestrian connections
- Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barnwell Park Golf Course and Walker Street
- Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east

Taverners Hill Precinct

Councils

Inner West

Population

3,300 new people for 2050

Homes

1,300 new homes for 2050

Jobs

4,100 new jobs for 2050

Significant places

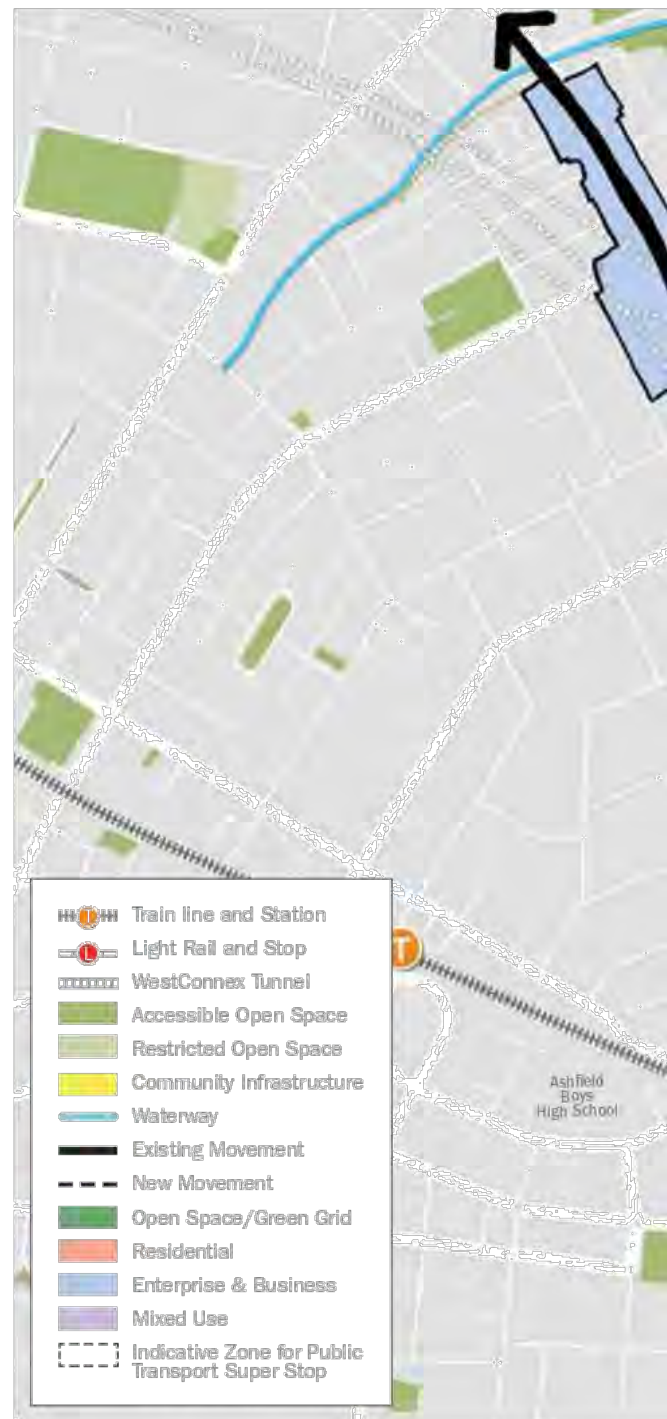
- Low-scale, high-character residential streets north of Beeson Street, along Upward Streets and south of Cook Street
- Kegworth Public School
- Hawthorn Canal
- GreenWay
- Lambert Park

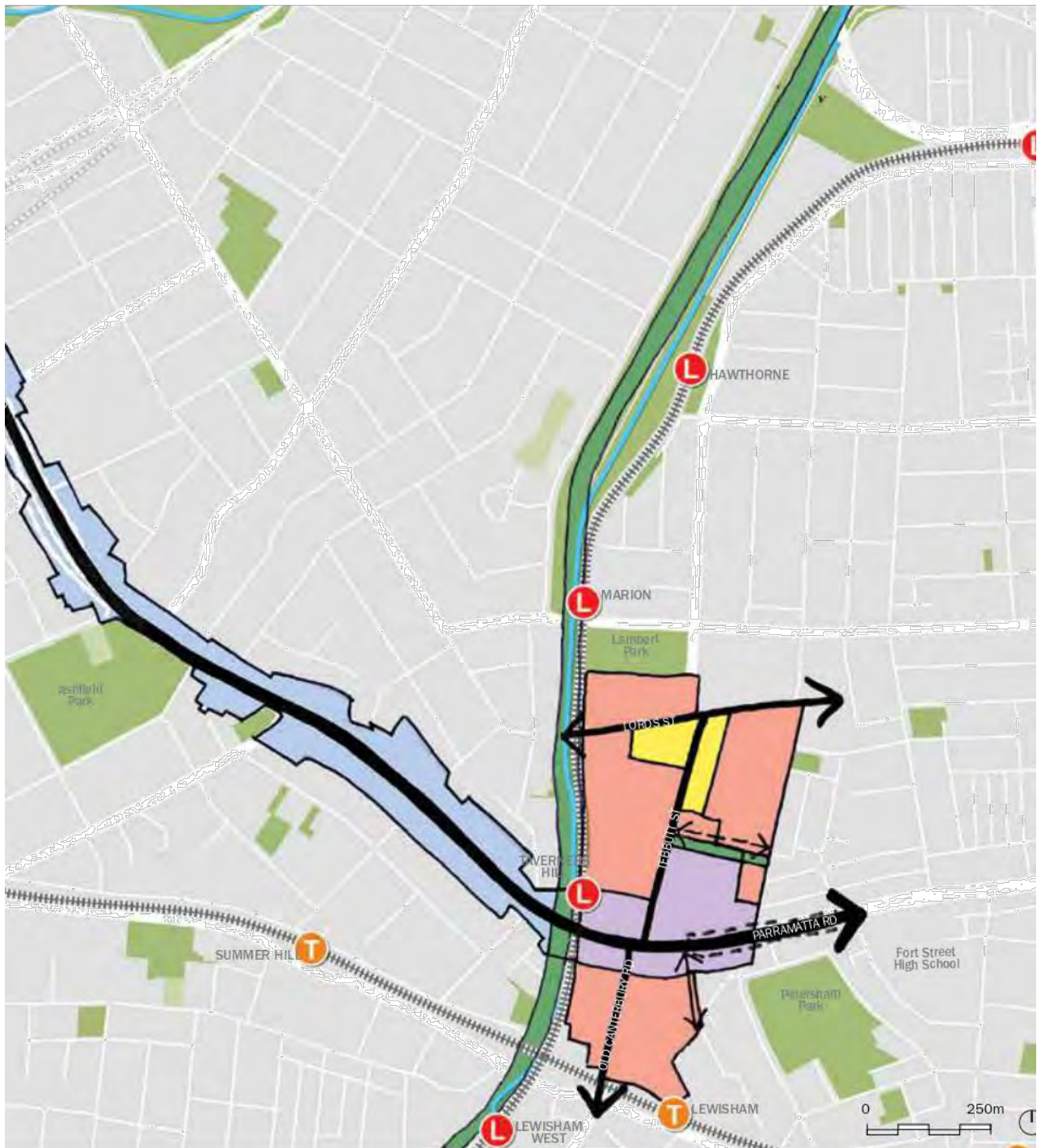
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Tebbutt Street to Hathern Street
- Lords Road

Challenges

- Fragmented land ownership and small lots
- Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail Line





Taverners Hill Precinct



Taverners Hill is a mixed-use area with varied buildings and differences in streetscape character. Old Canterbury Road and Tebbutt Street form a north-south axis linking Market Place at Marion Street with Lewisham Station at Thomas Street. The Precinct is also served by light rail with two stations along its western edge.

The area's existing character will be bolstered by the creation of an urban village with:

- strong transport links via the adjoining GreenWay and Hawthorne Canal
- a revitalised neighbourhood centre
- enhanced accessibility to nearby public transport modes and high amenity neighbourhood parks, squares, and leafy streets just off Parramatta Road.

Tebbutt Street will be reinforced as the Precinct's main street. Residential development will take place around this area, providing defined streets and open spaces. Taller buildings will be developed along Parramatta Road and close to the light rail stops. All building developments will need to take into

account existing heritage elements. Retail activities will be centred in Tebbutt Street, while various business enterprises will line Parramatta Road.

New east-west connections will provide better walkability and connectivity across the Precinct from adjacent areas to public transport nodes. Improvements to the pedestrian environment at Hathern and Brown Streets, where traffic crosses Parramatta Road, will be central to improving liveability in the Precinct. Opportunities to create additional local open spaces will also be explored.

KEY ACTIONS



Land uses

- Maintain an employment focus on both sides of Parramatta Road, Tebbutt Street, Upward Street and George Street
- Retain the existing low-density character across the remainder of the Precinct
- Encourage appropriately scaled residential development in select locations to attract and retain people in the core of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to three major transport modes: light rail, heavy rail and frequent buses along Parramatta Road
- Formalise Parramatta Road east of Hawthorne Canal as a vibrant Street



Place-making

- Establish a new high-amenity neighbourhood hub along Tebbutt Street/Upward Street that benefits from the Kolotex/Labelcraft site redevelopment
- Create an activity node around the Taverners Hill Light Rail stop
- Create a new link between Upward Street and George Street



Open space, linkages and connections

- Leverage new development to provide new open space and high-quality and active public domains
- Complete missing links along the GreenWay, including under Parramatta Road and Longport Street
- Capitalise on the proximity to light rail by providing increased connectivity for pedestrians and cyclists where possible
- Extend Nestor Lane east to the edge of the Precinct
- Create a new east-west cycle link along the extended Nestor Lane
- Connect Upward Street, George Street and Flood Street as a new pedestrian and cycle link
- Prioritise Tebbutt Street and Flood Street as key pedestrian routes

Leichhardt Precinct

Councils

Inner West

Population

2,100 new people for 2050

Homes

1,100 new homes for 2050

Jobs

3,250 new jobs for 2050

Significant places

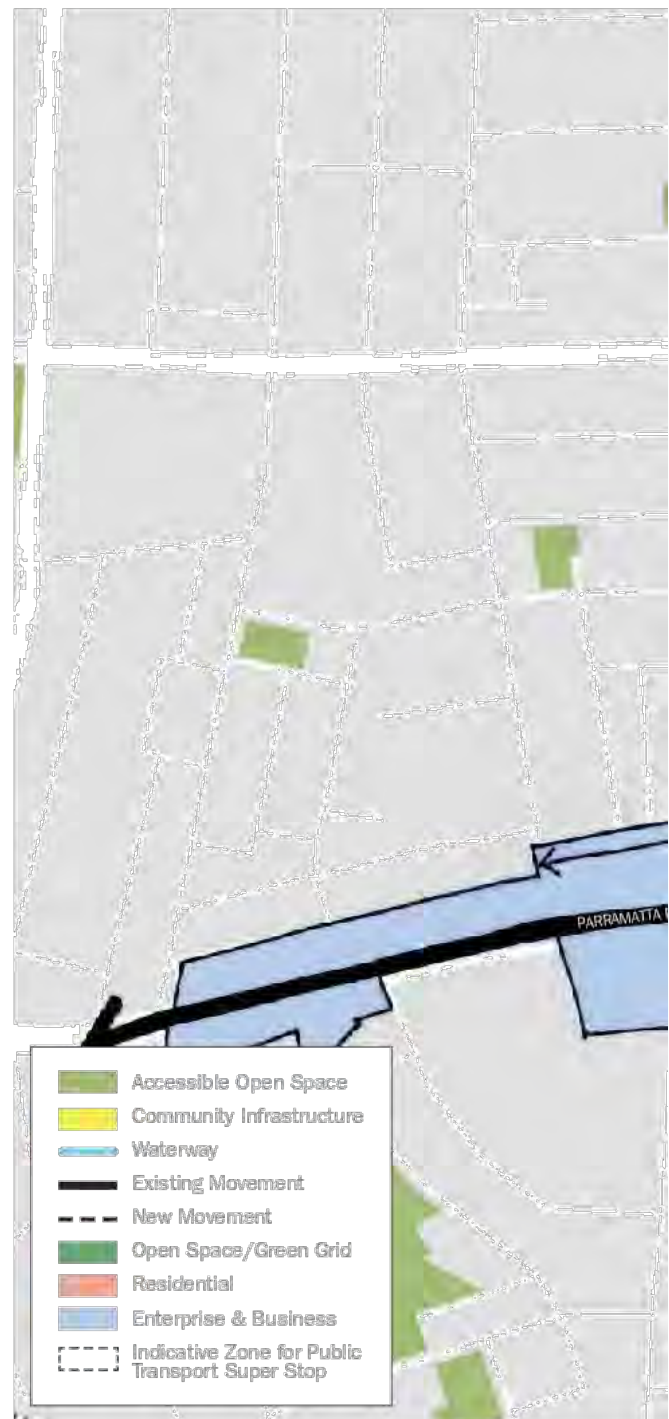
- Norton Street
- Annandale Heritage Conservation Area
- Leichhardt Public School
- The Forum

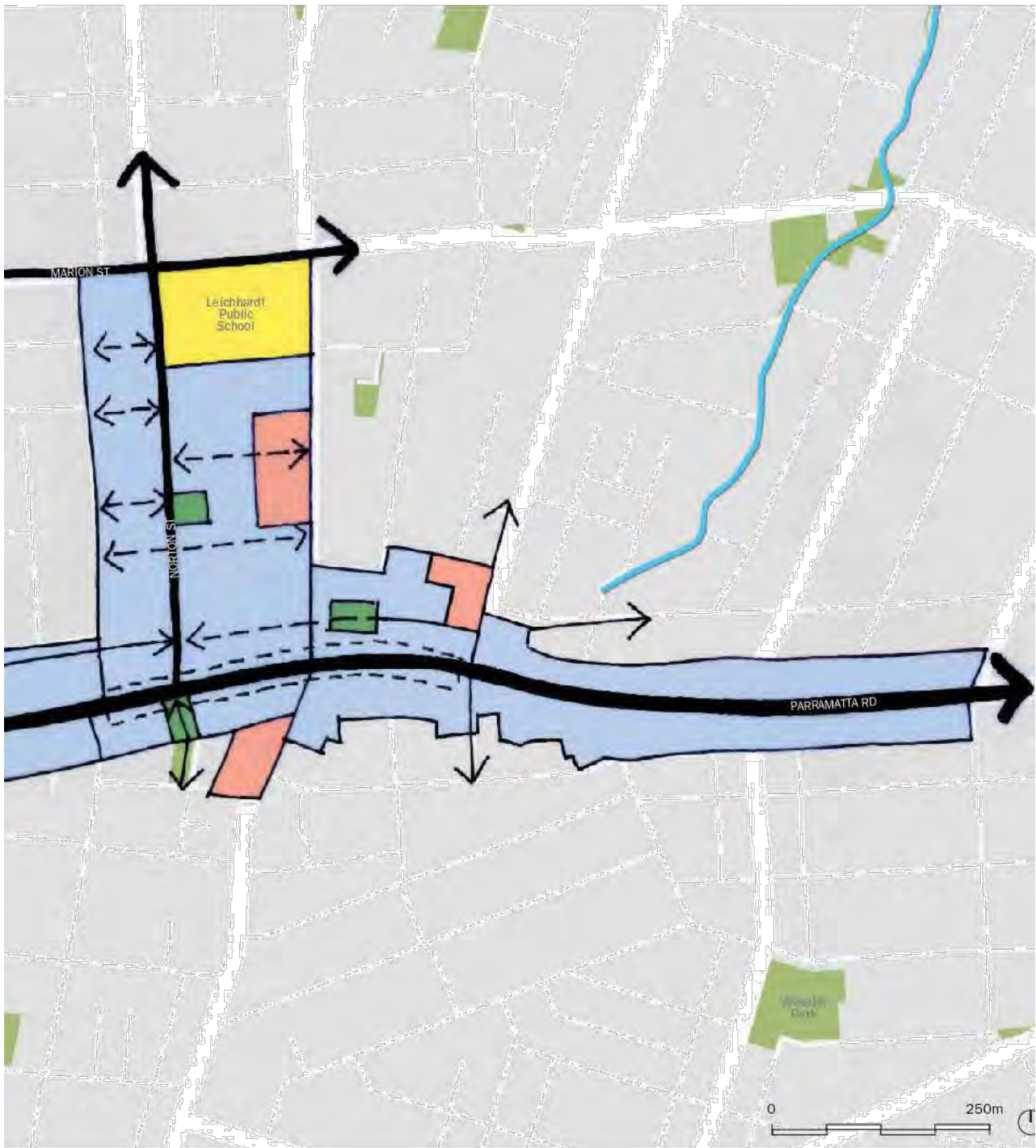
Urban renewal opportunities

- Redevelop the car park site and buildings east of Norton Street
- Select infill properties on the western side of Norton Street, which also offer the opportunity to unblock east-west connections and connect Albion Street to Jarret Street via the Forum

Challenges

- Reversing economic decline along Norton Street, particularly the retail vacancies
- Establishing new connections to improve access between the long and deep street blocks, large-format retail and heritage sites
- Improving pedestrian amenity of Parramatta Road
- Exposure to aircraft noise and height restrictions due to aircraft may pose constraints on development
- Small residential lots and fragmented ownership
- Providing additional open space areas and community facilities





Leichhardt Precinct



indicative artist impression only. Subject to change.

The Leichhardt Precinct is located on one of the highest points of the Corridor. For a long time, Leichhardt, and especially Norton Street, served as a cosmopolitan hub with a strong dining focus, especially in Italian cuisine. In recent times, the Precinct has lost some of its vibrancy.

The area benefits from a strong grid street structure, which has good amenity in areas further away from Parramatta Road. The relatively intact heritage appearance within the Annandale Heritage Conservation Area is particularly notable.

There are opportunities to reinvigorate Leichhardt and activate Norton Street and Parramatta Road by promoting new businesses and introducing wider residential use of certain areas. Leichhardt is becoming an attractive area for young professionals and young families given its proximity to amenities and the Sydney CBD.

New economic strategies will be developed and implemented to attract new small businesses that can benefit from Leichhardt's role as a local centre, while reinforcing and respecting the existing character

of the Precinct. Residential densification will be encouraged in areas that are appropriate and less sensitive in order to bring additional residents into the Precinct.

The Parramatta Road streetscape will be improved through tree planting, pavement treatments and incorporation of public art into the design of roadway furnishings. Other small-scale improvements will also provide a better pedestrian environment for the community. Opportunities for creating through block links, allowing finer grained pedestrian circulation, will also be explored.

KEY ACTIONS



Land uses

- Create a truly mixed-use Precinct focused around Norton Street
- Encourage appropriately scaled residential development to attract and retain people in the core of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Formalise Parramatta Road as a Vibrant Street, and Norton Street as a Place for People



Place-making

- Capitalise on new transport connections to rebrand and create a new Norton Street identity
- Provide a 'Gateway' to Norton Street at Parramatta Road that is mirrored at Marion Street
- Identify short to medium-term opportunities for new public domain and spaces
- Enhance side streets, including Thornley Street, Hay Street, Charles Street and Railway Street, as public spaces
- Improve pedestrian conditions along Parramatta Road through traffic light phasing, reduced speed limits, increased crossing points, enhanced footpath design, and tree planting in side streets as well as along Parramatta Road



Open space, linkages and connections

- Leverage new development to provide new open space and high quality and active public domains
- Improve north-south movements, especially along Norton Street/Crystal Street, including a major crossing of Parramatta Road
- Provide new links and a network of pedestrian and cycling connections to increase circulation and permeability in the Precinct
- Create the Dot Lane cycle link and a new cycle link from Tebbutt Street to the GreenWay along Kegworth Street

Camperdown Precinct

Councils

Inner West, City of Sydney

Population

1,400 new people for 2050

Homes

700 new homes for 2050

Jobs

2,300 new jobs for 2050

Significant places

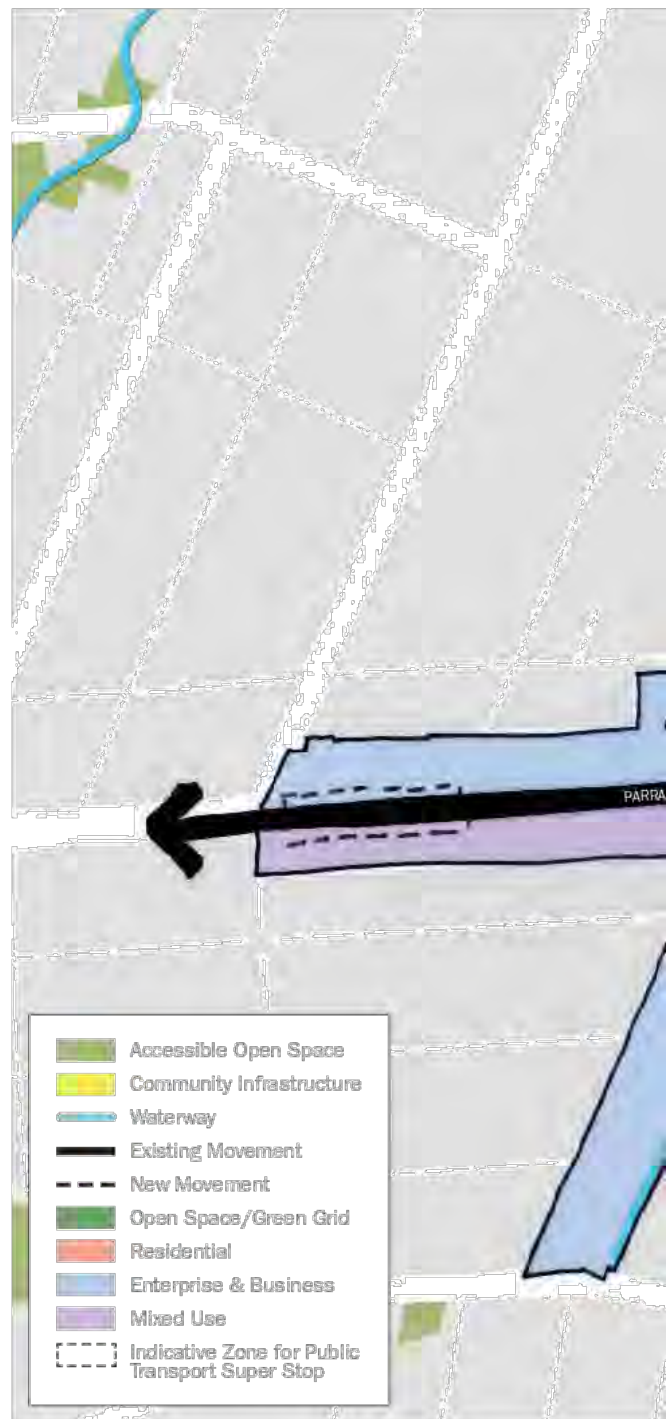
- Gantry redevelopment
- Franks Building
- University of Sydney
- Royal Prince Alfred Hospital
- O'Dea Reserve
- Camperdown Park
- Johnstons Creek corridor

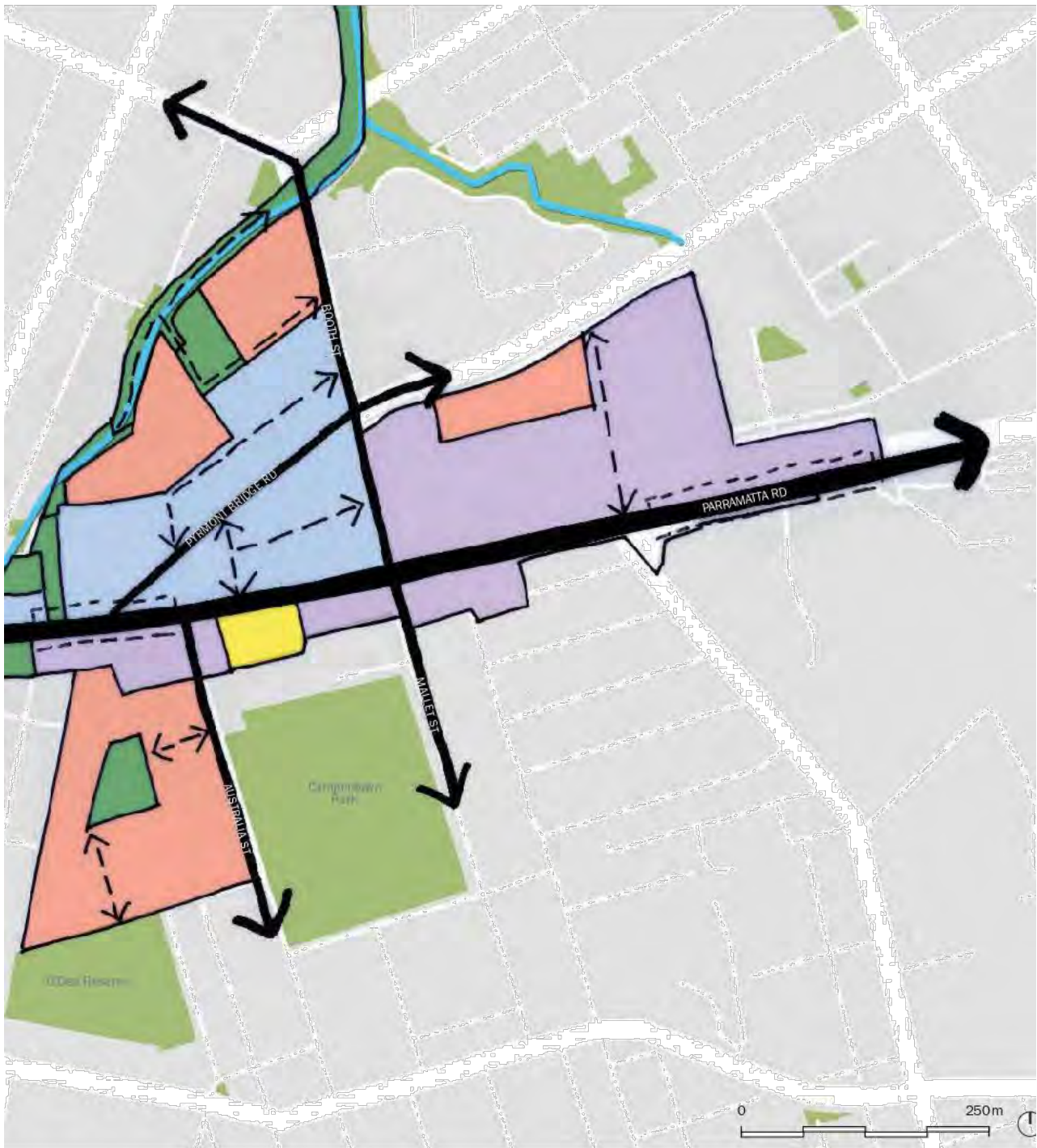
Urban renewal opportunities

- The 'Camperdown Triangle' – land bound by Parramatta Road, Mallet Street and Pyrmont Bridge Road as a biomedical hub
- Hordern Place Industrial Area – land bound by Australia Street, Cardigan Lane, Gantry Lane and O'Dea Reserve

Challenges

- Noise and air quality conditions on Parramatta Road and to a lesser extent on Pyrmont Bridge Road
- Fragmented land ownership, small lots, and industrial strata land holdings that may be a short term barrier to development and new connections but should not be a long term obstacle
- Flooding potential associated with Johnstons Creek





Camperdown Precinct



Camperdown will leverage its proximity to University of Sydney and Royal Prince Alfred Hospital to generate jobs in specialised education and medical industries. Student and affordable housing will be provided through innovative models.

The Camperdown Precinct is a relatively flat area, except where it slopes down towards Johnstons Creek. The area is characterised by narrow, disconnected streets. It has been shaped by the subdivision of historical landholdings and disrupted by creek lines. Some blocks have poor east-west connections, pushing pedestrian and cyclists to Parramatta Road and Pyrmont Bridge Road. A new park is proposed to be constructed by the City of Sydney Council at Lyons Road.

Camperdown is strategically located on the doorstep of Royal Prince Alfred Hospital and the University of Sydney. These major educational and health institutions are recognised across Australia and internationally.

The style of buildings in Camperdown is strongly influenced by the institutional presence and by industrial history, with rows of Victorian and Federation houses interspersed with larger-scale buildings of both institutional and industrial origin. The main institutions of the University of Sydney and the Royal Prince Alfred Hospital are increasingly dominant in determining the land uses, functions, and demographics of the area.

The Precinct is already transitioning to a vibrant high-density locality with diverse uses and buildings of different scales. It will continue to evolve into an attractive, highly urbanised neighbourhood with high-quality amenities.

The Precinct will take on a support role to the adjacent specialised activity institutions and their associated research centres by providing employment and ancillary floor space.

The Precinct will be focussed around the triangular shaped wedge formed by the intersection of Pyrmont Bridge Road, Mallett Street and Parramatta Road, and will form the western entry to the city. It will be marked by taller buildings catering to both residential and business markets, offering a potential home to any number of innovative and incubator businesses and research activities. The Precinct could develop a moniker, such as the 'Camperdown Triangle', to represent its synergy of health, education, technology and reinvention, attracting new business to this crossroad.

New residential development will primarily be located south of Parramatta Road, with potential for some development north of the central triangle. The development will be designed to sensitively respond to both the industrial character of heritage structures and the low-scale residential buildings in the adjacent heritage conservation area.

KEY ACTIONS



Land uses

- Prioritise Camperdown Precinct for biotechnology and employment uses that support the growth of the nearby institutions
- Reinforce the Layton Street cluster of shops and services as a local centre expanding westwards to Bignell Lane
- Focus residential development on students, key workers, and affordable housing



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Formalise Parramatta Road as a Vibrant Street and Pyrmont Bridge Road as a Place for People
- Reinforce active transport, with low-priority given to additional private vehicle movements



Place-making

- Adapt, retain and celebrate the existing industrial heritage
- Develop Bignell Lane as a lively, mixed-use area with entertainment and other day/night social uses
- Reinforce and provide new opportunities for a network of streets and buildings of an appropriate scale through the Hordern Place Industrial Area
- Create a greener, friendlier and safer Cardigan Lane as an enhanced north-south walking and cycling route.
- Create streets that connect residents and workers to small, diverse, local and regional open spaces



Open space, linkages and connections

- Provide new open spaces in the Hordern Place Industrial Area, and in the north of the Precinct adjacent to Johnstons Creek
- Prioritise works to complete the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the harbour foreshore walks
- Provide new cycle routes along Johnston's Creek, Mathieson Street, Chester Street and Guihen Street to improve connections with other cycleways

7

Developing the Strategy

This section covers the following subjects:

- How this Strategy was developed
- Drafting and community engagement
- Incorporating public feedback into the Strategy: our process
- Continuing engagement and opportunities to participate

This Strategy will help the Parramatta Road Corridor play its role in making Sydney an internationally competitive city, offering world-class urban areas and amenity. Via this Strategy, all agencies and stakeholders have engaged with the latest thinking informing urban transformation in today's world – for tomorrow.

How this Strategy was developed

The Strategy has been developed over a period of more than three years. It is the culmination of an extensive process of technical studies and investigations, urban design and planning, and stakeholder consultation.

The views and responses of organisations and community members were received through a variety of channels at critical stages in the development of the Strategy. Consultation with the community

began in late 2013 through a series of planning sessions attended by community representatives and other stakeholders. In late 2014, the preliminary *Parramatta Road Urban Transformation Strategy* was displayed for comment. The community feedback received during that process was used to update the draft *Parramatta Road Urban Transformation Strategy* (draft Strategy), which the community had input into again in 2015.

Drafting and community engagement

The draft Strategy was displayed for public consultation by the Minister for Planning. An intense program of consultation and engagement occurred within government, and with stakeholders and the wider community between 17 September 2015 and 18 December 2015. Activities included focus groups, community information sessions, Mayoral and MP forums, online and paper surveys, random phone surveys, advertising, and meetings with major landowners and developers to ensure a wide range of community views were obtained. The project website and social media were important communication tools.

By the close of the consultation period, more than 3,700 responses had been received on the draft Strategy, including 900 formal submissions. The feedback indicated that 97 per cent of all respondents considered the Corridor to be in need of revitalisation. Less traffic, better public transport, more appealing streets and public spaces, and a

better environment for business were identified as necessary improvements in the Corridor. The following key themes emerged from surveys and written submissions received on the draft Strategy:

- development (land use, heights and density)
- character and amenity
- public transport
- social infrastructure
- traffic
- open space
- walking and cycling
- parking
- other comments and suggestions
- impacts to properties
- the consultation process.

The outcome of the 2015 consultation process, and how that has informed this Strategy, is documented in separate reports.

Incorporating public feedback into the Strategy: our process

All feedback received has been used to inform the final Strategy, and to formalise the vision, principles and strategic actions for the Corridor. Throughout early 2016, the Strategy, Implementation Tool Kit and resource documents have been revised and refined. *Informing the Parramatta Road Corridor Urban Transformation Strategy* has also been prepared and is a linking document between the *Consultation Outcomes Report*, May 2016 and the final version of the Strategy, showing how the feedback on the draft Strategy has informed the final Strategy.

The final suite of documents is the result of the work of many people and organisations. It reflects the passion the Corridor's residents, workers, visitors and other stakeholders have for Parramatta Road and its surrounds. The concepts and objectives included in the Strategy and Implementation Tool Kit have been drawn from stakeholders and the community, and have been tested through a rigorous process of discussion and feedback.

Continuing engagement and opportunities to participate

The engagement process has been, and will continue to be, a core part of the Strategy's implementation. All stakeholders, including local communities and businesses will be kept informed of the progress of the Strategy and there will be opportunities to participate in future stages of planning and to comment on aspects of implementation.



Parramatta Road Corridor Glossary

Active Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has an 'Active Frontage' if premises on the ground floor of the building facing the street are used for the purposes of retail premises. Residential lobbies are not considered an Active Frontage.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as an Active Frontage.

Active transport

Walking and cycling modes of transport.

Amenity

The quality of a public or private place to live, work or visit for both individuals and the community, and which makes it pleasant and agreeable to be. Amenity is important in the public, communal and private domains and includes the enjoyment of sunlight, views, privacy and quiet. It also includes protection from pollution and odours.

Articulation

Articulation refers to the detailed horizontal and vertical design and building elements used to add visual interest and define the scale of buildings and public domain.

Commercial Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has a 'Commercial Frontage' if premises on the ground floor of the building facing the street are used for the purposes of business premises.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as Commercial Frontage. Residential lobbies/concierges in serviced apartment buildings are not considered a Commercial Frontage.

Cycle Link (Proposed)

Land identified for cycle links on the Precinct Plans. Cycle links include:

- regional bicycle corridors that connect to major destinations
- local bicycle network connections that connect to priority corridors and neighbourhood destinations within catchments
- along quiet local streets to connect residential destinations and local services

Decoupled parking

Parking that is spatially separated from the building which the parking services. It is also generally unbundled from the sale or rental of a dwelling or building.

Density

Density measures the intensity of people or built area, giving an indication of how intensely developed an area is. It is generally described as the number of people (workers and/or residents) or floor space over a given area. Net density compares the number of people or floor space over an individual lot or number of lots excluding public roads and open space. Gross density is used to measure the number of people or floor space over a larger area and includes all land within the area measured.

Design excellence

Design excellence fosters design outcomes that go beyond statutory requirements to achieve innovative liveability, sustainability, aesthetic and functionality outcomes in buildings and the public domain.

Desired Through Site Link

Land identified on the Precinct Plans. A Desired Through Site Link is to be provided in the indicative location as a publicly accessible link to improve pedestrian and/or cycling connectivity and access to public transport and/or open space/community facilities. A Desired Through Site Link should be a minimum 7m in width.

Parramatta Road Corridor Glossary

Enterprise and Business

Land comprising employment uses such as business or commercial premises, innovation and technological uses, light industries, warehouse and distribution centres. Enterprise and Business areas are where people should be able to have their cars repaired, buy goods such as white goods from large retailers, or where small manufacturing can occur.

Heavy industrial uses and residential development are not encouraged in Enterprise and Business areas.

Employment (Other)

Heavy industrial and manufacturing uses that are envisaged to be located within the Corridor over the longer term.

Fine grain

A term used to describe the predominant small lot subdivision associated with the historic pattern of built form which exists along stretches of the Parramatta Road Corridor and within the identified Precincts and Frame Areas. New areas where an intimate pedestrian scale is desired may benefit from a fine grain subdivision.

Frame Area

The stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road.

Governance

The process for making and implementing decisions.

Green Setback

Land identified on the Precinct Plans and measured from the property boundary to the building line to ensure development creates a positive streetscape, establishes streets with a high quality pedestrian environment, achieves high quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.

A Green Setback is 6m wide on Parramatta Road and 3m wide on all other nominated streets.

Heritage Conservation Area

An area of land of heritage significance identified within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value, and including any heritage items situated on or within that area.

Heritage Item

A building, work, place, relic, tree, object or archaeological site that is listed within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value.

High Activity Pedestrian Zone

Areas of high pedestrian activity that will incorporate traffic calming features such as marked pedestrian crossings, lower speed limits, and wider footpaths.

Different road environments are used to help alert drivers to the lower speed environment and make them aware of the presence of pedestrians moving about or near the road. This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.

Parramatta Road Corridor Glossary

Housing diversity

An array of housing typologies, formats, sizes and ownership/tenure structures that aim to improve the affordability and choice of services and support diverse lifestyles.

Indicative Zone for Rapid Transit

The land bound by a grey dotted line on the Precinct Plans for the Corridor between the Burwood-Concord Precinct and the eastern end of the Parramatta Road Corridor. Proposals for rezoning or development within an adjacent Indicative Zone for Rapid Transit should be discussed with Transport for NSW to facilitate integration of well designed public transport infrastructure and associated facilities into the streetscape.

Integrated Land Use and Transport Plan

A plan which illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas.

Infrastructure Site

(As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines).

Land that is currently zoned or used for one of the following purposes:

- education facility
- health facility
- substation
- road (as zoned in a local environmental plan only)
- drainage corridor (as zoned in a local environmental plan only)
- WestConnex Motorway construction site

Intermediate trips

Trips that are between five and 10 kilometres.

Intersection Investigation/Upgrade (Proposed)

Locations that will require further investigation or upgrade as part of any future planning proposal.

Light Rail

A system of rail based public transport with the ability to share streets with other road users, or operate within exclusive rights of way such as a segregated corridor, tunnel or elevated structure.

Local Centre

Locations that are existing centres in or adjacent to the Corridor that are not identified as a Strategic Centre in *A Plan for Growing Sydney*. Local centres are smaller than Strategic Centres and range from centres with a small number of shops to centres with large amounts of retail and employment. Local Centres have been identified on the Precinct Plans to provide context.

Local Environmental Plan (LEP)

The principal planning instrument for controlling development at the council level.

Local Street

Streets that facilitate local access to communities.

Local trips

Trips that are less than five kilometres.

Linear Open Spaces

Linear Open Spaces provide long active links that are suitable for walking and cycling. They make use of infrastructure corridors and connect urban centres to large open spaces and other regional active transport corridors.

Liveability

The way a place supports the quality of life and wellbeing of its residents.

Mixed Use Development

Areas containing (or zoned for) two or more land uses of any type.

Parramatta Road Corridor Glossary

Motorways

Motorways are strategically significant roads that move people and goods rapidly over long distances.

Movement Corridor

Movement corridors are main roads that provide safe, reliable and efficient movement between regions and strategic centres.

Parramatta Road Corridor

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

Places for People

Places for People are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value.

Planning Proposal

(As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines).

Land that is the subject of an undetermined Planning Proposal that has been issued a Gateway Determination by the Department of Planning and Environment.

Plaza

Small urban open spaces which serve dense urban environments and provide moments of open space where people live and work. These spaces are located within urban centres and have building frontages activating their edges. They are designed as high use open spaces that also allow for high levels of pedestrian traffic.

Precinct

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

Precinct Plan

A set of plans prepared for each Precinct that provide more detailed principles and targets for growth and development for each of the eight Precincts. Each Precinct Plan is described in terms of its location and context, existing character and identity, opportunities and constraints and future character. Future land uses, heights, densities, open space and active transport, street function and built form controls are identified.

Prioritised Walking Link

A strategically important walking link or connection that is designed as a primary route for walking. Attributes could include generous footpaths, shade and weather protection, seating, landscaping and priority over other transport modes at intersections.

Priority Precinct

Areas selected through the Priority Precincts program as suitable for urban renewal including increased housing.

Proposed Open Space

Land in public ownership that provides recreation and amenity benefit. Proposed Open Space is to be delivered through the Infrastructure Schedule, the Urban Amenity Improvement Program or future development proposals. Private communal open space required to be delivered under SEPP 65 is not Proposed Open Space.

Public Open Space (Existing)

Open space areas that are set aside for recreational uses with unrestricted public access, such as parks, sporting fields, landscaped areas, or plazas. Existing Public Open Space across the Parramatta Road Corridor includes:

- regional open spaces – large areas, open spaces, parks or corridors that provide a range of recreational opportunities, facilities, landscapes, ecological habitats and cultural interest for visitors across whole cities or metropolitan subregions
- district open spaces - typically used by multiple neighbourhoods that may extend beyond the LGA where it is located, and usually provide a range of formal and informal recreational, sports and children's play facilities, and

Parramatta Road Corridor Glossary

- local open spaces serve single neighbourhoods, are typically small in size, and typically provide some recreational facilities such as games courts, children's play facilities and outdoor seating.

Recent development

Land that has been developed in the last five years, is currently under construction or benefits from a current (but yet to be commenced) development consent.

As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines.

Restricted Open Space

Existing Public Open Space which is primarily used for organised sport and recreation activities and is largely inaccessible to the community. Examples include FS Garfield Park, Concord Oval, Lambert Park and others.

Regional Trips

Trips that are longer than 10 kilometres.

Residential

Predominantly residential in character and includes a range of dwelling typologies and densities.

Setback

The space along the street frontage between the property boundary and the building. Refer to building line or setback as defined in the *Standard Instrument - Principal Local Environmental Plan*.

A building setback may be satisfied by a Green Edge.

Street Wall/Street Wall Height

A street wall is the front façade of a building that is built on or close to the boundary. The street wall height is the vertical distance of the front façade from ground level (existing) to the highest point of the building.

Social infrastructure (or community infrastructure)

The facilities and services that are used for the physical, social, cultural or intellectual development or welfare of the community, including physical infrastructure such as libraries, community centres and cultural facilities that facilitate the delivery of social services and activities, as well as open spaces, parks, recreation areas and sport fields that support sport, recreational and leisure uses.

Importantly, social infrastructure also incorporates the services, activities and programs that operate within these facilities.

Statutory Planning

Urban planning in accordance with the adopted legislation such as the NSW Environmental Planning and Assessment Act, 1979.

Strata

Land currently accommodating strata titled residential development.

As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines.

Strategic Centre

Locations identified within *A Plan for Growing Sydney* that currently or are planned to have least 10,000 jobs. These are priority locations for employment, retail, housing, services and mixed-uses.

Transition zone

A transition zone provides an appropriate built form scale transition between proposed higher density development and existing low density residential edges, open space, schools and to heritage/conservation areas; special uses (education/community uses). A transition zone provides both an adequate scale and amenity transition to these areas.

Unbundled Parking

Unbundled parking is parking that is separated from the cost or rent of a dwelling or building. This is not only more equitable, but can also reduce the total amount of parking required for the building.

Parramatta Road Corridor Glossary

Urban Amenity Improvement Plan

A program of urban amenity improvements attached to \$198 million worth of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.

Urban Investigation Areas

Large areas of land to be examined for suitability for urban development.

Urban transformation

The process undertaken to build on the strengths of a place by transforming under-utilised or dilapidated areas, and balancing density, good design, a mix of land uses, location, housing choice and access to public transport to create a successful urban environment.

Urban village

An identifiable residential community within a suburb centred on an activity node. Distinct from a town centre, an urban village provides the conveniences necessary for a localised community including lifestyle amenities such as cafes, restaurants and bars, fresh food markets and local services such as hairdressers, transport connections and open spaces.

Vehicle connection (proposed)

Locations where a new local road is required.

Vibrant Street

Vibrant Streets have a high demand for movement as well as destinations and activity centres within the same road space.

Village centre

The activity strip or central point of an urban village such as an urban square or main street.

WestConnex

The 33-kilometre project that brings together a number of important road investments to link Sydney's Orbital Network, including the widening of the M4 east of Parramatta, duplicating the M5 East and building new sections of motorway to provide a connection between the two key corridors.



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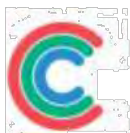


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DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-132

Attachment 2

Summary of proposed planning
approach for Parramatta Road
Corridor



Planning Approach for Corridor



DOCUMENTS
ASSOCIATED WITH
REPORT C07/19-132

Attachment 1

Parramatta Road Corridor Urban
Transformation Strategy

NEW
PARRAMATTA
RD

Parramatta Road Corridor Urban Transformation Strategy

NOVEMBER 2016

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UrbanGrowth
NSW

Document Control

Document Name:

Parramatta Road Corridor Urban Transformation Strategy – Final

Date:

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Ministerial Foreword

I'm proud to present the *Parramatta Road Corridor Urban Transformation Strategy* for the revitalisation of the Parramatta Road Corridor and its local communities.

This document represents the efforts of many thousands of hours of community consultation, research and feedback. It incorporates and responds to the thoughts and feelings of the people who will live in and enjoy the Parramatta Road Corridor of tomorrow – Sydney's residents, local councils, businesses and road users.

It's an exciting time to be living in Sydney. Our great city is growing and with growth comes the opportunity to breathe new life into our urban communities.

Sydney's population is expected to grow by about 1.6 million people during the next 20 years. The Parramatta Road Corridor, stretching from Camperdown to Granville, is a priority location for the increased housing, economic activity and social infrastructure we need in order to support our city's new residents.

The Parramatta Road Corridor Urban Transformation Strategy is the State and Local Government's joint vision for revitalising one of our city's most rich and interesting urban corridors, which has been overwhelmed by heavy traffic, excessive noise and declining commercial spaces in recent years.

The overall vision for the Parramatta Road Corridor is for improved transport choices, better amenity and balanced growth of housing and jobs. The Parramatta Road Corridor of the future will offer residents and road users improved transport – including more efficient and reliable public transport, and walkable neighbourhoods. It will be a better place to live and work, while preserving the things we love about our local areas.

We're delivering on community priorities for the area for more appealing public areas, including green space, and satisfying urban centres (the Strategy calls these areas Precincts). The Strategy establishes a blueprint to deliver more diverse and affordable housing, more jobs and better support for local businesses. The Strategy recognises that development needs to be sensitive to local character and commits to ongoing community consultation.

It has set new benchmarks for engagement and collaboration between State and Local Government and is the first Strategy that genuinely integrates land use and transport planning with the coordinated delivery of infrastructure. For the first time, an Implementation Tool Kit comprising a staging strategy tied to a costed and prioritised infrastructure schedule will drive growth in this highly urbanised area. The \$198 million Urban Amenity Improvement Program and Planning and Design Guidelines will deliver new open space, walking and cycling links and a greener Parramatta Road alongside high quality design outcomes.

The Strategy informs the emerging District Plans being developed by the Greater Sydney Commission to guide the Sydney's growth.

I invite everyone interested in the future of Sydney to read this Strategy and understand the long-term plans for Parramatta Road and its Precincts. I thank those councils and everyone who has worked with UrbanGrowth NSW on this Strategy and look forward to continued collaboration.

Rob Stokes
Minister for Planning

Contents

<i>Ministerial Foreword</i>	5
<i>Index of documents</i>	6
Inside this document	8
<i>What is this document?</i>	9
<i>What is the purpose of this document?</i>	9
<i>Key definitions</i>	10
<i>Who has produced this document?</i>	10
A Strategy for the Parramatta Road Corridor	12
<i>What is the Parramatta Road Corridor?</i>	13
<i>The Parramatta Road Corridor Urban Transformation Strategy</i>	17
<i>Why do we need a Strategy for the Parramatta Road Corridor?</i>	17
<i>The structure of this Strategy</i>	18
<i>Where and how does the Strategy apply?</i>	20
About the Parramatta Road Corridor and its surrounds	22
Vision and principles	32
<i>The vision for the Parramatta Road Corridor of tomorrow</i>	33
<i>Seven principles for transformation</i>	40
Principle 1: Housing choice and affordability	40
Principle 2: Diverse and resilient economy	46
Principle 3: Accessible and connected	53
Principle 4: Vibrant communities and places	59
Principle 5: Green spaces and links	67
Principle 6: Sustainability and resilience	70
Principle 7: Delivery	72

Delivering the Strategy	74
<i>What is the role of the Strategy in empowering delivery?</i>	75
<i>Delivery agencies, mechanisms and instruments</i>	77
<i>The Corridor governance framework</i>	79
<i>Staging and timing</i>	80
<i>Performance monitoring</i>	81

Corridor West Precincts and Frame Areas	82
--	-----------

Corridor East Precincts and Frame Areas	92
--	-----------

Developing the Strategy	118
<i>How this Strategy was developed</i>	119
<i>Drafting and community engagement</i>	119
<i>Incorporating public feedback into the Strategy: our process</i>	120
<i>Continuing engagement and opportunities to participate</i>	120
<i>Parramatta Road Corridor Glossary</i>	121

Index of documents

Document name	Description
Parramatta Road Corridor Urban Transformation Strategy (UrbanGrowth NSW, 2016)	The Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the <i>Environmental Planning and Assessment Act 1979</i> (NSW) (known as a Section 117 Ministerial Direction).
Parramatta Road Corridor Implementation Plan 2016 – 2023 (UrbanGrowth NSW, 2016)	A prioritised set of actions to facilitate transformation of the Corridor in the short term (2016–2023).
Parramatta Road Corridor Planning and Design Guidelines (UrbanGrowth NSW, 2016)	Suggested land use and built form controls to guide future development.
Parramatta Road Corridor Infrastructure Schedule (UrbanGrowth NSW, 2016)	A prioritised and costed list of future infrastructure including open space, transport, traffic community, health and education facilities required to support the long-term growth in the Corridor.
Parramatta Road Corridor Urban Amenity Improvement Plan (UrbanGrowth NSW, 2016)	A program of urban amenity improvements attached to \$198 million of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.
Sydney CBD to Parramatta Strategic Transport Plan (Transport for NSW, 2015)	The <i>Sydney CBD to Parramatta Strategic Transport Plan</i> outlines the initiatives required to address these challenges and achieve an integrated network of local, intermediate and regional transport systems. Accessibility and connectivity are key principles of the Plan. These principles will help drive the transformation of Precincts and centres within the Parramatta Road Corridor.
Parramatta Road Corridor Social Infrastructure Analysis Volumes 1 and 2 (UrbanGrowth NSW, 2016)	<p>Volume One of the Social Infrastructure Analysis contains the overall assessment of social infrastructure requirements across the Corridor, includes consideration of submissions received during exhibition of the draft Strategy, a review of the policy context, and an analysis of the existing and potential future population within each of the Precincts. Volume One presents an overview of the challenges with providing social infrastructure in an urban renewal context as well as recommendations for the social infrastructure required across the Corridor.</p> <p>Volume Two contains a detailed analysis for each of the eight Precincts along the Corridor. It identifies the infrastructure required to be provided by local government and State government agencies for each Precinct. Recommendations regarding implementation are also provided.</p>

Index of documents

Document name	Description
Parramatta Road Corridor Precinct Transport Report (UrbanGrowth NSW, 2016)	<p>Informed by Transport for NSW's <i>Sydney CBD to Parramatta Strategic Transport Plan</i>, the Precinct Transport Report is the first step in developing transport plans for each of the eight Precincts to support urban transformation in the Corridor over the short, medium and long term.</p> <p>Future statutory planning processes will test and refine urban development and appropriate densities along the Corridor. More detailed transport network assessments beyond the work presented in this report will be required to confirm the extent and density of urban development as part of future rezoning or development proposals.</p>
Parramatta Road Corridor Fine Grain Study (UrbanGrowth NSW, 2016)	<p>The Fine Grain Study has been prepared in response to feedback received from many stakeholders calling for new development to consider local character, and be informed by more detailed heritage analysis. The Fine Grain Study:</p> <ul style="list-style-type: none"> ▪ identifies all existing heritage items and heritage conservation areas across the entire Corridor ▪ identifies additional properties and landscapes that potentially warranting protection through future statutory processes ▪ recommends heritage guidelines for inclusion into new planning controls to protect or guide development in areas of established character or low density areas.
Parramatta Road Corridor Sustainability Implementation Plan (UrbanGrowth NSW, 2016)	<p>This report details the sustainability strategies and key development controls that will deliver Parramatta Road as world leading urban transformation.</p>
Parramatta Road Corridor Economic Analysis Report (UrbanGrowth NSW, 2016)	<p>Considers the existing and proposed employment generating activities in the Corridor by sector and across individual Precincts, and has informed the recommended land use and development controls that are identified within the Strategy and the Implementation Tool Kit.</p>

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Inside this document

This section covers the following subjects:

- What is this document?
- What is the purpose of this document?
- Key definitions
- Who has produced this document?

What is this document?

This document is the *Parramatta Road Corridor Urban Transformation Strategy* (the Strategy).

What is the purpose of this document?

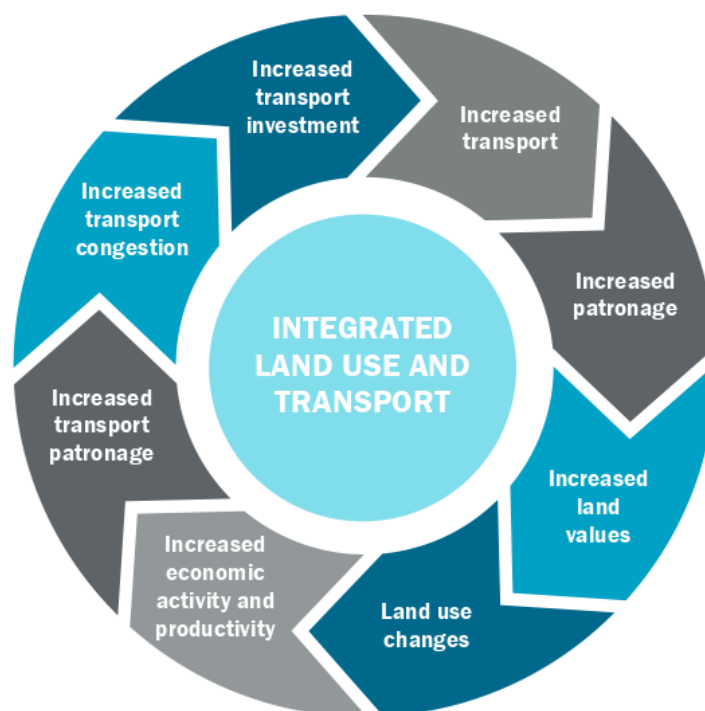
The Strategy is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor (the Corridor) will grow and bring new life to local communities living and working along the Corridor.

A statutory instrument

The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act 1979* (NSW) (known as a Section 117 Ministerial Direction).

A public information tool

The Strategy will be used by a range of stakeholders, including State and local government, to drive and inform land use planning and development decisions and long-term infrastructure delivery programs. Landowners, developers and business owners will use the Strategy to understand what the future holds for the Corridor and to inform planning and investment decisions.



Key definitions

What is the Parramatta Road Corridor?

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

What is the Parramatta Road Urban Transformation Program?

The Parramatta Road Urban Transformation Program is the NSW Government's program to transform the Corridor over the next 30 years, bringing new life to Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

Who is responsible for delivering the Parramatta Road Urban Transformation Program?

UrbanGrowth NSW is responsible for the development of the Strategy. Agencies responsible for the delivery of the Program include the Department of Planning

and Environment, the Greater Sydney Commission, Transport for NSW, Roads and Maritime Services, Sydney Motorway Corporation, Department of Education, Local Health Districts and local councils along the Corridor.

What is the Parramatta Road Urban Amenity Improvement Plan

The Urban Amenity Improvement Plan (UAIP) is a \$198 million package to transform the Parramatta Road Corridor into a more attractive place to live and work. The UAIP will see streetscape upgrades to Parramatta Road and other streets, new or improved open spaces and urban plazas, and new and improved walking and cycling links.

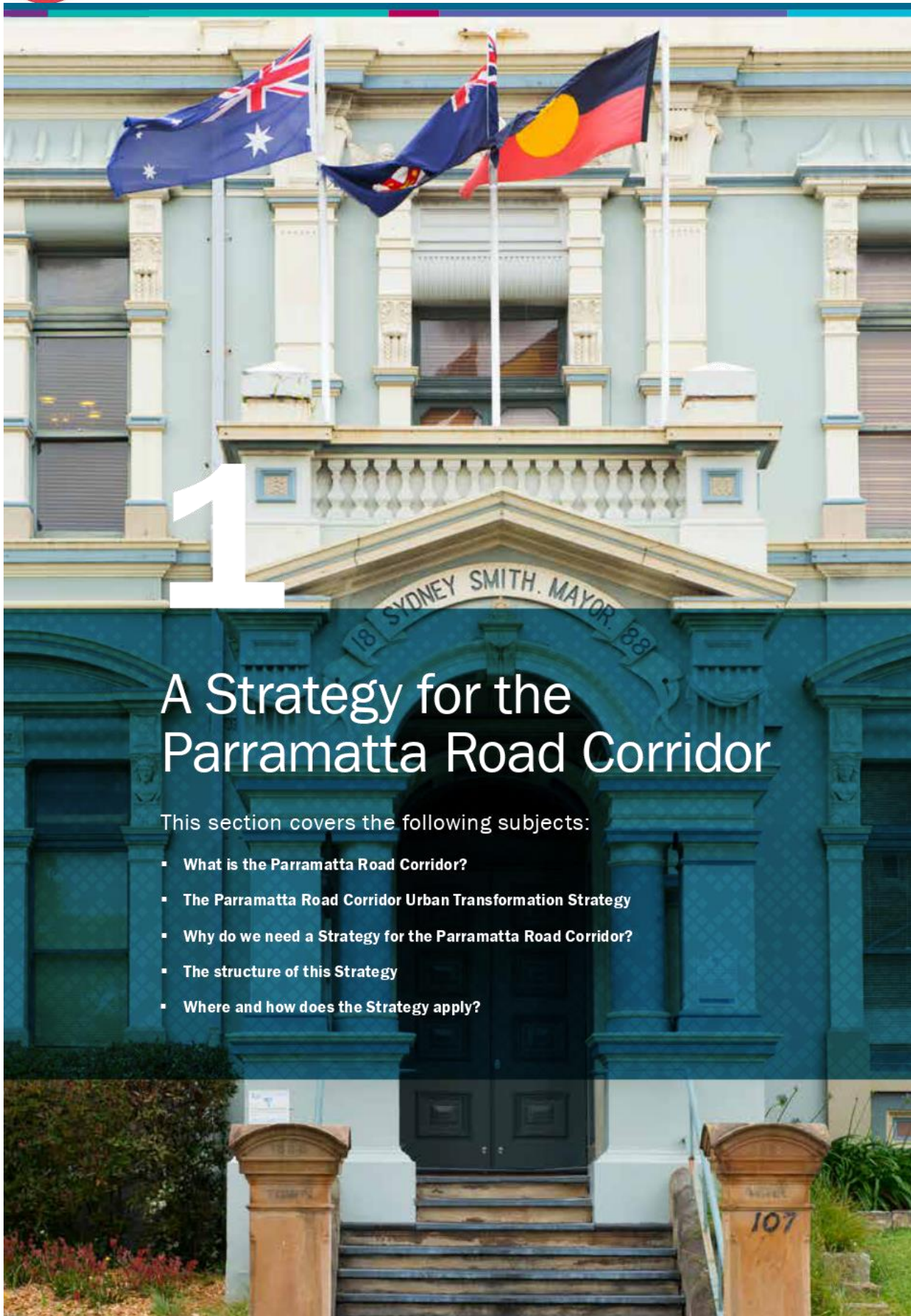
The UAIP is funded by WestConnex to complement the Parramatta Road Urban Transformation Program.

The UAIP provides details on the location and scope of works proposed to be funded under the Program.

Who has produced this document?

This document has been produced by UrbanGrowth NSW.





A Strategy for the Parramatta Road Corridor

This section covers the following subjects:

- What is the Parramatta Road Corridor?
- The Parramatta Road Corridor Urban Transformation Strategy
- Why do we need a Strategy for the Parramatta Road Corridor?
- The structure of this Strategy
- Where and how does the Strategy apply?

Chronic traffic congestion, loud noise and low-quality business premises: these are challenges faced today by users of Parramatta Road, residents within Parramatta Road Corridor and visitors.

The Corridor, which connects Sydney CBD to Sydney's dual CBD, Parramatta, is a priority area for the long-term growth and improvement of Sydney.

The Parramatta Road Corridor of tomorrow will be achieved through a visionary program of urban transformation.

Urban transformation is about building on the strengths of each place, transforming under-used or dilapidated areas, boosting local economies, and providing a mix of uses and activities to meet the needs of the community.

What is the Parramatta Road Corridor?

The **Parramatta Road Corridor** spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

The Parramatta Road Corridor

The Corridor is both a single, linear entity used for the movement of people and goods, and a series of distinct but interconnected places that have their own identity and play a particular role in the character of the Corridor. The east and west sections of the Corridor are distinctly different in many ways, including topography, land use, subdivision pattern, built form and economic and demographic characteristics. As a result, the challenges and opportunities presented along the Corridor require varied approaches to urban renewal. For the purposes of the Strategy, the Corridor is separated into two distinct sections – Corridor West and Corridor East, as follows:

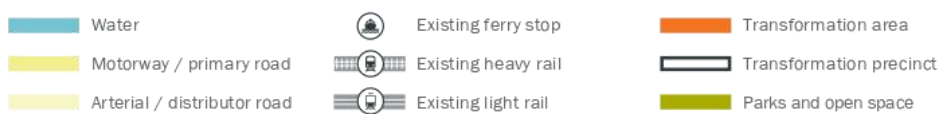
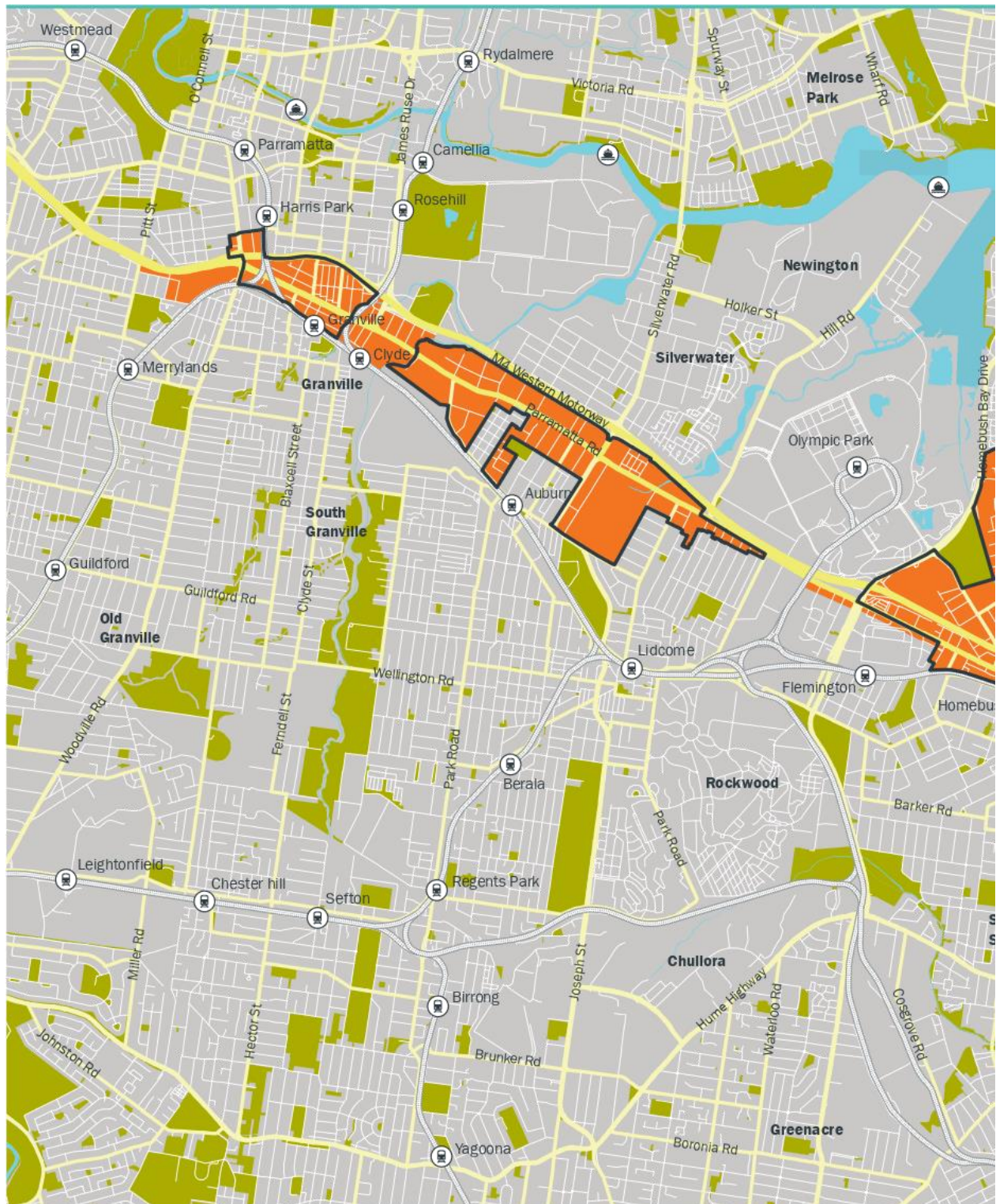
- **Corridor West** – land within the City of Parramatta and Cumberland local government areas (LGAs)
- **Corridor East** – land within the Strathfield, Burwood, Canada Bay, Inner West and City of Sydney LGAs.

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

- **Western Precincts** – Granville and Auburn
- **Eastern Precincts** – Homebush, Burwood–Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

Frame Areas are the stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road. Frame Areas are important because they form the connections between Precincts, and in many cases, they will shape the transformation of the road corridor itself. The urban transformation of the Corridor should not be seen as the redevelopment of the Precincts alone, but rather the combined renewal of Precincts and Frame Areas, delivering a transformational effect on the Corridor as a whole.

Parramatta Road Corridor







The Parramatta Road Corridor Urban Transformation Strategy

The Strategy provides the long-term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances.

The Strategy is the culmination of extensive collaboration since 2013 between state and local government. It has been informed by a broad program of stakeholder consultation, and a range of technical studies and investigations.

Development of the Strategy has included:

- interactive workshops with stakeholders, including councils, community representatives and expert advisors
- a series of focus groups, information and feedback sessions and meetings with landowners and business operators
- the exhibition of two draft Strategies for public comment, with receipt of more than 3,700 responses to the most recent draft
- detailed review and consideration of all issues raised.

Why do we need a Strategy for the Parramatta Road Corridor?

Sydney needs to plan for the future and the Corridor has the potential to play a positive role in supporting the city's growth. Parramatta Road is the central spine connecting the two CBDs of Sydney – Sydney in the east and Parramatta in the west. It is a strategically important transport route for industrial, business and private purposes, and it is a valued home to many vibrant communities.

However, the Corridor is suffering from progressive decline. Overpowered by traffic and congestion, the Corridor offers little amenity for pedestrians, and businesses operate in a challenging environment. Change is needed if the Corridor is to realise its full potential.

The Strategy has been developed to respond to two broad imperatives: to support Sydney's growth and to make the Corridor a better place to live, work and visit. To realise the full potential of Parramatta Road, the Strategy provides policy guidance and establishes a framework to deliver:

- more efficient and reliable public transport that will connect people and places from east to west and from north to south
- housing, including the provision of diverse and affordable housing
- a productive business environment that supports a range of viable and prosperous businesses, and a variety of employment opportunities
- a series of well-serviced and well-connected communities in which people will want to live
- a diverse range of spaces, places and links for people to visit, connect with and enjoy
- coordinate and deliver land use change in an orderly and efficient manner.

The structure of this Strategy

The Strategy includes two key parts:

- **Parramatta Road Urban Transformation Strategy** (this document), which provides the long term framework for the future growth and development of the Corridor
 - **Implementation Tool Kit**, which will be used by councils and other stakeholders when making land use decisions.
- In addition to the Implementation Tool Kit, there are many documents and resources that have informed the Strategy and will continue to inform future land use and development activities and decisions in the Corridor. These include:

ELEMENT	DESCRIPTION	REFERENCE
PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY		
A Strategy for the Parramatta Road Corridor	An overview of the Strategy's purpose and its application and role in guiding future planning. An outline of the Strategy's structure is also provided.	Section 1
About the Parramatta Road Corridor and its surrounds	Consideration of the key characteristics of the Corridor and its history, and how it fits within the broader Sydney Metropolitan Area, including other strategic planning and transport initiatives.	Section 2
Vision, Principles and Strategic Actions	<p>An overarching vision for the transformation of the Corridor in alignment with the staged delivery of infrastructure.</p> <p>The Integrated Land Use and Transport Plan illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas.</p> <p>Seven land use and transport principles are identified that will achieve the vision, addressing housing choice and affordability, employment, transport and movement, communities and places, open space and connectivity, sustainability, resilience and delivery. Each Principle leads to specific recommendations for action (Strategic Actions), which will be translated into land use changes, guidelines for new development, or improvement projects. Principles and Strategic Actions apply to all lands within the Corridor, including Precincts and Frame Areas and need to be considered when planning proposals are being prepared, assessed and determined.</p>	Section 3
Delivering the Strategy	A framework that brings together the various mechanisms of change into a comprehensive action plan, with feedback loops to maximise transparency and accountability for outcomes.	Section 4
Corridor West and Corridor East Precincts	Identifies each of the eight Precincts and provides direction on their future growth and development.	Sections 5 and 6
Developing the Strategy	An overview of the investigations, consultation, engagement and preparation of the Strategy.	Section 7

Section 117 Ministerial Direction

Gives the Parramatta Road Corridor Urban Transformation Strategy and Implementation Tool Kit statutory weight.

Policy Framework



Urban
Transformation
Strategy

- 30 year vision
- 56,000 additional people
- 27,000 homes and 50,000 jobs
- integrated land use and transport plan
- eight Precincts in which growth will be focussed
- seven land use and transport principles
- Strategic Actions to implement the Strategy

Implementation Tool Kit



Implementation
Plan 2016 – 2023

- staging/sequence strategy
- Precinct Plans including land uses and necessary infrastructure
- Out of Sequence Checklist



Planning and
Design Guidelines

- suggested land use and built form controls for the entire Corridor
- land uses, heights, densities, open space, movement and circulation for each Precinct



Urban Amenity
Improvement Plan

- \$198m program of local amenity works



Infrastructure
Schedule

- costed and prioritised for local, regional and state infrastructure

Reference Reports



Precinct
Transport
Report



Fine Grain
Study



Social
Infrastructure
Analysis Report
Volumes 1 & 2



Sustainability
Implementation
Plan



Economic
Analysis Report



Sydney CBD to Parramatta
Strategic Transport Plan
(Transport for NSW 2015)

Where and how does the Strategy apply?

The Strategy applies to the whole Corridor, covering seven LGAs and spanning two of the Sydney Districts, identified in *A Plan for Growing Sydney*, as detailed below.

DISTRICT	PRECINCTS	LOCAL GOVERNMENT AREA
West Central	<ul style="list-style-type: none"> Granville Auburn 	<ul style="list-style-type: none"> City of Parramatta Cumberland Council
Central	<ul style="list-style-type: none"> Homebush Burwood-Concord Kings Bay Taverners Hill Leichhardt Camperdown 	<ul style="list-style-type: none"> Strathfield Council Burwood Council City of Canada Bay Inner West Council City of Sydney

The Strategy has been adopted by the NSW Government and is supported by a Section 117 Ministerial Direction to give the Strategy statutory force.

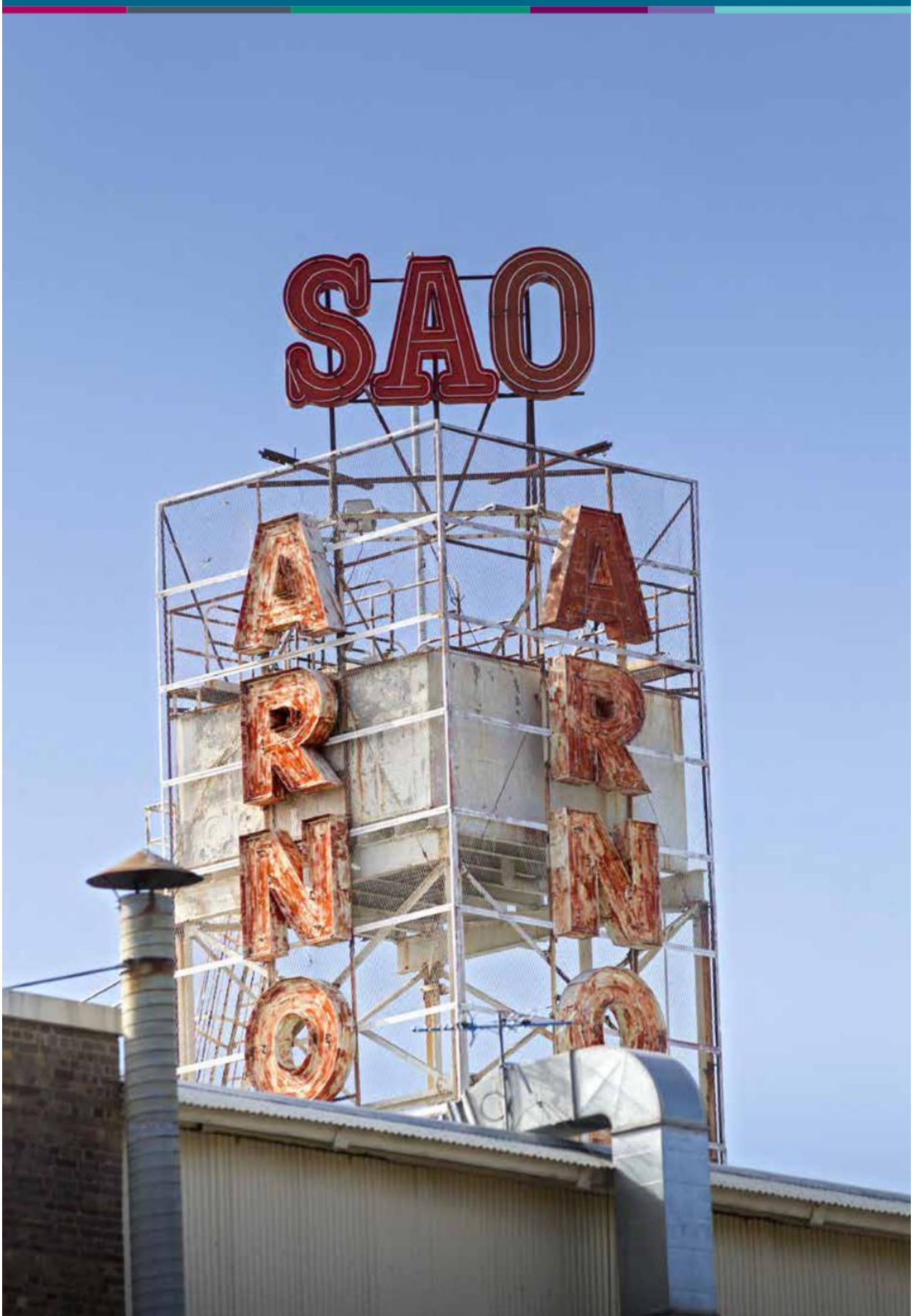
Delivery of the Strategy relies on the implementation of the principles set out in Section 3, which apply equally to Precincts and Frame Areas. For each principle within the Strategy, a number of strategic actions have been developed. Implementation will occur over 30 years and the following indicative timeframes:

- **short term** – 2016–2023
- **medium term** – 2023–2036
- **long term** – 2036–2050

The Strategy will be used by a range of stakeholders, including State and local government, to drive and inform land use planning and development decisions and long term infrastructure delivery programs. Landowners, developers and business owners will use the Strategy to understand what the future holds for the Corridor and to inform planning and investment decisions, particularly during the assessment and determination of land use changes in the Corridor.

The Parramatta Road Corridor Urban Transformation Strategy and Parramatta Road Corridor Implementation Tool Kit are endorsed Government policy. The draft Strategy was released for public comment in 2014 and 2015 and it was finalised in 2016 following consideration of all feedback received. The Implementation Tool Kit has been progressively developed to inform the Strategy and to respond to community and stakeholder feedback.

A Ministerial Direction has been issued to give statutory effect to the Strategy and to elements of the Implementation Tool Kit when land use and transport proposals are being prepared and assessed and when decisions are to be made concerning the Parramatta Road Corridor.



2

About the Parramatta Road Corridor and its surrounds

This section covers the following subjects:

- Yesterday's Parramatta Road
- Parramatta Road in context
- Parramatta Road today

The lands surrounding Parramatta Road were once home to many Aboriginal groups. A traditional meeting place, the presence of salt and fresh water and bountiful food brought the traditional custodians of the land, the Darug, together.

The head of the Parramatta River was home to the Burramatta clan (Burramatta meaning 'the place where the eels lay down'). This clan name is the source of the name 'Parramatta' and subsequently usage for the place and the road.

The diverse cultures that contribute to the character of the Corridor today have been meeting in Parramatta for decades, through the early years of trade, to the more recent diversity of business, retail, entertainment and cultural activity.

Yesterday's Parramatta Road

Parramatta Road is one of the oldest and most significant pieces of road infrastructure in NSW. The alignment of the road, as it exists today, was probably defined by Aboriginal trading routes linking Sydney Cove and Parramatta. The route follows a path between the historic thresholds of the bushland and marshes, where the land would have been firm and dry enough for walking on, as well as providing the most direct route between the east and the west.

Since 1790, Parramatta Road has served as the main thoroughfare west out of Sydney, linking the two early colonies of Sydney and Rose Hill (Parramatta).

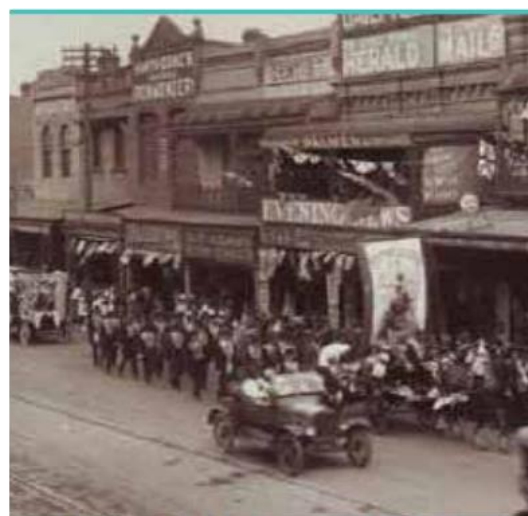
From this time, Parramatta Road has helped to shape Sydney's suburbs and businesses. Suburban development began in the 1840s in the eastern areas of the Corridor, such as Camperdown, Petersham and Leichhardt. The road played an equally important part in the expansion of the industrial districts of Sydney further west, into the areas of Newington and Homebush. Since these early days, Parramatta Road has continued to serve industry as a transport link for trade and workers, and remains the east-west spine of the city, connecting the two CBDs of Sydney and Parramatta.

Parramatta Road, 1886



Upgrade of rail bridge at Lewisham, 1886
(Source: Australian Railway Historical Society NSW)

Parramatta Road, 1921



Jubilee Procession, Parramatta Road, 1921
(Source: University of Sydney)

Significant infrastructure investment and strong economic and population growth makes the Corridor one of the most dynamic and rapidly changing parts of Sydney.

Through the district planning process, local planning will be connected with the longer term metropolitan planning for Greater Sydney - a big picture approach to better coordinate State, regional and local planning.

Planning for Sydney in terms of district planning will directly inform local council planning and influence decisions of State agencies.

District planning captures the broader initiatives and goals for the Corridor, which bisects two Sydney Districts: the West Central District and the Central District.

West Central District Strategy

In *A Plan for Growing Sydney*, the West Central District is identified as a significant focus for infrastructure investment and intensive growth over the next 20 years. At the heart of this District is the Parramatta CBD, the 'capital' of Western Sydney, providing some 80,000 jobs and \$14.8 billion in economic output per annum. Parramatta CBD is supported by some of the most significant and specialised employment precincts in Sydney, including the Westmead Health and Education Precinct and the Silverwater Employment Area. The District also contains some of the most promising urban renewal precincts for the next decade, including Camellia and the Olympic Peninsula, with the potential to make a substantial contribution to Sydney's future housing supply.

The Greater Parramatta and Olympic Peninsula Urban Renewal Area is located immediately adjacent to a large part of the western section of the Corridor, running from Parramatta CBD to Sydney Olympic Park, and captures important urban renewal precincts such as Camellia, Carter Street and Rhodes East, and part of the Corridor Strategy's Homebush Precinct. The Department of Planning and Environment (DP&E) and the Greater Sydney Commission (GSC) are leading detailed planning for these and other identified Renewal Areas, with the aim of delivering new homes and jobs to this part of Sydney, along with the delivery of new infrastructure, including the potential Parramatta Light Rail project.

Parramatta Road today



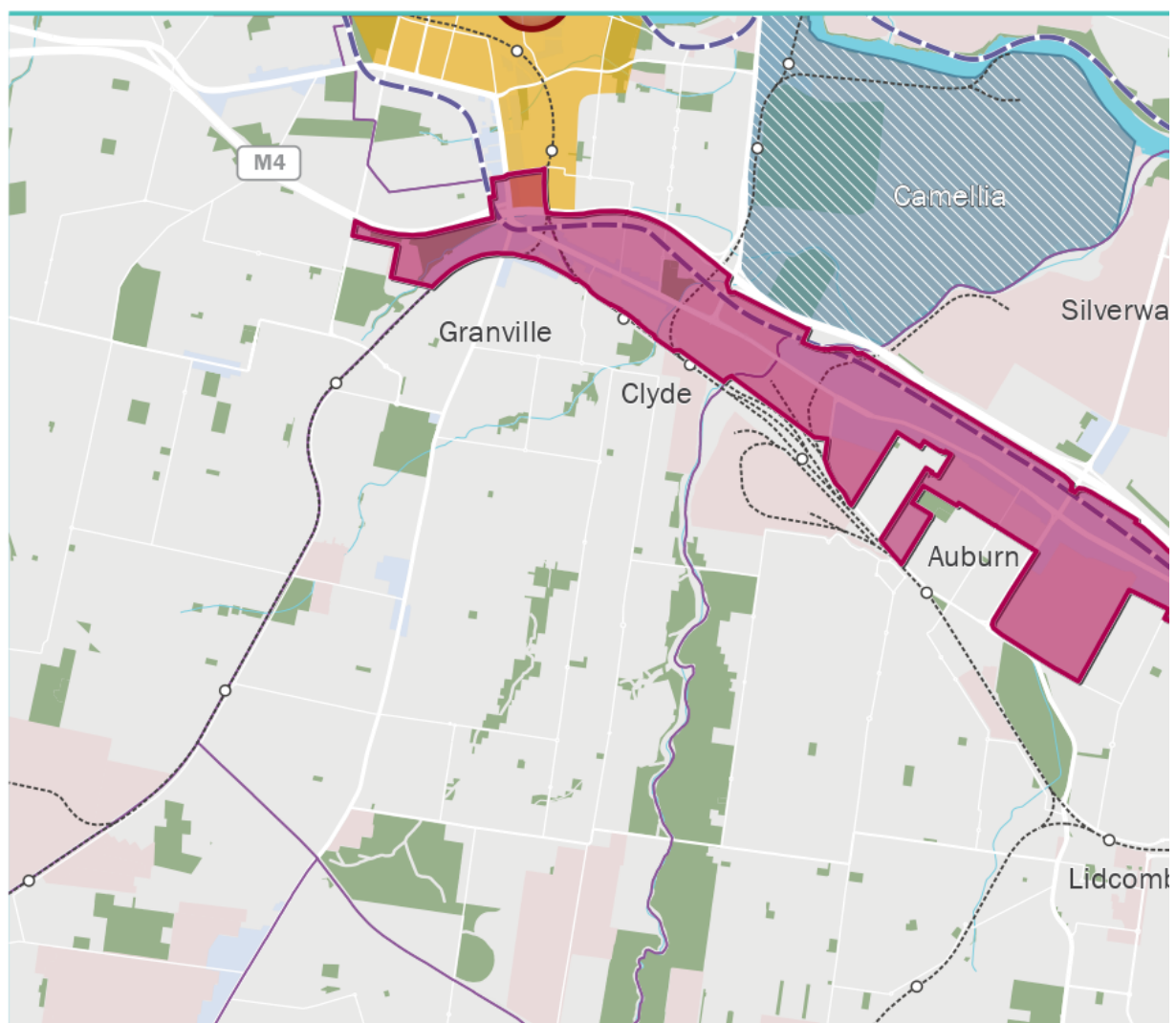


The Western section of the Corridor is bookended by dense development and taller buildings at Parramatta CBD in the west and Sydney Olympic Park in the east, with a dominance of single level, industrial scale buildings on larger lots in between. While some newer residential development has started to emerge in this part of the Corridor, development here is predominantly employment-related and includes a range of light industrial, bulky goods, retail, business and commercial uses.

This section of the Corridor incorporates the Granville and Auburn Precincts. These Precincts will play a distinct role in the transformation of this part of the Corridor, in conjunction with the broader initiatives for Greater Parramatta and the Olympic Peninsula.

With so much attention being focused on harnessing the full potential of Western Sydney, the role of the Corridor becomes even more important. The Corridor will play a part in the success of many other strategic initiatives for Sydney, and the Strategy must therefore integrate with and respond to these initiatives as appropriate to deliver a coordinated outcome for the area.

Parramatta Road Corridor in the Greater Parramatta and Olympic Peninsula Urban Renewal Area



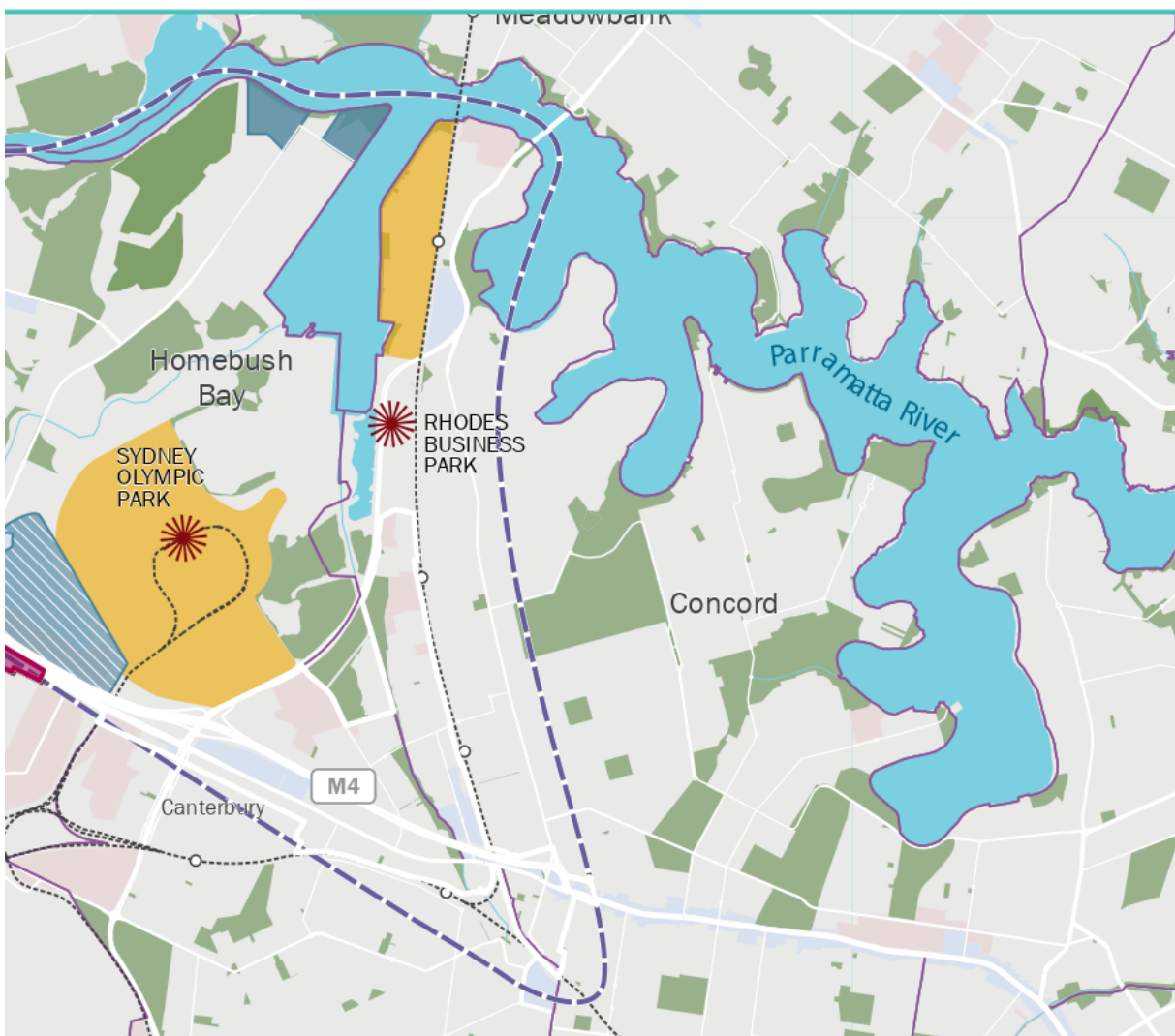
The key strengths of this section of the Corridor include:

- larger lots, to better facilitate redevelopment and delivery of open space through the development process
- arterial road access suitable for industrial and commercial and business uses
- more affordable land and property
- older building stock, to facilitate turnover of sites
- cultural diversity and identity, providing a richness of character
- relatively less constrained than the eastern corridor with regard to heritage, overshadowing and other design considerations.

As the area develops, it will evolve into a vibrant and productive economic and employment corridor, underpinned by a series of unique places that play a distinct role in the overall character of the area.

Close to Sydney's dual CBD at Parramatta, the **Granville Precinct** will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

Taking advantage of its location close to employment areas such as Parramatta and Sydney Olympic Park, the **Auburn Precinct** will be a location for significant employment growth, supported by moderate scale residential development and an improved streetscape.



Central District Strategy

The eastern and central portions of the Corridor are located within the Central District as identified in *A Plan for Growing Sydney* and are expected to continue to develop its critical role in the economic, social and cultural life of the city. Capturing key elements of the 'Global Economic Corridor', this District provides more jobs than any other part of the city, as well as accommodating Sydney's most significant economic infrastructure, including Sydney Airport and Port Botany. Ongoing investment in infrastructure and urban renewal in the Central District will continue to enhance the District's productivity, diversity and character in the context of the broader city.

This section of the Corridor runs from Homebush to Camperdown, encompassing lands in the Strathfield, Burwood, Canada Bay, Inner West and City of Sydney LGAs. Uses range from larger lot car yards and bulky goods retailers, to small-scale light and local industry, traditional main street retail areas and older style residential housing. New developments have started to emerge along these parts of the Corridor, particularly around Camperdown and Marrickville.

Constraints include small lot size and land fragmentation, as well as accessibility.

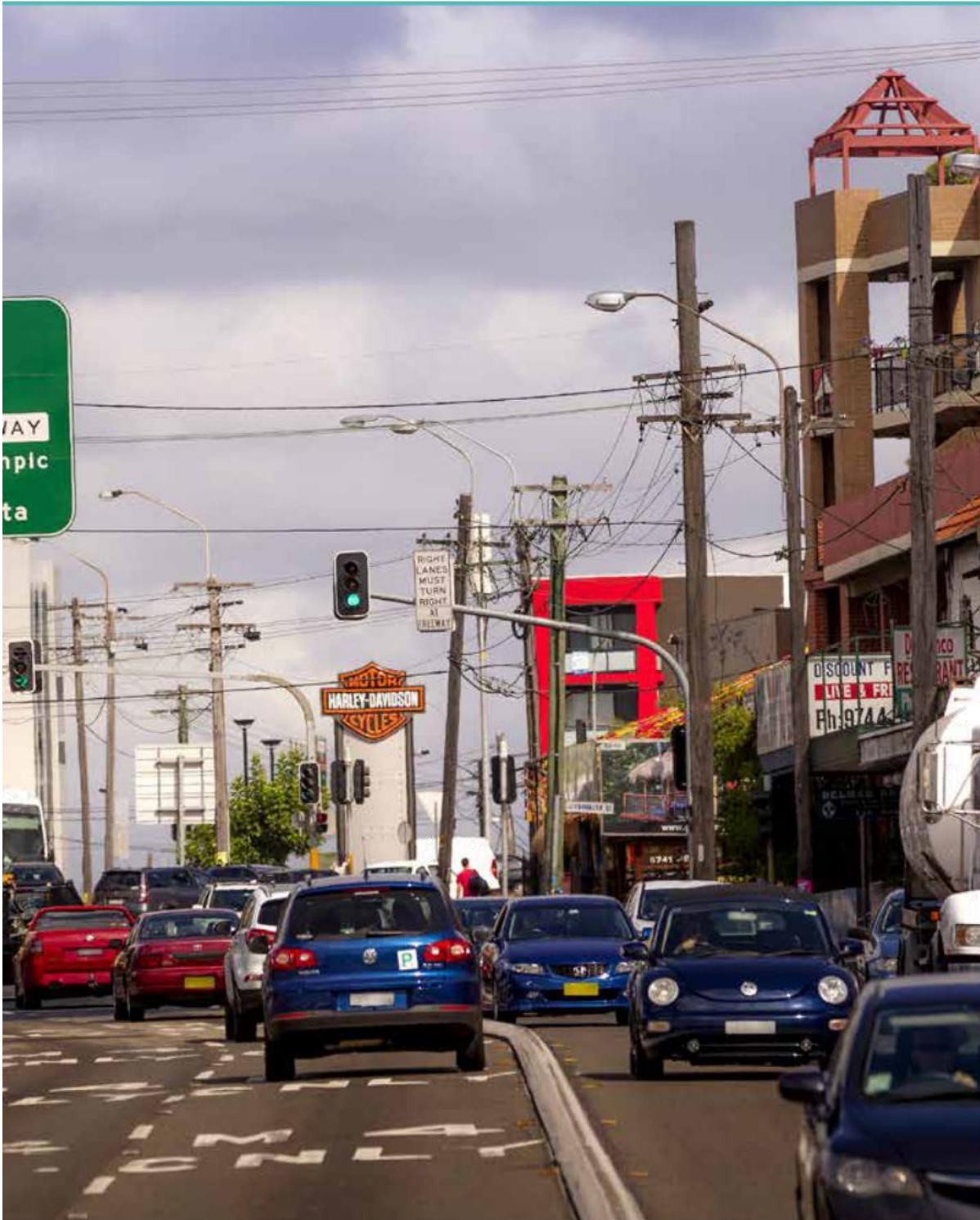
This section of the Corridor also contains areas of heritage significance and high-value properties.

The key strengths of Corridor East include:

- proximity to the Sydney CBD
- good amenity in certain areas to catalyse development
- access to a range of transport options, including public transport to key employment hubs
- quality urban environments in certain locations where existing character should be preserved and leveraged
- areas of good economic productivity and specialised Precincts to encourage business investment
- nationally and internationally recognised health and education uses such as Royal Prince Alfred Hospital, eleven medical research institutes, University of Sydney, University of Technology Sydney (UTS), Notre Dame University the Ultimo TAFE and the Sydney Dental Hospital.

Parramatta Road today





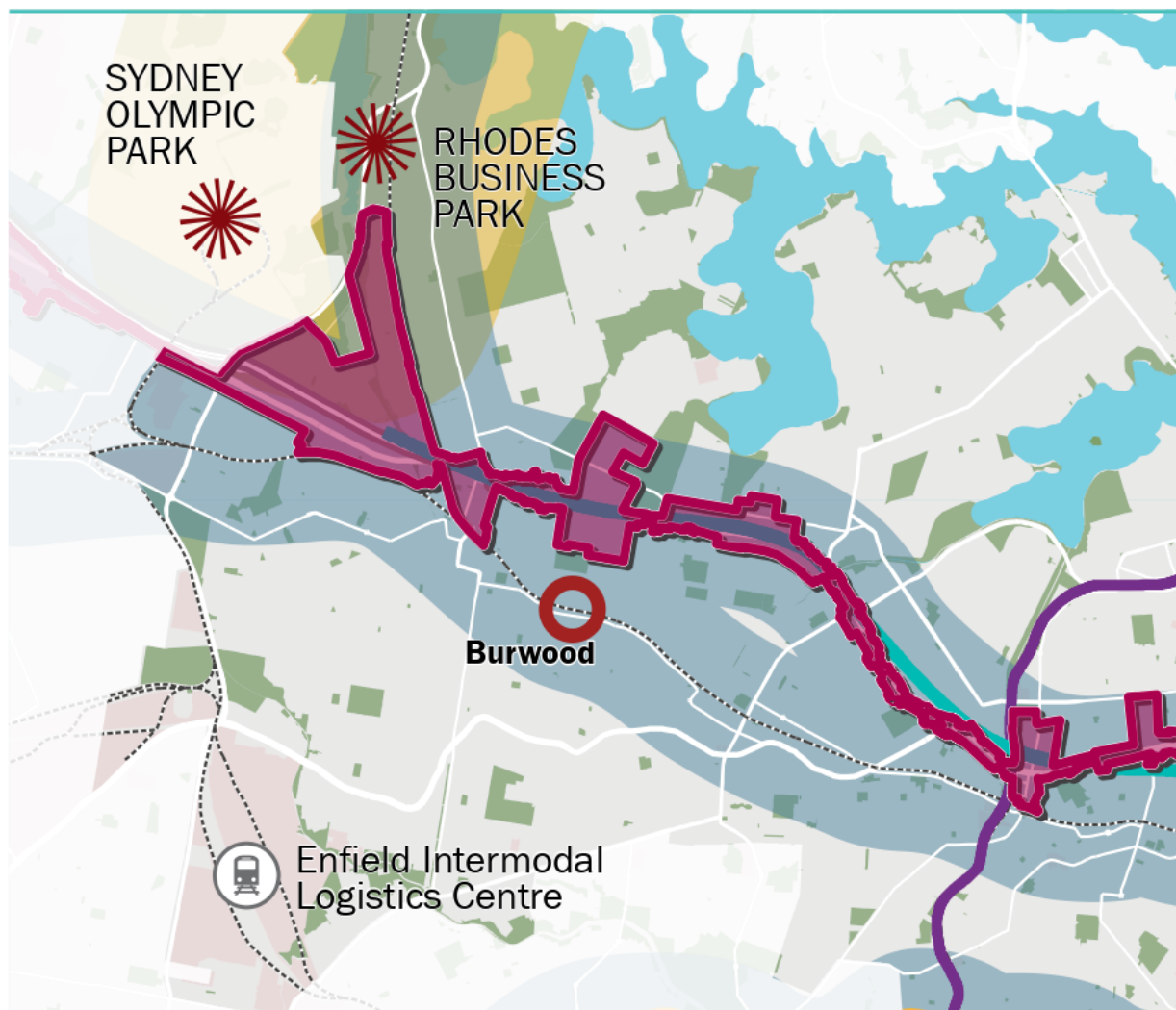
Renewal in this section of the Corridor will unlock the full potential of land that is currently underutilised to provide new, quality places for the community to share.

Public transport investment will improve accessibility and the quality of the urban environment on Parramatta Road so that businesses along the frontage will be able to re-establish, and vibrancy will be restored. The development of Precincts for a mixture of uses will provide a greater diversity and affordability of housing for people who wish to live in the Corridor.

Sitting between Sydney's two CBDs, the **Homebush Precinct** will be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

The **Burwood-Concord Precinct** will be a gateway to Burwood Town Centre based around the enlivened spine of Burwood Road strengthening existing amenity for new residents.

Parramatta Road Corridor in the Central District



Kings Bay Precinct will be a new residential and mixed use urban village on Parramatta Road, with an active main street and strong links to the open space network along Sydney Harbour.

Taverners Hill Precinct will be an urban village with walking and cycling links via the GreenWay, access to many public transport modes and new urban squares, plazas and leafier streets.

Leichhardt Precinct will be a vibrant mixed use entertainment precinct visited by people from all over Sydney, with retail and residential opportunities creating a rejuvenated and active Norton Street and Parramatta Road.

Camperdown Precinct will be home to high-quality housing and workplaces right on the edge of the CBD, well connected to the surrounding city, parklands, health and education facilities and focused on a busy and active local centre.



3

Vision and principles

This section covers the following subjects:

- Our vision for the Parramatta Road Corridor of tomorrow
- Seven principles for transformation

Sydney is one of the world's great cities. The urban transformation of the Parramatta Road Corridor must be guided by a powerful and inspiring vision – one that engages the community, draws on public input and one that inspires imagination and collaboration.

Incremental renewal of the Corridor will occur over the long term to deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs.

The vision for the Parramatta Road Corridor of tomorrow

The Parramatta Road Corridor envisaged by the Strategy looks very different to what we see today.

1. Housing choice and affordability

- An additional 56,000 people live in the Corridor in 27,000 new homes.
- The community is diverse, with key workers, students, seniors and families.
- The community's housing needs are met with a mix of dwelling types, sizes and prices.
- A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.

2. Diverse and resilient economy

- \$31 billion of development value is realised.
- Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.
- Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.
- Town centres at Granville and Kings Bay support new residents and workers.

- There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.

3. Accessible and connected

- It is easier to move to, through and within the Corridor in both east-west and north-south directions.
- The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections.
- The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.
- Available road and rail capacity is utilised and public investments in transport are optimised.
- Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.
- People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.
- The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.

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4. Vibrant community places

- Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.
- Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.
- New development respects and protects existing lower-scale development and heritage.
- New landmarks and high quality buildings and spaces are recognised and valued by the community.
- Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.

5. Green spaces and links

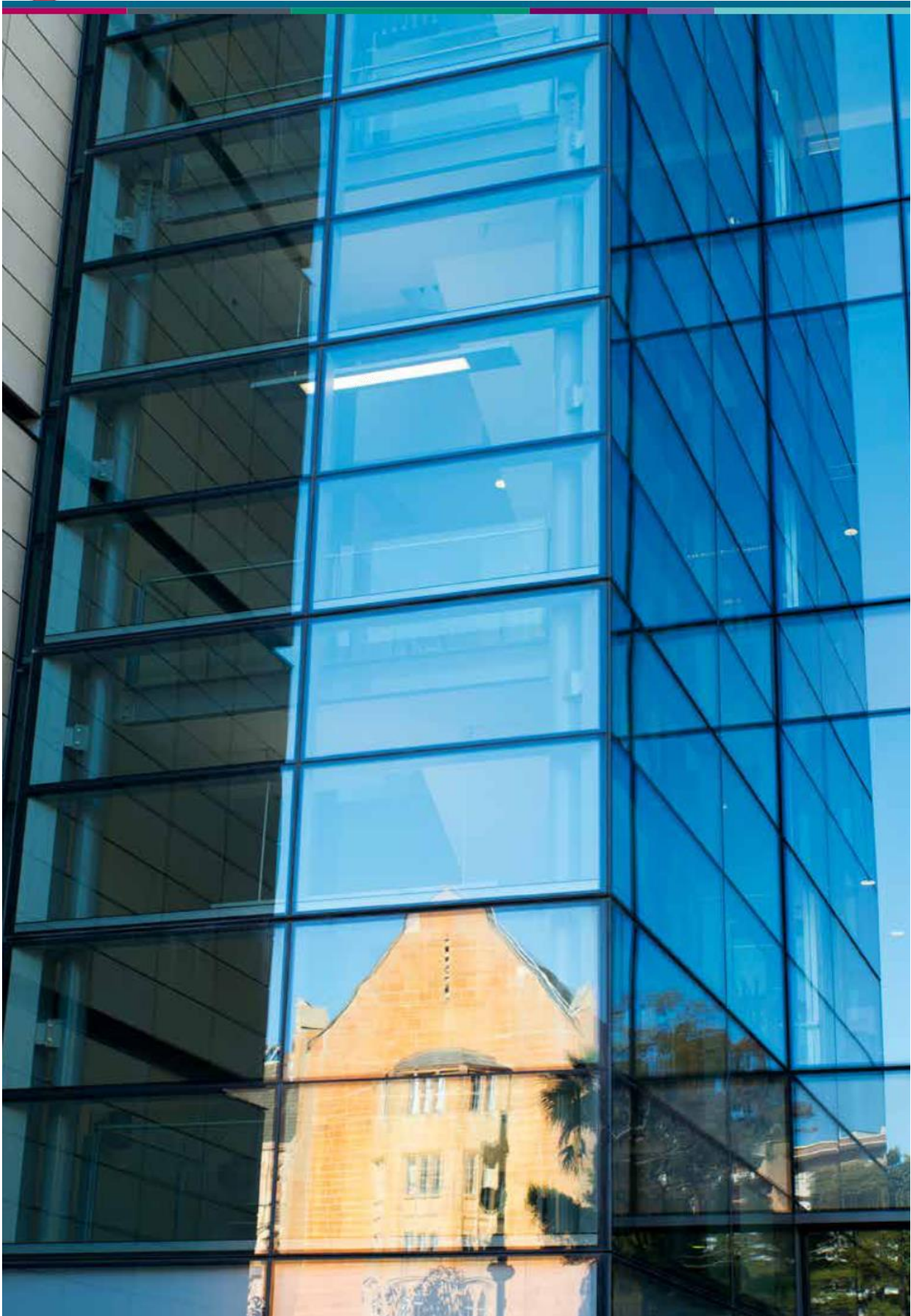
- There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections.
- Parramatta Road and the surrounding road network is greener and lined with trees.
- The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.

6. Sustainability and resilience

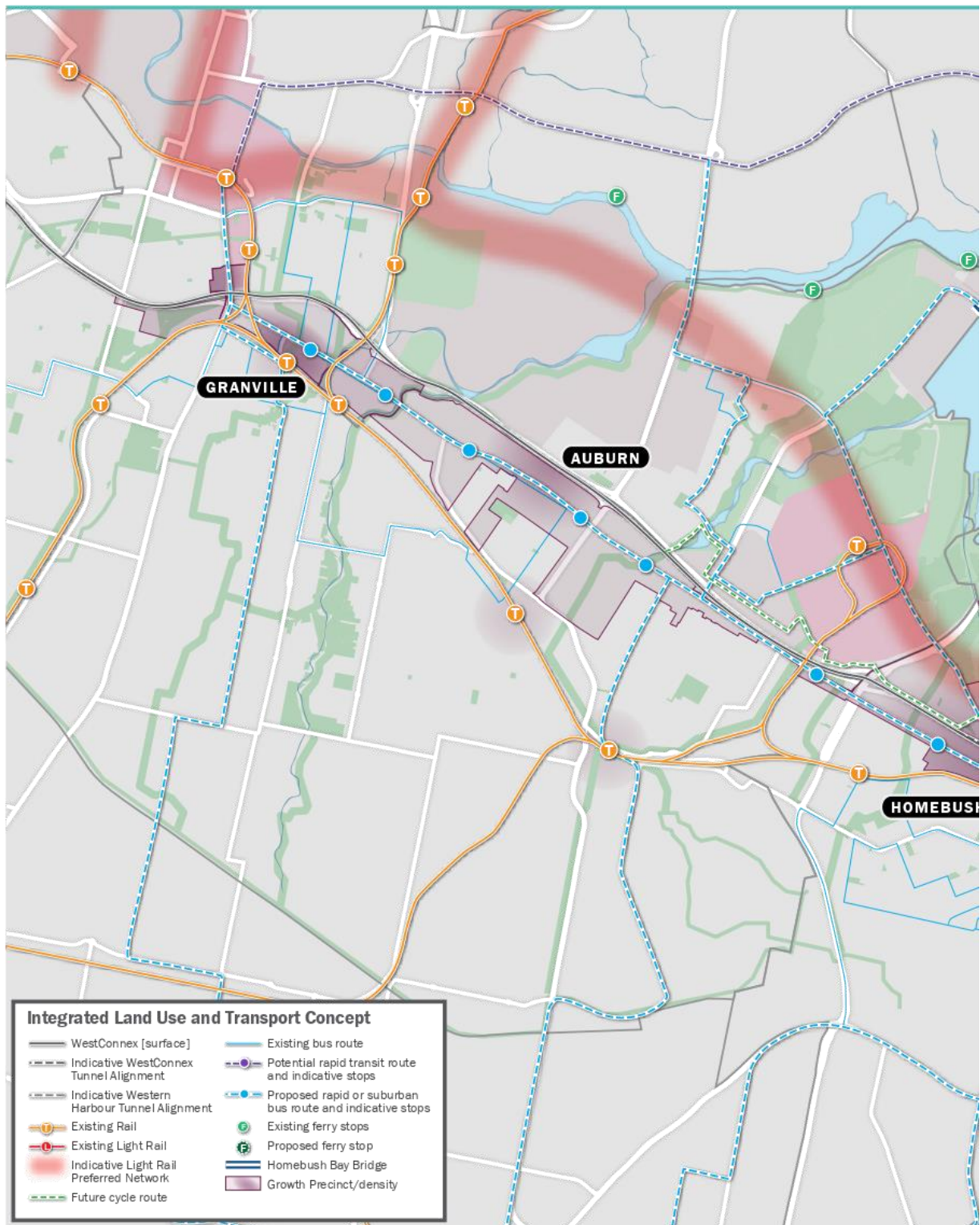
- Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.
- Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.
- A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.
- Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.

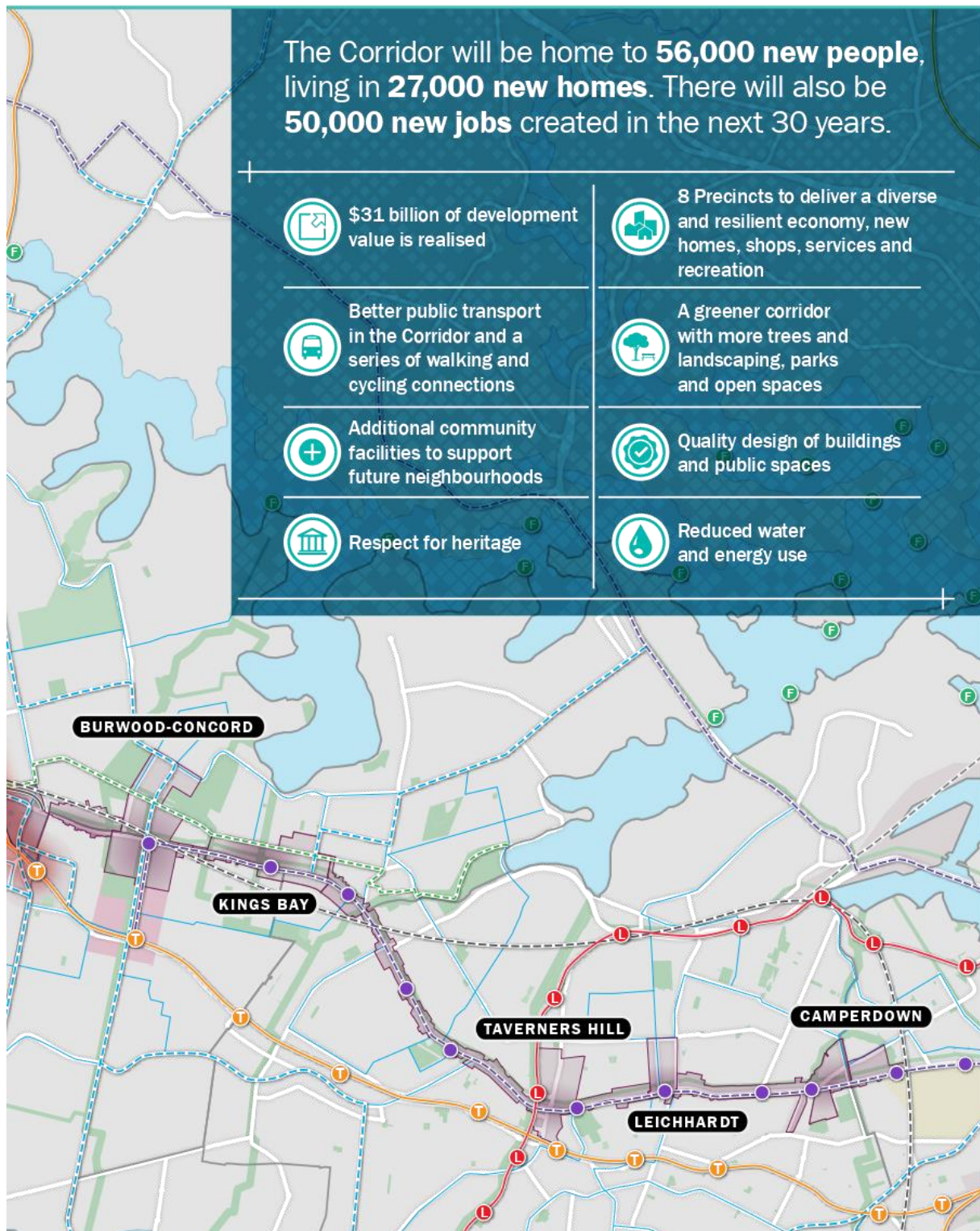
7. Delivery

- There is an effective governance structure in place.
- Decisions are made in a timely, transparent and coordinated way.
- Well understood benchmarks and indicators inform the planning and decision making processes.
- There is a clear monitoring, reporting and review process.



Integrated land use and transport concept









Seven principles for transformation

The vision for the Corridor is supported by guiding principles for housing, employment, transport, community places, open space, sustainability and delivery.

The principles outlined in this section articulate the overarching philosophy behind the transformation of the Corridor and will need to be applied to the preparation and assessment of future proposals for land use change or development within the Precincts and Frame Areas.

Each principle is supported by a suite of strategic actions. Proponents preparing planning proposals will need to demonstrate how their proposal is consistent with these actions as part of their application. State agencies and local government bodies will also need to have regard to the actions when assessing and determining planning proposals.

Principle 1: Housing choice and affordability

Plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

Future development in the Corridor should contribute to diversity in the Corridor's land uses in a way that creates opportunities for people to live and work locally. The Strategy proposes mixed-use Precincts along or adjacent to existing and proposed public transport corridors, urban services and community facilities. Development decisions should encourage these kinds of uses along the Corridor, calling on the principles of transit-oriented development.

Decision-making should be open to new models to deliver housing diversity, choice and affordability, so that the housing mix in the Corridor meets current and future needs. This may require amendments to planning mechanisms or development controls.

Diversifying land uses

The Corridor currently accommodates about 10% of Sydney's population and about 890,000 residents live in the local government areas that the Corridor spans. Approximately half of the population is in the workforce. Only 26,000 jobs are located in the actual Corridor, and approximately 800,000 jobs are located within the broader local government areas. A comparison between the resident workforce and jobs in the Corridor and its broader local government areas reveals some areas along the Corridor are acting as residential dormitories whilst others are employment destinations.

The working age resident workforce is much larger than jobs present in the Inner West and City of Canada Bay. In contrast, the number of jobs in the City of Sydney, City of Parramatta, Cumberland, Strathfield and Burwood local government areas (and consequently the Corridor) is much higher than the size of the local working age resident workforce. This means that many people need to travel for work.

Appropriate zoning and development controls can create opportunities for more people to live closer to their work. The Strategy nominates locations for new and additional housing and community facilities close to job-rich areas that are accessible to public transport, and within a 30-minute heavy rail, light rail or bus journey. Significant investment in public transport through the Parramatta Light Rail and *Burwood to Sydney CBD On-Road Transit* projects will unlock the development potential of the central and eastern portions of the Corridor, and act as a catalyst for new housing and job generating development. Integrated land use and transport planning will also enable more local trips in the Corridor, many of which could be by cycling or walking.

Creating mixed-use Precincts and greater housing density along the Corridor will minimise the need to locate dwellings in other parts of Sydney, and will contribute towards achieving a greater level of choice for low and medium income households, as well as reducing the overall cost of living.

Housing supply

The Strategy provides certainty and clarity about where future development will occur. It seeks to ensure that a range of new dwellings will be located near existing and planned transport networks. It also nominates parts of the Corridor to be set aside, based on their existing character and values. The Strategy includes a number of proposals to deliver this certainty, including the Precinct Plans for the eight growth areas along the Corridor, recommended land use and development controls, and the identification of strategic actions to deliver housing affordability and diversity.

The Precincts are key areas that will accommodate an additional 27,000 new homes over the next 30 years. Up to 15,000 of these will be able to be delivered in the short term as guided by the *Implementation Plan 2016-2023*.

Many of the councils in the Corridor have developed local housing strategies that identify the supply and demand of residential development in their local area. However, many of these strategies need to be updated to reflect revised council boundaries and to reflect the renewal opportunities which the Strategy offers. Councils will be encouraged to develop new housing strategies in the medium term to ensure local plans can deliver the principles and strategic actions of the Strategy.



Housing diversity

Household structures are changing across the Corridor and a large proportion of the population earns well below the income needed to access the private housing market without facing housing stress. Moderate and upper moderate income households are increasingly competing with lower income households for limited rental stock when there is no alternative available, placing further pressure on the market.

New residential development is required to provide a mix of ownership structures, tenures, sizes and price points. Delivering a diverse range of housing types can make a measurable contribution towards improved housing affordability, and also lead to design innovations and new housing models for moderate income households.

Social housing performs an important function because it is often located in highly accessible and well-serviced locations, making the cost of living more affordable for residents. There is currently limited social housing stock in the Corridor, and the holdings that do exist are generally smaller estates. In many cases such social housing stock is aged, run-down or requiring significant maintenance. There are

opportunities to provide social housing through a mix of regulatory and incentive-based planning provisions, particularly on larger sites. Incentives could include density bonuses, offsets or reductions in development contributions for private stock delivered as part of a project, or expedited assessment and approval processes. Community housing providers also need the ability to mix their tenure to be able to sustain future growth in social housing by cross-subsidisation of tenant rental incomes.

Projected increases in lone-person households, and in the numbers of older people and students, will bring related changes in the types of dwellings and services required. Affordable, quality housing in Precincts close to transport, jobs and shopping areas will be highly desired. Access to cultural and social activities, dining areas, and high-quality, safe entertainment precincts will also be sought after. Local planning instruments will need to facilitate the delivery of housing in line with local housing strategies. These strategies will need to include housing for seniors, people with a disability, and students, as needs are identified. Local housing should also investigate the demand for, and ability to provide, non-strata residential typologies.



Strategic actions for housing diversity

ACTION	RESPONSIBILITY
Review, update or prepare a new Local Housing Strategy that implements the <i>Parramatta Road Corridor Urban Transformation Strategy's</i> Principles and Strategic Actions, taking into account changed economic and demographic characteristics, new transport opportunities and population projections.	Councils
<p>Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:</p> <ul style="list-style-type: none"> ▪ lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces ▪ moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income ▪ rental properties with long-term tenures and optional extensions in place ▪ housing that uses design innovations, resulting in new products such as decoupled/ optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors ▪ student accommodation ▪ aged-care housing ▪ housing that promotes innovation in other ways across type, tenure, construction methodology or other mechanisms to make such housing more attainable to a diversity of income groups. 	Councils and Proponents
Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development, and the Apartment Design Guide.	Councils and Proponents
Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.	Councils and DPE

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Affordable Housing

Low income households cannot afford to purchase or rent housing in most of the LGAs across the Corridor, with only select parts of the Inner West being affordable to low income rental households. Moderate income households can only afford to purchase in the western end of the Cumberland LGA and are otherwise restricted to the rental market. Across the Corridor there is a consistent decline in rental stock with affordable rental stock losses being observed in most areas along the Corridor other than the Ashfield area and the City of Sydney.

Given the growing proportion of people unable to afford accommodation in the Corridor, it is important to identify an appropriate target for affordable housing, based on the opportunities and characteristics across the Corridor. A target sets out housing diversity aspirations and will help support the retention of existing residents who may be unable to relocate in the area or under pressure to move further away or be at risk of total displacements as renewal occurs.

Partnerships and innovations

There is no one mechanism or sector that can be responsible for answering the Corridor's housing affordability and diversity challenges. Multiple initiatives, collaboration and public-private partnerships are required to successfully deliver housing affordability and diversity outcomes.

A practical and pragmatic approach is required to deliver a range of housing types and price points. Given the growing number of people unable to afford residential accommodation in the Corridor, it will become increasingly important to engage with institutions and private sector providers involved in delivering low cost housing. Partnerships with community housing providers and industry, and application of available design, planning and funding tools and opportunities, will maximise outcomes.

Strategic actions for Affordable Housing

ACTION	RESPONSIBILITY
Provide a minimum of 5% of new housing as Affordable Housing, or in-line with Government policy of the day.	Councils and Proponents
Amend the underlying Local Environmental Plan(s) to insert Affordable Housing principles.	Councils
Amend State Environmental Planning Policy No 70 – Affordable Housing (Revised Scheme) to identify that there is a need for affordable housing in all local government areas in the Corridor.	DPE
Prepare model 'development consent' conditions for inclusion into future planning proposals/rezonings to enable the levying of monetary contributions that can be used to fund Affordable Housing.	Councils
Investigate planning provisions and mechanisms to deliver more Affordable Housing within the Precincts. These could include density bonuses or offsets, decoupled parking, relaxation of development contributions, and mechanisms to streamline and expedite assessment and approvals processes for Affordable Housing projects.	Councils

Potential partnership and innovation levers

1 Design innovation	Councils could consider and encourage a range of compact housing designs - three, two and one bedroom designs, flexible apartment designs, or floor plans of bespoke design for rental accommodation that includes shared spaces.
2 Capital management	Councils could use their funding base to support construction finance and to lower interest coverage ratios and interest rates in a way that makes better use of affordable levies and land to maximise affordable housing yield.
3 New tenure and governance methods	Councils could consider new arrangements to support smaller accommodation or shared equity; capped mechanisms to limit purchases to medium income buyers to discount home prices permanently; or a lease/strata mechanism to retain land for Affordable Housing in perpetuity.
4 New moderate income affordable housing	Councils could consider a model of housing that sits above affordable housing that targets younger professionals.
5 Partnerships with Community Housing Providers (CHPs)	Councils could consider partnerships with CHPs to achieve better commercial development outcomes and funding and finance outcomes.

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Principle 2: Diverse and resilient economy

Plan for and position the Corridor to attract new businesses and to support existing businesses to create a diversity of jobs and promote jobs closer to homes

There are more than 26,000 people who work in the Corridor, across a variety of industry and service sectors. Each section of the Corridor has its own distinct strengths in terms of economic growth and employment. The Corridor West, including the Granville and Auburn Precincts, has strong heavy and light industrial economies, offering large sites within easy access of Sydney's motorway network. The Corridor East supports a broader range of commercial and services activities, capitalising on its accessibility and proximity to the Sydney CBD.

The Strategy presents an opportunity to build on the strengths of the Precincts along the Corridor to develop local economies and deliver a diversity of jobs between the eastern and western CBDs of Sydney.

The Strategy focuses on recognising the unique potential of each part of the Corridor to contribute to overall economic productivity through the renewal of declining commercial and retail areas, the creation of new centres and hubs of economic activity, and by positioning the Corridor to accommodate new and emerging industries and business models.

To do this, the Strategy encourages contemporary, flexible approaches to planning in the Corridor that can capitalise on a range of economic opportunities, allowing councils to effectively plan for employment uses to foster robust economic and employment growth.

The Strategy also seeks to promote ways of developing the economy of the Corridor through strategic planning and policy mechanisms, such as the recognition of certain parts of the Corridor within the relevant Sydney District Plans and *A Plan for Growing Sydney*.

Planning for jobs

The Corridor originated as a key trade route and therefore has a long history of employment-generating activities. As the oldest road connection between Sydney and Parramatta, land along the Corridor evolved as strategically important for employment, providing valuable locations for trade-based and industrial operations that centred on the movement of goods between Sydney Harbour, Port Botany and the rest of Sydney.

It is only natural to expect that certain industries will thrive and others may decline over time. However, there will always be a strong role for employment and economic activity in the Corridor, given its strategic location and position within the heart of a growing population. The Strategy builds on the strong trade-related activities and identifies opportunities to encourage and facilitate the growth of new business models to contribute to the overall productivity of the Corridor. The urban renewal process is not concerned solely with the delivery of new housing, but also contributes to the evolution of a more diversified and resilient economy that capitalises on the transition of the Corridor from traditional industrial and manufacturing uses to a more vibrant mix of business activity.

The Corridor's growth areas need a supply and mixture of employment land that is attractive to business and investors. The provision of jobs at a rate that keeps pace with new households is critical in maintaining the productivity of the growth areas and reducing the costs of commuting. There is a need to review any barriers to job creation and consider policy levers at the local scale that may be available to accelerate or unlock job growth.

In keeping with state-wide trends, employment and economic growth in the health care, social assistance, education and training sectors is strong, and demand for these services will continue to increase in the context of the urban transformation of the Corridor. Commercial and personal service providers in the fields of allied health, professional services, personal services, printing and stationery suppliers, are also increasingly prominent in all Precincts of the Corridor as they seek proximity to key population catchments.

Urban service industries (including food and beverage distributors, coffee roasters and suppliers, hardware wholesalers, panel beaters and car repair shops), typically locate close to a strong population base. These industries are important elements of any community and contribute to the overall service amenity of an area, but are often displaced in the urban renewal process as changes to underlying economic conditions stimulated by rezoning and redevelopment make these typically small business operations unviable. The Strategy recognises and protects the presence of these urban services in appropriate locations in the Corridor so they can continue to serve their local communities.

Approximately half of the Corridor is located adjacent to the Greater Parramatta Priority Growth Area as identified in *A Plan for Growing Sydney*. This part of the Corridor warrants a specific approach in order to capture benefits from agglomeration, while at the same time managing the costs of growth. The Granville, Auburn and Homebush Precincts, although clearly distinct from each other and from the Greater Parramatta Priority Growth Area, form a key part of the Central West District and therefore must respond to and complement the broader plans.

Strategic actions for planning for jobs

ACTION	RESPONSIBILITY
<p>Update Local Environmental Plan(s) to permit a wider range of employment uses, consistent with the recommended land uses, heights and densities identified in the <i>Parramatta Road Corridor Planning and Design Guidelines</i>. This includes:</p> <ul style="list-style-type: none"> tailoring commercial and business zones to provide greater flexibility and opportunity for the establishment of new business models particularly for small to medium business enterprises facilitating increased densities to encourage the co-location of multiple uses in one building, including industrial functions, where appropriate. 	Councils
<p>Implement the built form controls identified in the <i>Parramatta Road Corridor Planning and Design Guidelines</i> to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses.</p>	GSC/Councils
<p>Actively explore and promote the use of the adaptable building design to enable a range of uses over time, and likely transitions in consumer preferences, transport options and travel patterns.</p>	GSC/Councils

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Centres and clusters

A contemporary and informed approach to strategic planning and policy is required to open the Corridor to a diversity of new employment activities that will drive a robust economy and generate a diversity of employment opportunities for the local community.

By co-locating related businesses together in one place, businesses benefit from increased efficiency and productivity, due to access to a deeper pool of skilled labour, knowledge generation through the sharing of ideas, and the ability to share common infrastructure and other resources. The Strategy identifies specialist employment clusters to encourage agglomeration and to concentrate knowledge-based enterprises in a single Precinct or location. Specialist employment clusters will be anchored by a specific 'anchor' activity to catalyse business activity. A range of ancillary services, including affordable housing, will support these clusters. Within the Corridor there are a

number of these potential 'anchors', including Sydney University and Royal Prince Alfred Hospital, which could generate the establishment of specialist health and education activities. Camperdown Precinct has the potential to leverage its proximity to these anchors to evolve as a specialised economic hub.

Similarly, there are other areas of the Corridor where industrial activity is thriving, such as at Auburn in the west of the corridor. This is one of the few areas of Sydney where the manufacturing sector remains stable. This sector must be supported and strengthened by the Strategy. Auburn is also recognised as a prime location for large format retail activities that are an important economic contributor in the Corridor. Planning for the Auburn Precinct must therefore leverage these strengths to further reinforce its role in economic and employment generation for the Corridor and surrounding areas.

Biotechnology Hub Case Study

The University of Sydney and the Sydney Local Health District are key uses in the eastern end of the Corridor. Together, they offer the opportunity to generate new high value health and knowledge-related jobs, grow research and innovation and deliver considerable economic and social benefits to the state and nation. Health, education and knowledge industries are understood as the major source of national employment now and into the future.

The health and education partnership with private industry can productively leverage off the prestigious and well-established health, education and research institutions of the Royal Prince Alfred (RPA) Hospital, the University for Sydney and the eleven co-located major health and medical research institutes. This strategic precinct currently employs over 17,500 FTE people and educates well over 50,000 students per year. It is an attractor, or major destination for relevant industries such as medical device companies, imaging companies, radiology intervention technologies, bioinformatics companies, surgical suppliers, pharmaceutical companies, medical fabrication and health-related start-ups. The resulting cluster of integrated research and development would shorten the time between research and translation with significant community benefit. There are several international examples of such hubs including, for example the Johns Hopkins Hospital (Baltimore) and the Wyss Centre for Biologically Inspired Engineering (Harvard).

The Camperdown Precinct is well placed to support the expansion of these activities, and is envisaged to transform into a biotechnology and biomedical hub, as a means of growing high value jobs, in the Central District and the eastern end of the Parramatta Road Corridor.

Strategic actions for centres and clusters

ACTION	RESPONSIBILITY
Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses, in suitable parts of the Corridor, such as Auburn, Ashfield and Taverners Hill.	GSC/Councils
Investigate the possible elevation of employment clusters or hubs in the Corridor to be recognised as Specialised Centres in <i>A Plan for Growing Sydney</i> and District Plans. Possible centres for consideration include Auburn as an employment hub and Camperdown as a new strategic centre.	GSC

In addition to these existing economic hubs, future planning and development decisions in the Corridor will need to support the emergence of new employment clusters, catering for the specific requirements and characteristics of each Precinct, while recognising that there is no 'one-size-fits-all' approach. Such decisions will also seek to build the resilience of specialised employment clusters by ensuring that they are adaptable to changes in economic and market conditions. The aim is maximising flexibility and promoting choice so businesses can make decisions that best suit their needs in an environment tailored to growth and investment.

Centres are an important component of a local economy; they can be vibrant places which attract people and investment. Density and diversity in centres make it easier to provide public transport and other services for the community, generating a critical mass of commercial and business activity to support a viable economy.

The Corridor contains or is immediately adjoining a number of existing centres such as Granville, Auburn Lidcombe, Strathfield and Leichhardt that provide jobs and services to the local and broader communities. These must be recognised and supported by the Strategy. Burwood is the only 'major' centre along the Corridor. Burwood has a large shopping centre, including major department stores, speciality shopping and entertainment outlets. An increase in the population of the Corridor would support the growth of some of its centres through increased retail demand, as well as generating a demand for the

creation of new centres in some areas of the Corridor. Granville's retail centre will see significant growth in the future and emerge into a new local centre on either side of the railway line. A new local centre is planned in the Kings Bay Precinct.

Local neighbourhoods and centres offer opportunities for local employment, strengthening local economies. They also provide amenity through the services they offer that attracts new business activity and makes better places for the community to enjoy.

A resilient economy for the future

The economy is dynamic. It undergoes cycles of change that are driven by a wide range of factors well beyond the reach of the Corridor. The Strategy cannot accurately predict or control these fluctuations but it must strive to make the Corridor both resilient and responsive to these changes.

Economic and market transitions can present both challenges and opportunities to economic growth and productivity. It is imperative that strategic planning for the Corridor is informed by an understanding of key economic trends to ensure that it can respond effectively. The economic structure of the Corridor is generally reflective of broader economic trends experienced across the country over the past decade. The manufacturing industry is generally in decline (with the exception of Auburn), and the services sector, including health, education and professional services, is rapidly expanding.

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The Strategy seeks to respond to these trends by capitalising and building on the economic strengths of the Corridor. A tailored approach must be applied to each Precinct when it comes to the management of land for employment and economic growth. While it may seem desirable for every Precinct to have a commercial core, it is important to recognise that the market operates beyond Precinct boundaries and a more regional view of these important planning matters is required. On this basis, some Precincts in the Corridor will have a stronger focus on residential renewal, while others will have more of an employment focus. Within the employment areas of the Corridor, some of these will foster growth in manufacturing and light industry, while others will seek to develop a greater commercial/business focus. Centres in the Corridor will typically have a larger retail component that needs to be protected in the context of the centres hierarchy established under *A Plan for Growing Sydney* and consistent with the Sydney District Plans.

Supporting employment lands

Sydney has a limited supply of land that is suitable for industrial and large commercial development. The Western Corridor contains some of Sydney's most significant employment lands where larger sites, accessibility to the motorway network, and Sydney-central location are of operational and logistical importance. There are, however, locations across the Corridor that do not perform well, and are reaching the end of their usefulness in their current configuration. In these places, land fragmentation, poor accessibility, out-dated infrastructure and the encroachment of other land uses have made industrial and large site operations unviable. Without intervention, these areas will continue to degrade and decline in importance for employment.

There is insufficient supply of well-located industrial land in the Corridor for certain kinds of demand. Planning for industrial lands must take into account the fact that large-scale logistics and transport-based

Strategic actions for a resilient economy for the future

ACTION	RESPONSIBILITY
Promote contemporary models of retail infill development, including multi-storey supermarkets and car showrooms that can offer more appropriate development outcomes within an established urban environment	GSC/Councils



industries, especially those using heavy articulated vehicles (B-doubles), will not find locations in the Corridor suited to their requirements. These users are gravitating to Western Sydney where the cost of land is cheaper and there is direct access to interstate road networks.

There is, however, a wide variety of businesses fulfilling household and business consumption needs, as well as those that export to interstate and international markets. In particular, service industry operators, such as panel beaters, food manufacturers/distributors and clothing distributors, will require locations close to their key markets close to and along the Corridor. As well as a shift in kinds of manufacturing activities, Australia and therefore the Corridor are transitioning to an import economy. Buildings that once accommodated traditional manufacturing activity – those with low ceilings and restrictive floor plates – will no longer suit contemporary business requirements. In order to be feasibly redeveloped and remain competitive in today's economic environment, businesses need to streamline operations and leverage knowledge and technology to be productive. Contemporary business functions and activities are more effectively accommodated in flexible business zones, rather than in traditional industrial zones. Such flexible business zones achieve an intensification or densification of use.

Investment by government in significant public transport will unlock strategically located and relatively affordable land. This will provide private sector investment opportunities, strengthen the productivity benefits that come from greater knowledge sector density, and enable the Corridor to reposition itself as a dynamic and vibrant place to do business. In order to retain its competitive advantages, and continue to provide choices in business accommodation, the Strategy identifies land throughout the Precincts that is well located for the creation of activity nodes. These nodes will assist in renewal, which in turn will result in an increased appeal of the Corridor as a business destination, leading to increased demand for floor space and intensification of land use.

The recommended land use zonings in the Precinct Plans encourage existing uses to be accommodated within future land use zones. Innovative mechanisms will be required to broaden the role of urban support service industries to enable existing occupiers to remain, yet allow an intensification of use. This may include transitioning zoning controls to allow existing businesses to continue to operate, permitting a variety of new business occupiers, or providing incentives to the private sector to incorporate urban support service industries into their proposals.

The Frame Areas of the Corridor also play a significant role in supporting viable employment land on the fringes of growth precincts. These lands will continue to support growth in the Corridor through the provision of sites for urban services that typically locate close to large and growing populations. Other Frame Areas supplement and support some of the strategically important employment precincts, such as Clyde and Silverwater.

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Densification and intensification in the Parramatta Road Corridor

To support new and emerging businesses, consideration will need to be given to the appropriate type of employment uses to be encouraged in each Precinct, including the transition of some areas from more traditional industrial uses to higher density, commercial and mixed business operations. This may result in a densification or intensification of the existing built form of the area.

Densification of use refers to an increase in density, typically associated with greater floor space, building heights, setbacks and site coverage ratios. However, not all employment uses respond to increased density. The economics of increased density do not necessarily incentivise further development of industrial uses in the same manner as residential or commercial and business uses.

Intensification of use is not necessarily accompanied by an increase in floor space density and can be measured in any one of the following metrics:

- increased economic and employment activity, such as more employees per square metre and more output per square metre
- more efficient use of land and resources
- extending the lifespan of available industrial lands.

Intensification can occur in different ways for different industries and sectors, from greater use of technology and augmentation with higher building ceilings to more intense employee/floor space ratios, generally associated with more office-type floor space.

Intensification use is often associated with new or advanced technologies or innovations that can transform the way in which a business is operated.

Transitioning employment uses

As recently as five years ago, locations in Surry Hills and Paddington saw prices and rents increase, many occupiers were 'priced out' and those who required less traditional office space and more 'creative space' set their sights on Alexandria and Waterloo, where many old warehouses were attractively adapted for reuse. The availability of large scale housing in the Green Square Urban Renewal Area has increased the attractiveness of working in the South Sydney area.

Over time, Leichhardt and Camperdown have the potential to accommodate creative and other commercial users who seek to work close to where they live and have easy access to lifestyle options on offer on the city fringe.

Conversion and redevelopment of poorly performing retail space in Leichhardt and Camperdown would be an opportunity to meet projected commercial floor space demand. This would also unlock opportunities to accommodate increased demand associated with growth in the health and education precincts of Royal Prince Alfred Hospital and University of Sydney respectively.

Principle 3: Accessible and connected

Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel

Parramatta Road is one of Sydney's busiest roads, carrying thousands of vehicles each day. It is part of a wider transport network that includes the T1 (Western and Northern) and T2 (Inner West) lines, the L1 Inner West Light Rail, an extensive bus network, Sydney Ferries along Parramatta River, and a network of arterial and local roads.

Accessible and connected transport is vital for the liveability, economic prosperity, efficiency and success of the Parramatta Road Corridor. The NSW Government is committed to the provision of attractive public transport choices to help manage the increasing demand for travel along the Parramatta Road Corridor, support areas of urban renewal, facilitate the redevelopment of specific Precincts within the Parramatta Road Corridor, and connect people to their places of choice.

The Strategy will be implemented in two stages, 2016 – 2023 and post 2023. Land use change prior to 2023 will be guided by the *Parramatta Road Corridor Implementation Plan 2016 – 2023* and will be accommodated with planned improvements to Western Line rail frequencies and a rapid bus solution from Burwood to Sydney. Investment such as longer term light rail or heavy rail solutions, currently being investigated, would be required to support the land use change beyond 2023. The short term staged approach will allow for the land use change to move in sync with the available transport capacity, whilst ensuring the scale, timing, and staging of longer term land use changes respond to Government transport investment.

Improvements to the road network will also be required. These will need to be developed using detailed traffic modelling in consultation with Roads and Maritime Services (RMS) and Transport for NSW (TfNSW).

As land use change and growth occur in the Parramatta Road Corridor, the following transport challenges will need to be addressed:

- detailed assessment of the cumulative impacts of the Corridor's growth in conjunction with growth occurring in other nearby centres and Precincts, including traffic modelling
- long-distance trips that occur through the Corridor
- the introduction of appropriate transport initiatives to support land use changes
- protecting and supporting economic activities and local businesses
- maintaining and enhancing liveability as development intensifies and travel demand increases
- improving safety, security and equity
- resources and funding.

The *Sydney CBD to Parramatta Strategic Transport Plan* outlines the initiatives required to address these challenges and achieve an integrated network of local, intermediate and regional transport systems. Accessibility and connectivity are key principles of the Plan; these principles will help drive the transformation of Precincts and centres within the Parramatta Road Corridor.

The transport plan for the Parramatta Road Corridor includes city-shaping transport projects such as the Parramatta Light Rail and Burwood–Sydney CBD On-Street Rapid Transit initiatives. These will transform the efficiency and capacity of the network.

Planning, development and transport management decisions should also look beyond infrastructure solutions. This means supporting initiatives that manage travel demand by reducing the need for car trips, encouraging more diverse land uses – especially for employment, in the west of the Corridor – and co-locating land uses so that people have less need to or less distance to travel.

The delivery of major new infrastructure and programs will expand the capacity of Parramatta Road and the broader Corridor to move more efficiently the people who visit or live, work and play in the Corridor.

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An integrated transport network

The Sydney CBD to Parramatta Corridor connects Sydney's two major city centres, linking Global Sydney (Sydney CBD and North Sydney) to Greater Parramatta through Sydney Olympic Park and Burwood. The Corridor is oriented along the 20km stretch of Parramatta Road that connects Sydney CBD and Parramatta CBD. The nomination of the Greater Parramatta to Olympic Peninsula as a Priority Growth Area will support this area's provision of additional jobs, housing, community facilities and services in the north of the Sydney CBD to Parramatta Corridor.

People travel to, through and within the Parramatta Road Corridor throughout the day for a range of reasons. Travel into and out of the Corridor for work and educational purposes occurs during the weekday morning and evening peak periods. The Corridor and its surrounds include a wide variety of local centres and neighbourhoods that are key locations for shops, restaurants, civic facilities, open spaces and employment, which generate their own travel patterns at different times. There are also significant regional destinations accessed through and across the Parramatta Road Corridor, such as Sydney Airport, Port Botany, Macquarie Park, and the Enfield and Chullora intermodal freight terminals.

The varied trips made using the Parramatta Road Corridor interact with and influence each other, since they are all made using interconnected transport infrastructure assets or services. The largely Victorian-era road network within the Corridor is challenged, performing more functions than it was designed for. Heavy and light through traffic is joined by local movements; such trips are made by pedestrians and other road users who are walking, or cycling, or travelling by bus, truck, motorcycle or car.

The *Sydney CBD to Parramatta Strategic Transport Plan* identifies a suite of initiatives to support the movement of people and goods in the Parramatta Road Corridor. By integrating the design and management of land uses and transport networks in the Parramatta Road Corridor, the Plan will help to manage travel demand and improve efficiency. The integrated land use and transport concept supports efforts to:

- modify or alter the timing of trips, shifting road users' trips from peak to off-peak periods
- reduce the need for trips, by encouraging road users to undertake several tasks as part of a single trip
- change road users' trip modes, such as taking a bus or riding a bike instead of driving
- change road users' trip routes to avoid areas of congestion
- encourage freight deliveries outside of times of peak road use.

Strategic actions for an integrated transport network

ACTION	RESPONSIBILITY
Implement the <i>Sydney CBD to Parramatta Strategic Transport Plan</i> .	TfNSW/RMS/Councils

In the long term, WestConnex will improve longer-distance access through the Inner West and through several Precincts along Parramatta Road, and to key regional destinations such as Sydney Airport and Port Botany both from Western Sydney and from the Parramatta Road Corridor itself. WestConnex will also reduce traffic congestion on the M4 and M5 motorways, parts of Parramatta Road and the wider road network, particularly in peak periods. This will facilitate urban transformation and present unprecedented opportunities to improve public and active transport along Parramatta Road and in its immediate surrounds.

Match transport to trip purpose

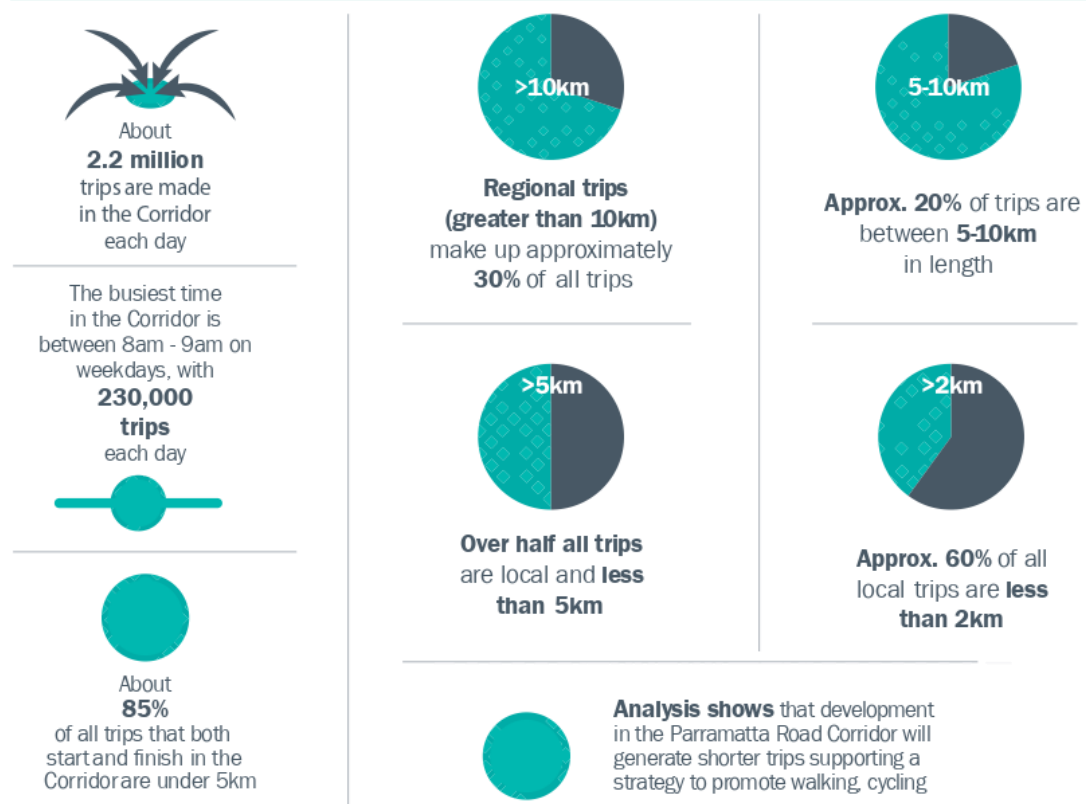
Analysis of current demands within the Parramatta Road Corridor indicates that overall mobility can be enhanced through actions that promote sustainable travel choices as part of a transport mix which includes private car use.

For example:

- an increasing proportion of local trips of up to 2km can be made on foot or by bicycle
- intermediate trips of up to 10km will continue to make up the majority of travel within the Corridor; however, with the support of appropriate land use changes, more intermediate trips can be made on higher-capacity and more efficient public transport services
- longer-distance regional trips through the Corridor can be made by train and, in the future, via WestConnex.

A connected Parramatta Road Corridor public transport network – comprising train, light rail, bus and ferry links in a single system, accessed on foot or by bike – will provide options for easy travel to many destinations. In order to attract users to multi-modal travel, the multimode system will need to offer easy interchange between modes and services, requiring attractive service frequencies, a supportive ticketing system and simple transfer arrangements.

Travel in the Transport Corridor*



*The Transport Corridor is defined in the Sydney CBD to Parramatta Strategic Transport Plan and includes the Parramatta Road Corridor.

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In order to increase the share of intermediate trips (of up to 10km in distance) to, from and within the Parramatta Road Corridor being made using public transport, the Plan supports existing and planned high-frequency rapid bus routes, and potential longterm light rail transit (LRT), both within the Corridor and to key adjacent destinations. These travel modes will be of increasing importance in linking major residential areas with important local and regional employment centres, and in connecting centres to each other.

The heavy rail network will continue to play a role for intermediate trips in the Corridor, as well as a more dominant regional role. Further investigations are required in order to determine whether a higher-capacity heavy rail solution could be warranted in the future. This will involve analysis to compare the benefits provided by improvements to the existing North Shore, Northern and Western lines with the benefits that would be delivered by a different form of transport. This analysis would need to take account of wider rail network requirements for the Sydney metropolitan area.

On-street rapid transit for Parramatta Road

The *NSW Long Term Transport Master Plan* identifies Burwood to Sydney CBD as a strategic corridor for integrated transport and land use planning. *Sydney's Bus Future* includes Parramatta Road as one of Sydney's key growth corridors to investigate for rapid bus or LRT.

The NSW Government has reinforced this position with a condition of consent for the WestConnex M4 East project requiring *'at least two lanes of Parramatta Road, from Burwood Road to Haberfield, to be solely dedicated for the use of public transport unless an alternative public transport route that provides an improved public transport outcome...is approved.'*

Transport for NSW is committed to delivering an on-street rapid transit system to support the shared vision for the growth of the Parramatta Road Corridor. The on-street rapid transit system will cater for future demand in the eastern section of the Corridor, and promote north-south bus routes between major centres such as Macquarie Park, Burwood and Hurstville.

The Parramatta Road Corridor on-street rapid transit route, from Burwood train station to the Sydney CBD, will service five of the Precincts along the Parramatta Road Corridor (Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown). Public transport journeys will become faster and more reliable through the operation of higher-frequency and capacity services, additional on-road transit priority and the provision of high-quality and accessible transit 'superstops'.

To ensure the on-street rapid transit service can be delivered, the Strategy identifies the proposed future location of transit superstops. Applications for land use and development proposals will need to consider these locations and consult with TfNSW to ensure that the land use mix around these nodes makes appropriate provision for future infrastructure requirements. Future-proofing for on-street rapid transit infrastructure investment must take place now to ensure that this major transport initiative can deliver benefits to all travellers within the Corridor over the short, medium and long terms. Accordingly, TfNSW will need to be involved in any decision-making processes that could influence future traffic conditions and affect the reliability or attractiveness of public transport options along this strategic Corridor.

Strategic actions for on-street rapid transit for Parramatta Road

ACTION	RESPONSIBILITY
Amend the State Environmental Planning Policy (Infrastructure) 2007 to identify Parramatta Road between Burwood and the Sydney CBD as a strategic corridor, inserting provisions that require planning proposals and development applications along the Corridor to be referred to Transport for NSW for comment, particularly at and around future superstop locations.	DPE

Parramatta Road street function framework

The road network across the Parramatta Road Corridor will continue to have an important function, servicing local trips by residents, workers, delivery and other service vehicles, and visitors, as well as providing an alternative route to WestConnex.

A planning framework has been developed to define the function of the road network and to inform future planning outcomes and investment decisions. The framework defines the future function of the road network on the basis of overall land use and transport objectives, and the desired outcomes for each Precinct and Frame Area across the Parramatta Road Corridor.

The roads within and around each Precinct will provide two primary functions for transport customers, as follows:

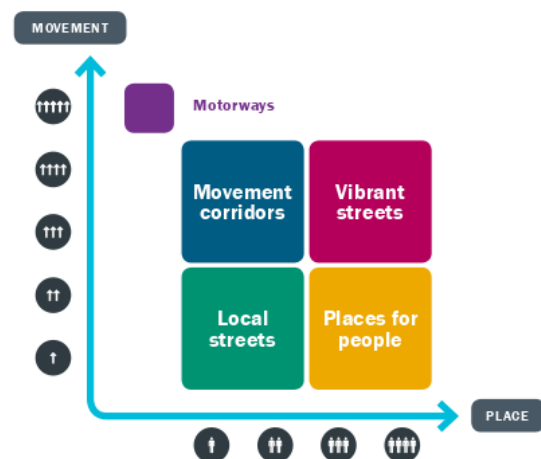
- **Movement:** roads are used by customers to travel between places.
- **Place:** roads are in themselves the location of travel origins and destinations that customers move between.

An understanding of the two roles that the street environment plays is especially important when the two functions compete, such as through increased movement requirements versus a desire for improved place amenity. The specific 'movement-place' function of each different street environment informs planning for the level of access to be given to each road transport mode, at different times of the day and week. This approach recognises that the road network consists of a mixture of different road types serving different functions within the total transport network.

Parramatta Road will remain a State Arterial Road. It will continue to perform a Movement function for the majority of its length, and will retain a minimum of one public transport lane and two general traffic lanes for each direction of flow along its full length.

A program of road network development projects will reshape Parramatta Road and the surrounding road network, providing support for the growth of existing and emerging job-rich areas while protecting the amenity of residential areas. Road and intersection improvement works will need to occur, which will be informed by modelling and further traffic and transport analysis.

This program will involve progressive road upgrades over the short, medium and long term, responding to urban development and travel demand growth. The introduction of clearways and 'No Stopping' zones in accordance with the NSW Government Sydney Clearways Strategy will need to be considered as part of this program.



Motorways	Move people and goods rapidly over long distances with our motorways playing a strategically significant function within the road network.
Movement corridors	Main roads provide safe, reliable and efficient movement between regions and strategic centres.
Vibrant streets	High demand for movement as well as destinations and activity centres within the same road space.
Places for people	High demand for activities on or adjacent to the street and lower levels of vehicles movement create places people enjoy, attract visitors and are places communities value.
Local streets	The streets that facilitate local access to communities.

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Strategic actions for street function framework

ACTION	RESPONSIBILITY
Apply the road planning framework to guide the planning, development, management and operation of the Parramatta Road Corridor road network according to 'movement-place' principles.	TfNSW/RMS

Safe and attractive active transport

Many local trips within the Parramatta Road Corridor are undertaken on foot or bike. Cycling is increasing in popularity as a means of getting to and from shops, education campuses and other places of interest across the Corridor, and many bike-riders are commuting to and from work. Cycling to work increased by 300 per cent between 1991 to 2011, and continues to grow from year to year. Similarly, research from the past 20 years shows that walking increases when more pedestrian routes or connections are provided in a given area.

Existing cycling infrastructure includes a mix of separated pathways and on-road routes, both with and without markings to delineate space for cyclists. Generally, bike-riders travel on the road with other traffic. As the Parramatta Road Corridor undergoes renewal, cycling corridors will provide a viable alternative to private vehicle use, especially for shorter trips. Used in conjunction with public transport, cycling corridors will also present an attractive option for those seeking to make regional travel trips.

Under the Urban Amenity Improvement Plan, the early focus will be on delivering safe, high-quality cycle routes such as the regional cycleway between Concord and Iron Cove along Gipps Street, Patterson Street and Queens Road, and the GreenWay from the Cooks River to the Parramatta River. Other, more local connections will be delivered as part of future renewal.

Under current conditions, pedestrians contend with large block sizes in western sections of the Parramatta Road Corridor, which can result in significant walking distances in some cases. Pedestrians find the shorter blocks of the Corridor's centre and east more conducive to walking. Train lines and major roads are difficult to cross safely and limit walking journeys. The spacing between safe crossing opportunities increases from 50m to more than 800m in some sections. Moreover, pedestrians must sometimes deal with long wait times to cross major roads at traffic signals.

Safe and high-quality pedestrian access is essential to the successful transformation of the Parramatta Road Corridor, particularly to encourage walking to public transport nodes. Plentiful walking paths and connections mean shorter walking distances and a greater choice of routes. Improving the pedestrian environment in existing areas can be achieved by the creation of quality pedestrian links and short cuts.

Principle 4: Vibrant communities and places

Promote quality places and built form outcomes to transform the Corridor over time

Sydney is recognised as one of the best places in the world to live. A key principle of the Strategy is to improve the amenity of the Corridor by focusing on communities and places in a way that respects, renews and enhances their existing positive qualities.

Decision-makers should refer to the *Parramatta Road Corridor Planning and Design Guidelines* and the clear principles around open space and community infrastructure to ensure that planning decisions consider how people interact with places. People will want to spend their time in well-designed, attractive and greener streets and urban spaces. It is essential that decisions on change of use or new land uses ensure appropriately transition in scale, and that heritage building and conservation areas are effectively reused and integrated. Much needed infrastructure, such as school classrooms, childcare centres and health centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years.

More efficient and better use of existing open space and community infrastructure, as well as new and innovative models for facilities, will be required. It is crucial that community places and buildings in particular are planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

Urban Amenity Improvement Plan

The UAIP is a \$198 million initiative attached to the Strategy, to be used to stimulate the transformation of the Corridor.

The UAIP identifies a suite of early local amenity improvement works to be rolled out in various locations throughout the Corridor to help realise the vision and principles of the Strategy.

The UAIP recognises that the transformation of the Parramatta Road Corridor is not just about the delivery of housing and jobs. It is about creating quality places for people and that their creation requires consideration of amenity, lifestyle and public domain.

In some areas of the Corridor, growth and development is currently hindered due to inadequate or ageing infrastructure and/or poor amenity and public domain. These places require some immediate investment in order to make them suitable for new development and to catalyse further growth and change that will ultimately lead to the transformation of the Corridor.

The UAIP is the first step in funding the public domain improvements required to transform the Corridor. However, funding under the UAIP is finite and can only go so far, and other funding sources will be required to deliver additional infrastructure in the Corridor. The works funded by the UAIP are chosen because they offer the greatest opportunity to unlock lands for further transformation by stimulating further investment from other sources across the public and private sectors.

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The works funded by the UAIP fall into three categories:

- streetscape upgrades to Parramatta Road and other streets, such as tree planting, multi purpose lighting, new pavements and north-south pedestrian and cycle crossings
- creating new or improved open spaces, urban plazas and town squares, which are important in a high-density environment, particularly if there is a current shortfall of local open space
- new walking and cycling links to key transport nodes and open spaces, building on regional and local networks.

The works will result in tangible public benefits for the existing and future communities of the Corridor, including the delivery of more liveable neighbourhoods, the stimulation of development and the creation of quality public spaces.

‘15 minute neighbourhoods’

Planning and development of neighbourhoods at the local level is required to ensure people can access a range of local services and facilities, ideally within a reasonable amount of time from home.

A ‘15 minute neighbourhood’ needs to offer safe and convenient access to a range of services and facilities, including shops, cafes and restaurants, early childhood centres, primary schools, parks and sporting fields, medical centres and public transport. Neighbourhoods with a mix of services and facilities, which are well connected by walking and cycle paths and local public transport, tend to be safer and more inclusive communities and have vibrant local economies. They also help improve health and wellbeing, reduce travel costs and traffic congestion, and reduce vehicle emissions.

Supporting and improving access to cafes, dining and shopping, and creating local village shopping strips that promote small business, will facilitate more community-based places that are active, safe, and which improve pedestrian and cycle activity. They will also boost investment appeal and economic success.

Neighbourhood amenity, sustainability, accessibility, transport and community safety should form an essential part of the assessment of planning approvals and the design of new neighbourhoods.

Strategic actions for ‘15 minute neighbourhoods’

ACTION	RESPONSIBILITY
<p>Deliver each Precinct along the Corridor as a ‘15 minute neighbourhood’ through land use changes that implement the following principles:</p> <ul style="list-style-type: none"> ▪ improved walkability, cycling and safety to support healthier communities ▪ improved housing choice and diversity ▪ increased usability of, and access to, safe open spaces ▪ improved local economic opportunities ▪ adequate local services and infrastructure ▪ access to public transport. 	<p>Councils</p>
<p>Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the <i>Parramatta Road Corridor Planning and Design Guidelines</i>.</p>	<p>Councils</p>

Community infrastructure

Infrastructure, such as school classrooms, health facilities, emergency services, community centres and childcare centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years. It will be essential to coordinate investment so all types of new community infrastructure are well located, and co-located with allied services and facilities within the Corridor. Social infrastructure should be located in town centres to take advantage of existing infrastructure such as public transport and other related uses such as retail and other services. Multiple services or facilities should be provided in the same or adjacent location. Recognising that there are multiple strategic and local centres located outside the Corridor, councils may determine that new social infrastructure may need to be located outside the Corridor but within access of the Corridor's population.

There are a number of challenges in providing the community infrastructure required to meet the needs of the Corridor's future population. In most cases there is a lag between development occurring and infrastructure being delivered, and in established areas this problem is often exacerbated by high land values, limited space and competing demands that makes funding of all necessary infrastructure difficult. There is also scope to explore more innovative types of education and health facilities, including 'vertical schools', mixed-use health precincts and higher education campuses.

More efficient and better use of existing open space and community infrastructure, and innovative models for new facilities, are required. It is crucial that community places and buildings in particular are

planned and designed so they are multi-purpose and also have room to expand as the population ages and different patterns of work and social life emerge.

The Department of Education (DoE) will prepare a funded School Asset Strategic Plan to manage the projected capital expenditure requirements for teaching space supply to 2031. The DoE seeks to realign its asset portfolio to better match demand. This work will build on commitments in the State Infrastructure Strategy to explore a range of options to improve asset utilisation. The new approach will also require greater coordination between schools planning and the State's planning policies.

The development of health facilities is required to keep pace with population increases along the Corridor. The anticipated growth and changes in demand on hospitals servicing the Corridor needs to be planned for. Community-based and integrated health and wellbeing models are also required to ensure the earliest intervention and the promotion of good health. The HealthOne model developed at Green Square by the Sydney Local Health District provides an innovative approach to public-private co-location, integrated primary care provision and health-related employment growth, and should be looked to as a model for the Corridor.

New facilities will be established where no other options are available and a funding mechanism or other satisfactory arrangements are in place. The *Parramatta Road Corridor Infrastructure Schedule* identifies the necessary State public infrastructure required to support growth of the Corridor. Future proposals will need to contribute towards public infrastructure.



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Strategic actions for community infrastructure

ACTION	RESPONSIBILITY
Strategically rezone parts of the Corridor (or where appropriate land outside the Corridor) for social infrastructure purposes in line with the Precinct Plans within the <i>Parramatta Road Corridor Planning and Design Guidelines, Implementation Plan 2016 -2023</i> and <i>Infrastructure Schedule</i> .	GSC/DPE/Councils
Implement development controls that incentivise the delivery of social infrastructure, such as floor space bonuses, and discounting or excluding floor space provided as social infrastructure.	Councils
Explore new models to design, finance and deliver education and health community assets in partnership with local councils, government agencies and the private sector.	Councils/DoE/Local Health District
<p>As a first preference and where appropriate, optimise or embellish existing assets through solutions such as:</p> <ul style="list-style-type: none"> ▪ increasing the size, amenity and functionality of existing facilities to expand existing capacity ▪ renewing existing assets to provide contemporary spaces or installing additional features so facilities can become multi-purpose and cater to different groups ▪ upgrading features within existing facilities so they can accommodate a greater capacity ▪ developing partnerships with other community infrastructure providers, including private or other government agencies, such as the Department of Education, or Local Health Districts, to enable the shared use of facilities ▪ incentivising the private sector to deliver community infrastructure. 	Councils/DoE/Local Health District



Heritage and unique neighbourhoods

Throughout the Corridor there are many heritage items, streetscapes and landscapes that contribute to the value of neighbourhoods. There are also places that are of existing high quality character and enjoy high amenity that should be protected and undergo little change.

Renewal in the Corridor will be focussed in established areas where heritage and existing character and amenity will need to be carefully considered. Planning and design controls will need to balance the supply of new housing and jobs in the right locations and protect neighbourhoods that exhibit characteristics and values of high importance to the local community. The Strategy aims to protect the Corridor's heritage, and to provide a contemporary list of existing and likely future heritage items, streetscapes and landscapes. Future rezoning proposals provide the opportunity to update controls in a coordinated and streamlined process and, as such, the Strategy also identifies those structures that could benefit from being reconsidered as heritage listed items.

Heritage conservation and community facilities incentives

In appropriate circumstances, public benefits can be leveraged from private-sector developments that involve significant heritage assets, or have the ability to deliver other public benefits such as open space and community facilities. These can include:

- the conservation and adaptive reuse of heritage assets that would otherwise deteriorate
- permitting additional floor space or offsetting floor space in exchange for allocation of a proportion of the additional floor space by the developer towards community, health or education facilities
- supporting additional floor space and height in taller, leaner buildings in exchange for new public domain or open space.

Regeneration of heritage assets through adaptive reuse can also deliver unique and exciting places that can be used well into the future. Rehabilitating old buildings and places also creates opportunities for new investment and jobs, particularly in the Taverners Hill, Leichhardt and Camperdown Precincts where older and more affordable buildings are attractive to small business operators.

Strategic actions for heritage and unique neighbourhoods

ACTION	RESPONSIBILITY
Implement development controls that encourage the adaptive reuse of heritage items in the Corridor such as additional permitted uses, heritage incentive schemes, Section 94 exemptions, and accelerated or prioritised planning processes for development that appropriately preserves, maintains and utilises these community assets.	Councils
Implement transferable development rights for significant heritage conservation and development projects, where appropriate.	Councils

Strategic actions for heritage conservation and community facilities incentives

ACTION	RESPONSIBILITY
Review and modernise the heritage listings concurrently with rezoning proposals, with a stronger focus on proactive heritage identification and preservation.	Councils
Drawing on the <i>Parramatta Road Corridor Planning and Design Guidelines</i> , identify neighbourhoods and streetscapes through future rezoning processes, where existing character and amenity should be retained and should not be subject to renewal.	Councils

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Design excellence

As our cities continue to develop and intensify, they must get better as they get bigger. Best practice urban frameworks and policies in Australia and around the world focus on liveability as the core objective for the built environment. This includes the public and private domain. A liveable city requires healthy, safe, attractive, well connected, sustainable environments. The Corridor, from east to west, should be understood as a place of a new, high quality experience.

As densities increase, the impact of development is likely to increase and to affect more of the Corridor's residents and workers. Design excellence becomes progressively more important as densification and urban consolidation takes place. It will be important for designers, landowners and developers to look beyond satisfying minimum statutory controls and applicable plans and policies, and to contribute to the public good, while realising private gain.

Councils will need to establish a design excellence strategy to ensure future development provides for design outcomes that maintain a high quality of life

for both building users and the general public in sensitive locations or where designs are likely to have a significant effect on the public. These might include:

- ensuring new development is appropriate and provides transitions to adjoining heritage items, public domain and areas of differing uses or scales
- encouraging a diverse range of solutions that can be developed to suit a particular location
- upskilling local council officers by requiring them to work with design experts to improve their design skills and provide better advice to applicants as the lodgement process takes place
- fostering innovation to ensure that built form contributes to improved living
- encouraging developers to deliver permanent tangible outcomes for the greater public good within their development.

Councils should remain in control of the design process within their local government area.

Strategic actions for design excellence

ACTION	RESPONSIBILITY
Prepare and implement a design excellence strategy.	Councils



Design excellence

Design excellence in the Corridor should apply to key sites or thresholds such as:

- frontage to public open spaces and significant corridors
- heritage listed items, or land within a heritage conservation area
- sites with an inherent scale impact (greater than 1,500m² or proposals that exceed four storeys in height)

Design excellence needs to be clear, transparent, provide certainty, and timely. Mechanisms to deliver design excellence might include:

- independent and expert design review and panels
- competitive selection processes
- accountability and monitoring
- clear relationships to other entities including adjacent councils regarding their panel selections, shared panellists, or specialist panels.



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Noise and air quality

As urban renewal progresses, more people could be exposed to air and noise pollution along major roads, such as Parramatta Road, the M4 Motorway and WestConnex. In addition, predicted higher temperatures will add to the pressures on air quality.

Currently there is no consistent or strong land use and design framework to guide development along busy roads, despite a rising body of evidence that exposure to noise levels and poor air quality poses

a public health risk. The Strategy builds upon the *Development Near Rail Corridors and Busy Roads – Interim Guideline* and provides the opportunity to provide a consistent design and land use framework to address air, noise quality and amenity challenges in the *Parramatta Road Corridor Planning and Design Guidelines*. Design principles and measures to address noise and air quality have been developed for multi-unit and mixed-use developments ensuring that consistent rules apply for renewal across the Corridor.

Strategic actions for noise and air quality

ACTION	RESPONSIBILITY
Incorporate the range of design approaches and measures identified in the <i>Parramatta Road Corridor Design Guidelines</i> to attenuate the effects of noise and air pollution.	Councils
Use the development typology examples in the <i>Parramatta Road Corridor Planning and Design Guidelines</i> to inform future development controls.	Councils



Principle 5: Green spaces and links

Embellish existing open spaces and provide new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles

One of the challenges for the Corridor is to ensure that Sydney continues to be a great place to live and that the communities along the Corridor are provided with the infrastructure needed to support population growth while maintaining health and wellbeing. One of the key hallmarks of liveability is the nexus between the built environment, infrastructure and open space. Open space underpins the social, environmental and economic benefits that are essential to the healthy functioning of the built environment.

The open space strategies developed for the Corridor aim to provide guidance for a choreographed and continuous open space sequence within each Precinct. Given the highly developed urban pattern across the Corridor, plans will need to consider a variety of options for acquiring additional open space.

A diverse range of connected, high quality open space types for each Precinct are required through realisation of the following initiatives:

- protecting and improving open space recreation facility provision in terms of quality, quantity, accessibility and safety
- improving linkages within and between the open space network to illustrate how the whole can be greater than the sum of its parts
- ensuring that open space and the public domain enhance the quality of the local environment.

New neighbourhood parks and open space

As our city grows and we accommodate more people we will need to increase the quantity and quality of public open space, private open space and the public domain. A *Plan for Growing Sydney* provides the opportunity to provide Sydney's open spaces as an interconnected network of open spaces and parks, tree-lined streets, bushland reserves, riparian walking tracks and National Parks through the delivery of the Green Grid. The integration of open space, combined with quality urban design outcomes and environmental resilience at the metropolitan scale, is both timely and vital during a period of considerable growth.

Potential locations for local parks have been identified. However, there is scope to explore more innovative ways of both increasing local open space at the neighbourhood level and funding its ongoing maintenance, through four key initiatives:

- transformation of lost or under-utilised public land into useable and connected public open space
- connection of active links to local centres, public transport nodes and major open spaces
- provision of new urban spaces that are well located in urban centres, have diverse uses and which improve public access
- development of a public domain and streetscape plan that prioritises pedestrian and cycle access and amenity.

In combination, these opportunities can create an interconnected network of high quality public domain spaces in employment and residential areas, which also connect seamlessly to local and regional active transport links.

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Strategic actions for new neighbourhood parks and open space

ACTION	RESPONSIBILITY
Strategically rezone parts of the Corridor for open space purposes, with a view to allocating land to create a high quality interconnected network of publicly accessible open space throughout the Corridor.	Councils
<p>Provide a diverse range of connected, high quality open space and public domain areas to each Precinct in accordance with the Precinct Plans that ensures:</p> <ul style="list-style-type: none"> local parks within 400m safe walking distance of at least 95% of all dwellings additional small local parks or urban spaces within 200m of activity centres and higher density residential areas active open space within 1km of 95% of all dwellings linear parks and trails linked to waterways, vegetation corridors and road reserves within 1 km of 95% of all dwellings. 	Councils

Greening the Parramatta Road Corridor

Under the UAIP, parts of the Corridor will be landscaped and trees planted. Renewal of the Corridor also provides the opportunity to implement new building setbacks that will facilitate future planting and landscaped edges to green the Corridor. The *Parramatta Road Corridor Planning and Design Guidelines* identify locations along Parramatta Road

and other roads throughout the Corridor where future development will be required to be setback to ensure development creates a positive streetscape, establishes streets with a high quality pedestrian environment, achieves high quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.



Strategic actions for greening the Parramatta Road Corridor

ACTION	RESPONSIBILITY
Implement building setbacks as identified on the Precinct Plans within the <i>Parramatta Road Corridor Planning and Design Guidelines</i> .	Councils

Responding to open space and watercourses

A holistic approach to the protection and enhancement of existing open space and natural watercourses is essential to the success of the Strategy. The nine creek lines that cross the Corridor and drain to the Parramatta River and Sydney Harbour should be reinstated as natural waterways, and used to capture stormwater where possible.

There are many areas across the Corridor where vegetation can be protected and restored. These include parks, waterways, road verges and wetlands such as the Mason Park wetland.

The creation of linear connections along these watercourses can also be developed as new walking and cycling connections.



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Principle 6: Sustainability and resilience

Create liveable local Precincts along the Corridor that are sustainable, resilient and which make Sydney a better place

Adaptive sustainability practices

Delivering world-class urban renewal outcomes across the Corridor requires striving for sustainability outcomes that exceed current requirements. Strategies should be implemented to deliver a more sustainable, resilient and affordable community, to deliver significant reductions in energy, carbon and water use, and to achieve improved household affordability:

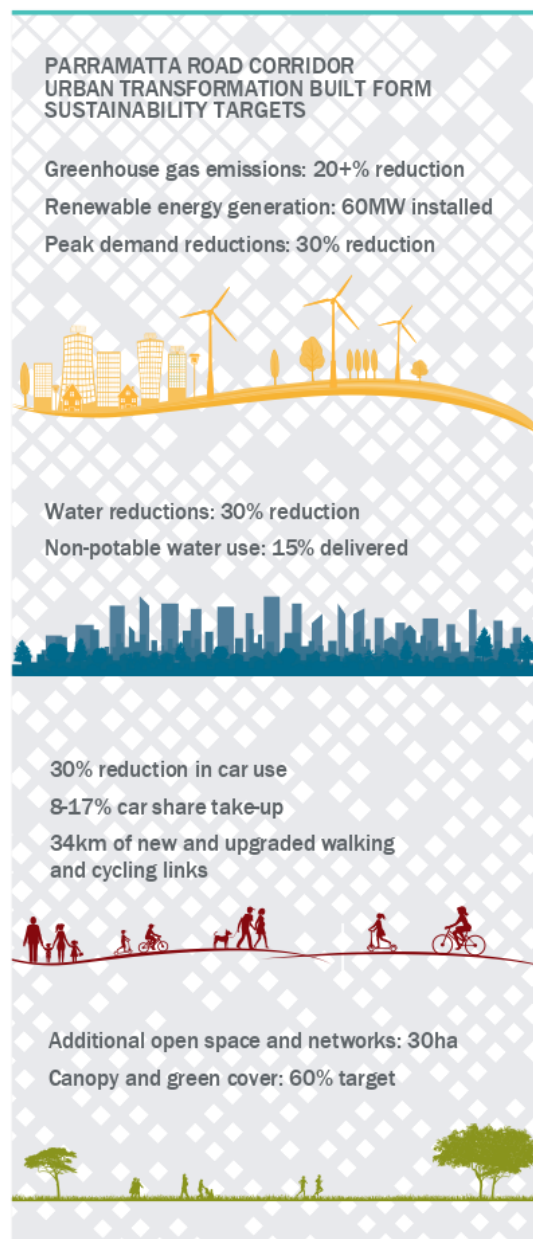
- best practice BASIX energy and water targets, incorporating significant renewable energy and water reuse requirements
- 5-star NABERS commercial and retail buildings
- strategic parking strategies, such as maximum parking rates, coupled with car share, and unbundled parking and decoupled parking strategies
- reduced car ownership and car dependence to improve local air quality and reduce carbon emissions
- increased open space, green infrastructure and networks to provide the potential to create a cooler urban environment that is resilient against a changing climate and the effects of urban heat islands.

Planning decisions should recognise and implement contemporary approaches to sustainability to make the Corridor's performance against sustainability measure higher than the Sydney average over time. Decisions should focus on sustainable travel choices and a mix of uses that can reduce car dependency and trip lengths, and create active, walkable communities. A district level approach to car parking and transport planning should be used to help achieve and facilitate a range of travel options.

Many local governments are highly innovative in their approach to energy efficiency and, importantly, adopt the innovations of other local governments. This is common where local governments partner with the private sector to pilot innovative ideas.

There are measurable factors that shape the liveability of neighbourhoods and help local governments and communities identify what needs to be done to enhance liveability. Transferring liveability indicators into a Corridor-wide geographic information system database will help local governments and communities understand the liveability issues affecting particular areas.

The sustainability benefits of living in a renewed Parramatta Road Corridor



Strategic actions for adaptive sustainability practices

ACTION	RESPONSIBILITY
Commence the amendment of State Environmental Planning Policy (Sustainability Building Index: BASIX) 2004 to increase the water and energy targets as identified within the <i>Parramatta Road Corridor Planning and Design Guidelines</i> .	DPE
<p>Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure to target the long-term achievement of:</p> <ul style="list-style-type: none"> ▪ > 20% reduction in greenhouse gas emissions ▪ renewable energy installation ▪ 30% reduction in peak electricity demand ▪ > 30% reduction in water consumption ▪ >15% of water delivered by non-potable sources, including rainwater or recycled water ▪ 30% reduction in car use ▪ 10-15% car share take-up rate 	Councils



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Principle 7: Delivery

Deliver, drive and facilitate action

Effective governance

Effective governance is critical to the success of the Strategy. The Corridor has historically had a complex governance framework, with ten councils taking ownership of small sections of the Corridor, making it difficult to achieve coordinated planning or infrastructure delivery. The recent amalgamation of councils along the Corridor has better rationalised this framework, with key sections of the Corridor now being directed by larger, consolidated councils. There is no single entity with responsibility and accountability for outcomes across the Corridor and this has contributed to the issues we see in the Corridor today.

The Strategy aims to consolidate the planning and management of urban renewal in the Corridor into a single point of reference, owned and administered by a single, overarching body with the capacity to drive and deliver change in the Corridor. The governance framework for Corridor is detailed in Section 4 of the Strategy and combines the strategic vision of the GSC with the local knowledge of councils to optimise delivery. This is considered the most effective way of securing consistent outcomes for the Corridor, aligned with community expectations.



Strategic actions for effective governance

ACTION	RESPONSIBILITY
Implement the <i>Implementation Plan 2016 - 2023</i> .	Councils/GSC/relevant State agencies

Funding options

Urban renewal projects inevitably bring with them a need for new or upgraded infrastructure and services to meet the needs of an increased residential and/or worker population. Some of this infrastructure would be at a regional scale, including open space and community facilities to be used by a wide catchment of people outside the immediate boundaries of the urban renewal area. Other infrastructure would be required at a local scale to meet the needs of the adjacent population.

Attracting the funding required to deliver the necessary infrastructure to support urban renewal is often a challenge, especially in urban infill locations where there is already an existing shortfall in these services and facilities. In such cases, it is unrealistic

to expect that development can entirely fund all infrastructure required as this would impact upon development feasibility and ultimately hinder renewal.

A range of funding sources must therefore be considered in relation to the Corridor to ensure that infrastructure and services can be provided without risking urban renewal outcomes. The Strategy proposes a combination of State and local contributions in the Corridor, along with the use of the UAIP to fund the additional works and services required, enabling the renewal of the Corridor to occur in line with the principles and proposals set out under the Strategy. Funding sources from existing Government programs should also be considered and drawn upon in appropriate circumstances.

Strategic actions for funding options

ACTION	RESPONSIBILITY
Establish a robust funding mechanism to apply to new rezoning/development proposals that will fund the local and regional infrastructure demands required to service the future population growth in the renewed Corridor.	GSC
Advise and assist councils in the revision of local contributions plans to address funding of local infrastructure and services in the Corridor.	GSC

Monitoring, reporting and review

In order to measure the progress and performance of the Strategy and to ensure that the Strategy remains relevant as conditions in the Corridor change, a regular program of monitoring, reporting and review of the Strategy is required.

Monitoring would focus on measuring both the effectiveness of the Strategy in delivering on its principles and strategic actions, as well as monitoring the changes in the Corridor in terms of land use, new development and public transport infrastructure.

Relevant data would be collected by both State and local government and collated annually for issue to the GSC. The performance of the Strategy would then be measured against a set of agreed benchmarks and results would be reported annually on the GSC website.

The Strategy should be regularly reviewed in line with the District Plan reviews to ensure that it remains current and responds to new and emerging issues as they arise in the Corridor.

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4

Delivering the Strategy

This section covers the following subjects:

- – What is the role of the Strategy in empowering delivery?
- – Delivery agencies, mechanisms and instruments
- – The Corridor Governance framework
- – Staging and timing
- – Performance monitoring

The NSW Government recognises the importance of the successful delivery of the *Parramatta Corridor Urban Transformation Strategy* for the people of NSW.

The Strategy will be given effect via mechanisms and instruments available in State planning, transport planning and infrastructure planning frameworks. The performance of the Strategy will be measured against clear and objective criteria for economic productivity, housing diversity and affordability, liveability and wellbeing and environmental sustainability.

What is the role of the Strategy in empowering delivery?

The Strategy establishes a framework within the NSW urban planning and transport planning systems to guide, co-ordinate and facilitate the transformation of the Corridor in line with the established vision, principles and strategic actions.

The role of the Strategy in the context of existing state planning, transport planning and infrastructure planning frameworks is illustrated over the page.

Parramatta Road Corridor – Section 117 Ministerial Direction

The Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which means that they are a key consideration in decisions about future planning and development in the Corridor.

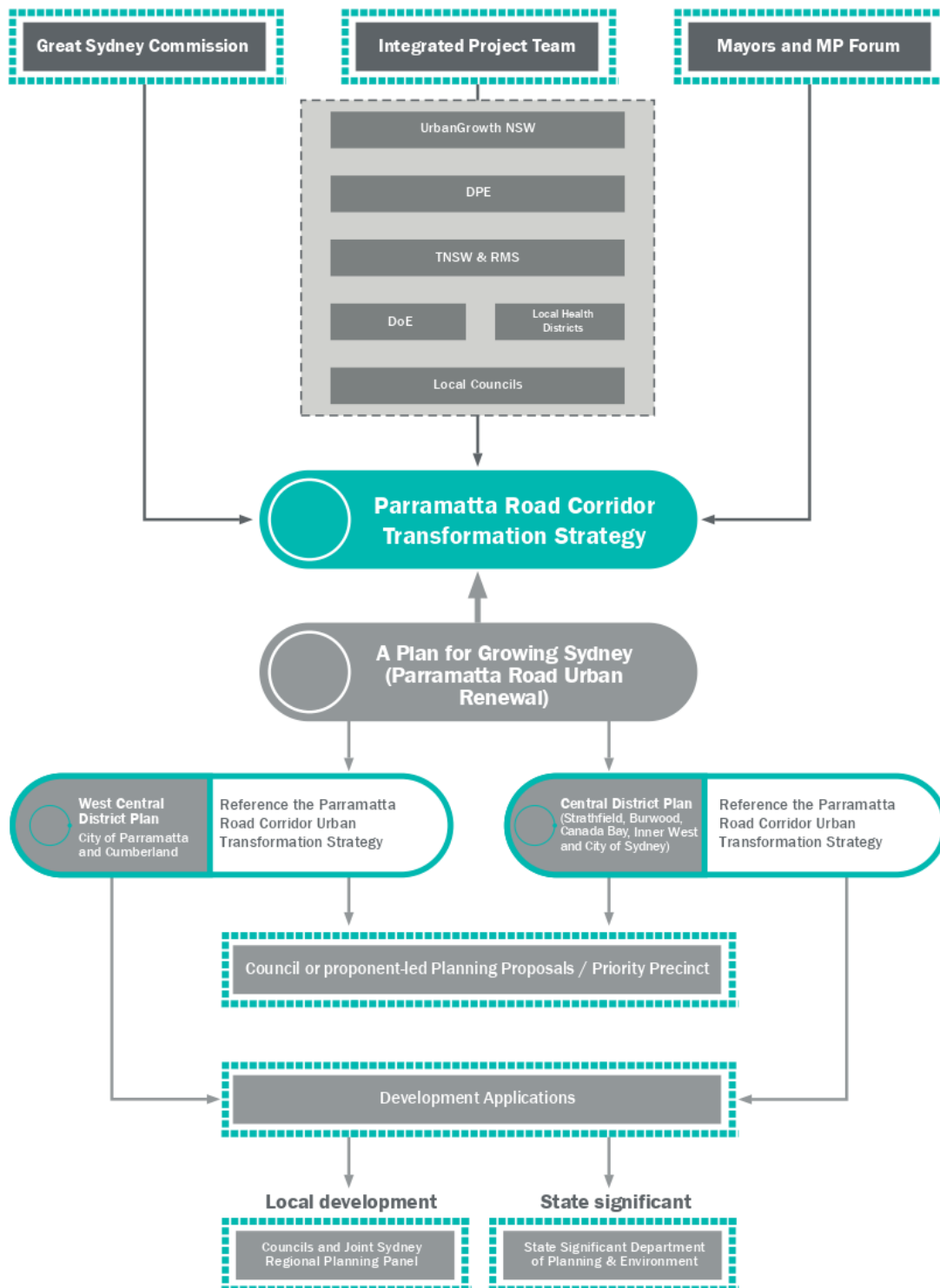
The Section 117 Ministerial Direction requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing planning proposals.

Consent authorities must not approve planning proposals or development applications that are inconsistent with the Corridor Strategy or Implementation Tool Kit unless the consent authority considers that such a decision is justifiable in light of the circumstances of the case.

This Direction aims to secure the positive outcomes envisioned for the Parramatta Road Corridor under the Strategy and Implementation Tool Kit, in the long term.

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Role of the Strategy in the context of existing planning frameworks



Delivery agencies, mechanisms and instruments

The Strategy itself does not rezone land or alter development controls in the Corridor. Successful implementation of the Strategy will be delivered via the following agencies, mechanisms and instruments.

Greater Sydney Commission

The Greater Sydney Commission (GSC), established in early 2016, is an independent, advisory, strategic and decision-making commission charged with leading metropolitan planning for Greater Sydney.

The long term administration of the Strategy will be the responsibility of the GSC. The GSC will manage and administer the UAIP.

District Plans

The GSC has been charged with preparation of the District Plans for each of Sydney's six districts. Each District Plan will be the key strategic planning document for the District. The District Plans will address economic, social and environmental issues, and set out the actions required to achieve planning priorities.

The Strategy will inform the District Plans for both the Central and Central West Districts, where the Corridor is located. The District Plans will then be implemented through the relevant Local Environmental Plans or the DPE's Priority Precinct program.

Ministerial Direction – Local Planning Direction

The Corridor Strategy and Implementation Tool Kit are the subject of a Section 117 Ministerial Direction, which means that they are a key consideration in decisions about future planning and development in the Corridor.

The Section 117 Ministerial Direction requires that councils consider the vision, principles and strategic actions of the Corridor Strategy and the Implementation Tool Kit when assessing planning proposals.

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This Direction aims to secure the positive outcomes envisioned for the Parramatta Road Corridor under the Strategy and Implementation Tool Kit, in the long term.



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Local environmental plans and priority precincts

The current planning controls, such as zoning, height and floor space ratios, constrain much of the proposed renewal activities identified in the Strategy, and will need to be amended.

The Strategy will be implemented through:

- State Environmental Planning Policies for priority Precincts
- planning proposals prepared by landowners or developers
- comprehensive LEP reviews undertaken by councils.

Priority precincts are areas that the Minister for Planning considers to have wider social, economic or environmental significance for the community, or to have redevelopment potential on a scale that is important in implementing the State's planning objectives. Precincts are larger areas made up of multiple land holdings that are capable of delivering significant additional growth and which require coordination from State and local governments to realise their potential.

Local planning proposals can be prepared by land-owners to amend the zoning and/or planning controls that apply to their land. Planning proposals will need to be generally consistent with the Strategy. Any departures from the Strategy will need to be supported by a detailed justification. The Minister for Planning will decide whether the planning proposal has adequate justification to proceed to the next stage, and whether it has met any requirements for community consultation and further studies.

Local councils periodically review the land use zoning and planning controls that apply in their local government area. This is normally undertaken as a comprehensive review of the council's Local Environmental Plan. The local council would prepare a planning proposal detailing the amendments to the Local Environmental Plan, which would need to be generally consistent with the Strategy.

Deliver city-shaping infrastructure

The Strategy identifies new city-shaping infrastructure to meet the changing and growing demands throughout the Corridor, and beyond. The Government will deliver WestConnex, Burwood to Sydney CBD On Road Transit and Parramatta Light Rail as well as other public transport initiatives identified within the *Sydney CBD to Parramatta Strategic Transport Plan*. Changes to land use will support the new infrastructure projects and create and boost new investment opportunities. The new infrastructure projects will drive the Corridor's prosperity and productivity into the future.

Planning reform

The recently announced planning reforms will help build a simpler, modern planning system.

The proposed amendments will include:

- improved community engagement
- clear explanation of the hierarchy of state, regional and local plans
- clear explanation of the development pathway and consent authority for development.

The Government is also considering:

- increasing transparency and reducing the risk of conflict of interest
- strengthening the focus on good design as part of decision-making
- introducing pre-development application consultation between neighbours
- clarifying assessment pathways and expanding independent and transparent decision-making for local development
- ending transitional arrangements for projects approved under Part 3A (repealed) of the *Environmental Planning and Assessment Act 1979* (NSW), including modifications
- reducing the complexity of complying development
- more regular reviews of local government planning controls as part of the strategic planning process.

The Corridor governance framework

The Corridor is a critical part of the urban fabric of Sydney, providing vital transport connections between the city's two CBDs and linking a series of unique places and communities. The scale and significance of the Corridor requires a governance framework that promotes collaboration between State and local government, efficiency and transparency, integrated and considered decision-making, and coordinated implementation of actions.

The Corridor governance framework targets actions at five levels: policy direction and administration, precinct planning and land use change, infrastructure delivery, local planning and development assessment, and monitoring and review. The governance matrix below illustrates the way in which these levels of governance will come together to deliver the vision and objectives of the Strategy.

GOVERNANCE LEVEL	KEY ACTIONS AND RESPONSIBILITIES	LEAD AGENCY OR ORGANISATION
Policy direction and administration	Coordinated delivery of planning and transport actions from the Strategy and the <i>Implementation Plan 2016-2023</i> Strategic and statutory planning for land use change and development controls within identified Precincts	GSC, DPE and Councils
Infrastructure delivery	Delivery of new and upgraded transport systems throughout the Corridor in line with growth and development Delivery of new and upgraded open space and community infrastructure throughout the Corridor	TNSW, RMS, DoE, Local Area Health Districts and Councils
Local planning and development assessment	Development assessment and approval in accordance with the Strategy and local planning controls	Councils
District Plans	Incorporation of the <i>Parramatta Road Corridor Urban Transformation Strategy</i> into the District Plans	GSC
Monitoring and review	Regular monitoring of the delivery of outcomes in accordance with the objectives and vision of the Strategy and periodic review of the Strategy and Implementation Tool Kit (particularly the <i>Implementation Plan 2016-2023</i>)	Councils and relevant planning agencies

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Staging and timing

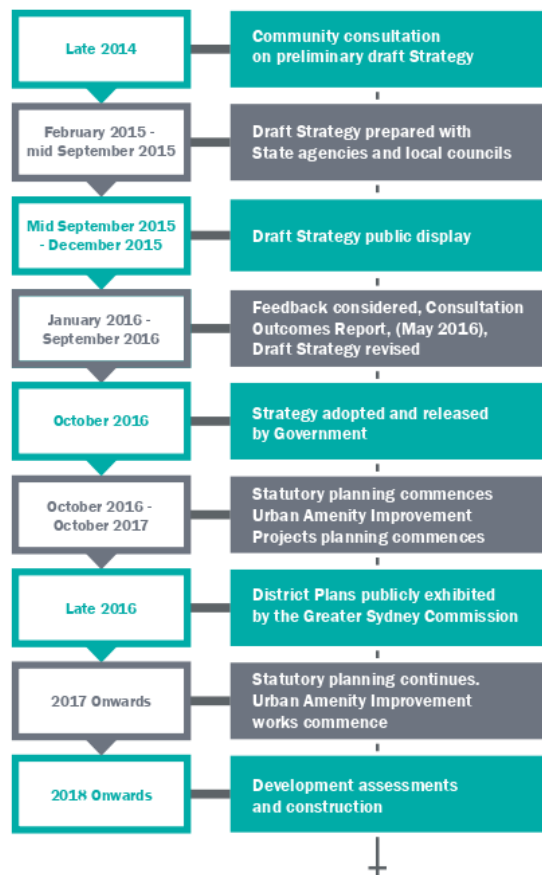
The Corridor's transformation will not be immediate. Long term support, effort and attention from government, the private sector and the community will be needed to gradually implement the Strategy. Many of the infrastructure investments will require detailed planning and costing, followed by lead times for commissioning and construction. The Strategy must therefore identify an effective way to stage its implementation, considering factors such as market conditions and dynamics, timing of infrastructure delivery, life cycle of existing uses and assessment of 'need'.

The Strategy provides a 30+ year framework for change, with population, housing and job projections for the short term (2016–2023). During this time, Parramatta Road will change dramatically, along with the rest of Sydney. The population will have almost doubled and the demographics of this population will be different from what we see today. The traffic and transport context will have changed and many planned infrastructure projects will have been completed. New industries will have emerged and businesses may be operating under distinctly different models. Technology will have advanced significantly, changing the way in which we live our lives and, subsequently, the needs and aspirations of the community.

It would be unreasonable to assume that the Strategy could anticipate these changes and provide an appropriate response. It is better to view the Strategy as a dynamic and adaptable document that will be reviewed regularly and adjusted accordingly.

Priority actions: Implementation Plan 2016-2023
















































The *Implementation Plan 2016 - 2023* identifies, qualifies and prioritises actions to be implemented in the Corridor over a seven-year period, and ties together land use, redevelopment and infrastructure to ensure that the needs of existing and future communities of the Corridor are met.



Performance monitoring

The performance of the Strategy will be measured against clear and objective criteria.

Data collected against these key performance indicators will be collated and analysed and released to the public.

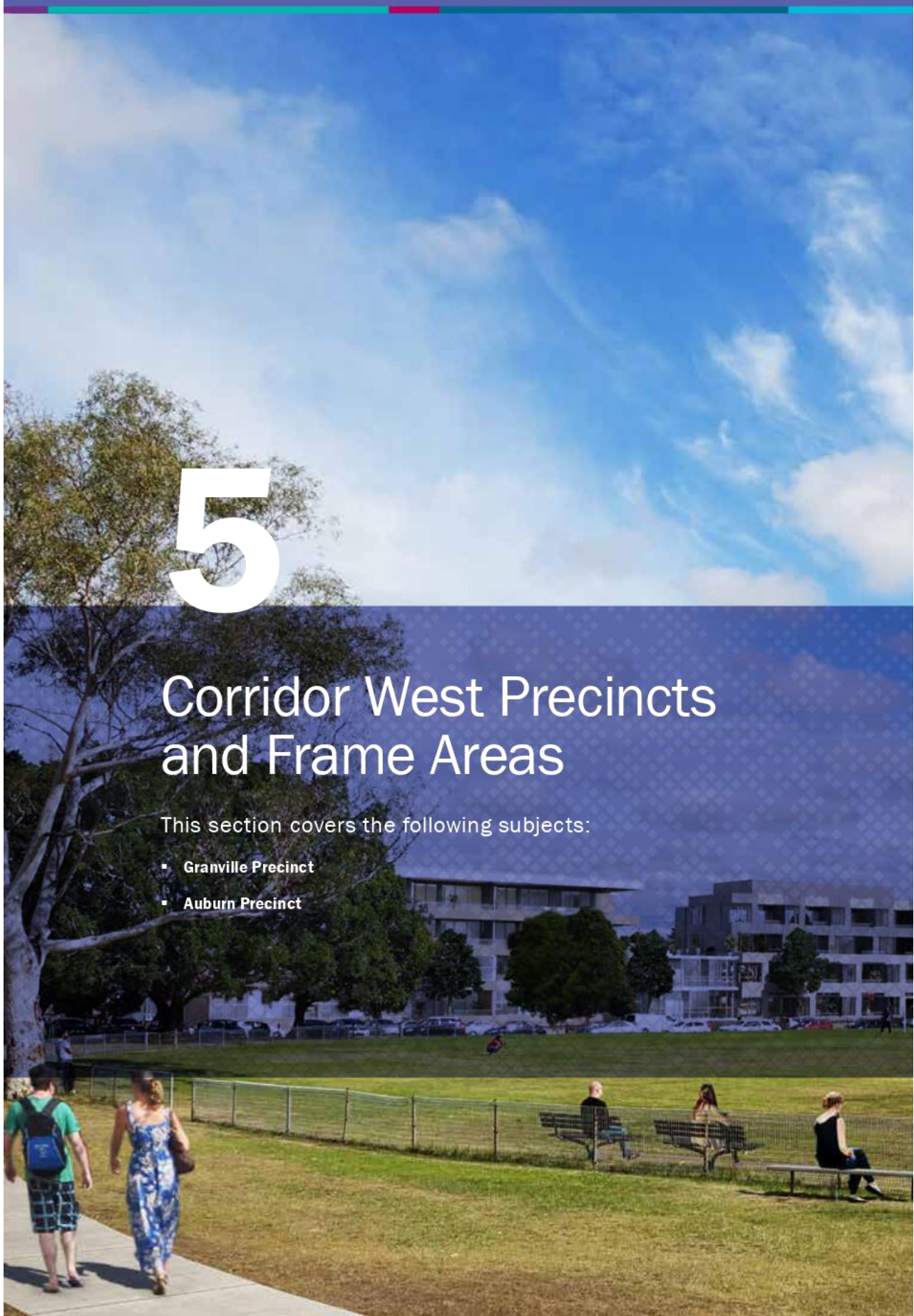
INDICATORS FOR NEW PARRAMATTA ROAD	
Indicator	Principle addressed
Percent of different land uses within each precinct (%)	 
Number of jobs within each precinct (number)	 
Percent of dwelling types within each precinct (%)	 
Percent of affordable or moderate income housing within each precinct (%)	 
Percent of car spaces less than the current maximum (%)	 
Estimated percent reduction in vehicle kilometres travelled per capita (%)	  
Estimated percent reduction in vehicle hours travelled per capita (%)	  
Estimated car ownership rates (vehicles per household)	 
Number of car share spaces provided within the precinct (number)	 
Average walk and wait time to frequent public transport (minutes)	 
Kilometres of safe, connected cycleways within each precinct (km)	  
Kilometres of safe, connected pedestrian paths within each precinct (km)	 
Kilometres of green streets with high tree planting and canopy cover (km)	 
Amount of open space (ha)	 
Amount of active open space (ha)	 
Distance to open space (m)	 
Distance to active open space (m)	 
Estimated greenhouse gas emissions (tonnes CO2-e/person/year)	
Estimated water consumption (litres/person/day)	
Percent of water reused/recycled within the precinct (%)	
Estimated peak electricity demand (MW)	
Estimated peak sewer loads (L/min)	
Estimated cost of living (\$ per household per year)	
Key	
 Diverse Housing and Jobs – diverse housing and jobs to meet existing and future needs	 Accessible and Connected – reshape and better connect places and associated movement networks to better serve customers and encourage more sustainable travel
 Community and Places – promote quality places and built form outcomes to transform the Corridor over time	 Resilient and Sustainable – create liveable local precincts along the Corridor that deliver sustainable, adaptable and resilient communities

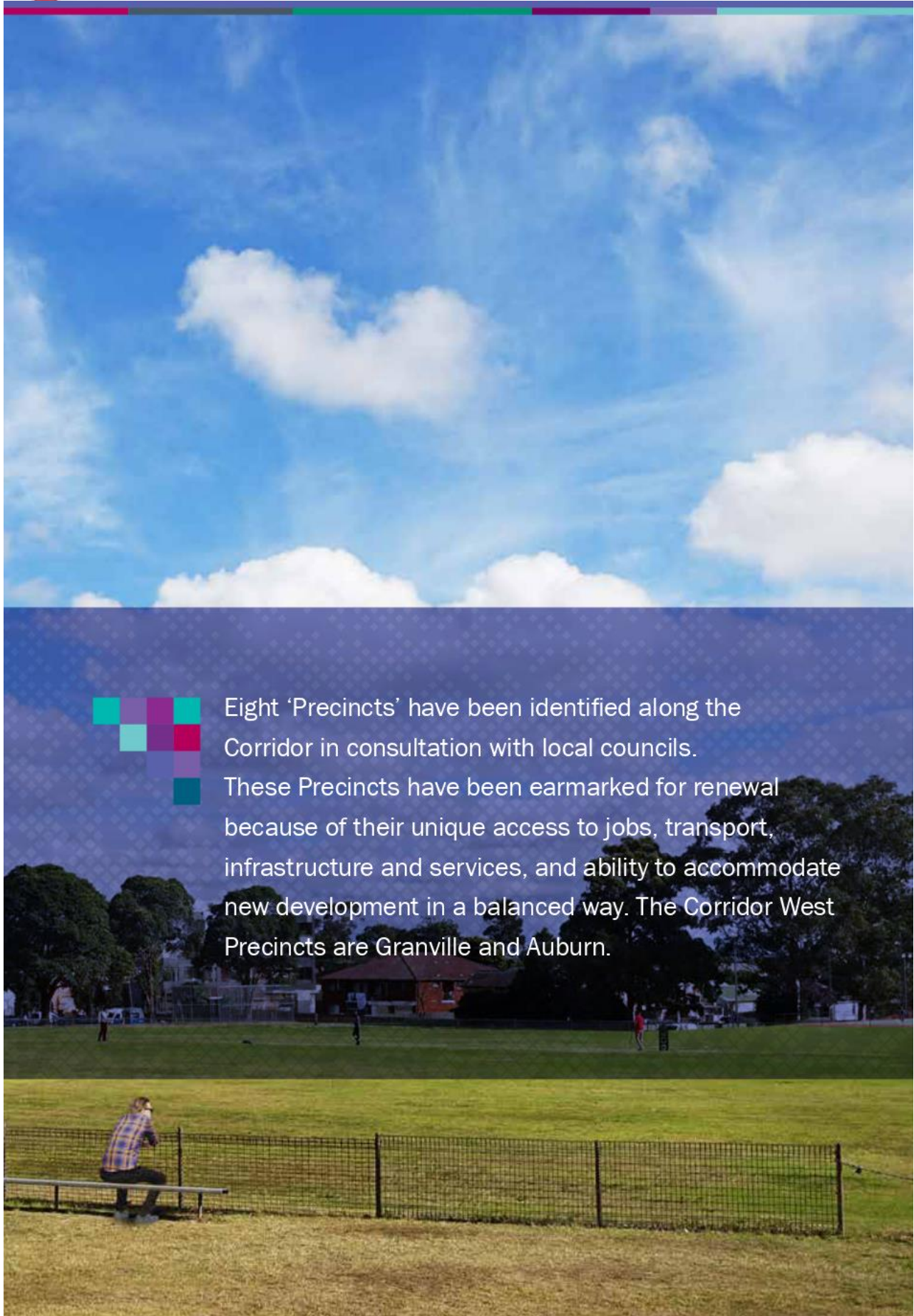
5

Corridor West Precincts and Frame Areas

This section covers the following subjects:

- Granville Precinct
- Auburn Precinct





Granville Precinct

Councils

Cumberland, City of Parramatta

Population

10,700 new people by 2050

Homes

5,400 new homes by 2050

Jobs

7,200 new jobs by 2050

SIGNIFICANT PLACES

- Good Street
- Tottenham Street Heritage Conservation Area
- FS Garside Park
- Holroyd Sportsground
- M4 Regional Cycleway
- Duck Creek and Duck River

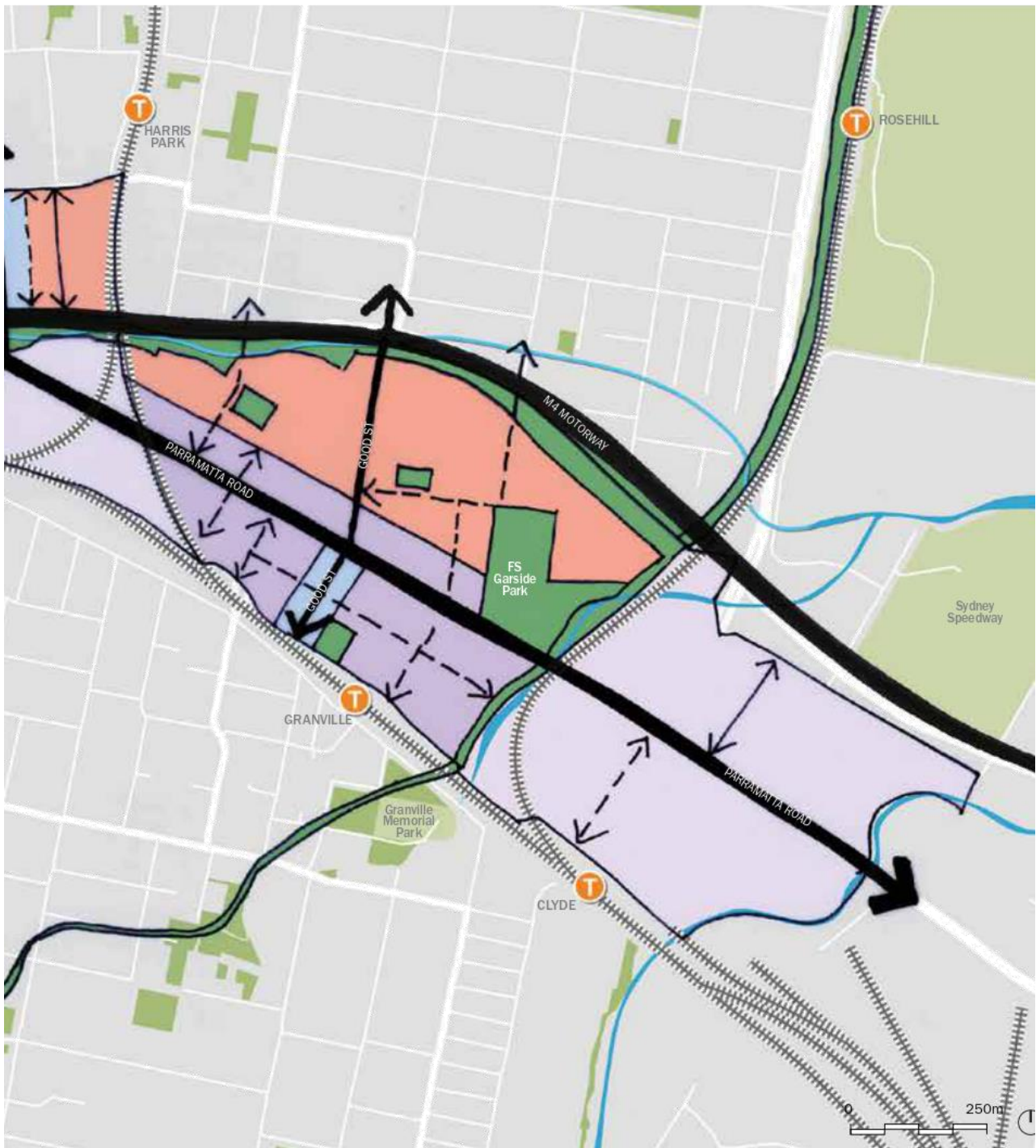
URBAN RENEWAL OPPORTUNITIES

- Land west of Woodville Road
- 'Auto Alley' on Church Street north of Parramatta Road
- Land between rail line and Parramatta Road
- Land between Parramatta Road to M4 Motorway

CHALLENGES

- Fragmented ownership and small lots
- Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail line
- Delivery of new open space under the M4 Motorway





Granville Precinct



Granville will be a vibrant, mixed-use town centre celebrating the diversity of the Precinct's population with a high quality public domain, open space networks and transport links, and with close connections to Sydney's dual CBD.

Granville Town Centre is located at a relatively high point on the Corridor with the potential to take advantage of district views. Granville Town Centre is located at a relatively high point on the Corridor with the potential to take advantage of district views.

The Precinct is relatively flat with a gentle rise northwards from Duck Creek. The slopes to the north of Duck Creek, particularly on the northern side of the M4, are steeper. There are only gradual falls towards Duck River, which forms the eastern boundary.

Open space within the Precinct is limited to the existing FS Garside Park. Future natural open space connection opportunities along Duck Creek and Duck River offer the potential to be enhanced with improved access to open space networks. There are existing larger scale open spaces within adjacent areas with proposed active transport links to these areas.

The M4 Motorway and the numerous rail lines provide significant barriers that both dissect the Precinct, and provide boundaries between it and adjacent neighbourhoods, including the existing local town centre at Granville. The new open space proposals under and adjacent to the M4 Motorway will provide more open

space and also help to break down these barriers. Detailed analysis will be required to capitalise on these opportunities appropriately.

Good Street will be reinforced as the Precinct's main street, extending from the existing town centre of Granville on the southern side of the railway lines, through the protection of the fine grain retail uses and delivery of high quality public domain. New streets will provide for more connectivity in and around the heart of the Precinct, enhancing its walkability and the opportunity for urban activity.

The existing dense network of streets immediately surrounding Granville Station, such as Good Street, Cowper Street and Rowell Street, will support medium and high-density mixed uses. Other connections include an extension of Alfred Street and Bold Street to the north, which will reinforce connectivity across Parramatta Road, and in several transport corridors to provide mid-block connectivity around the Precinct.

Parramatta Road itself will form a green boulevard lined with taller buildings. North of Parramatta Road the built form will taper towards the M4 Motorway in the north, providing a transition in height and density. Two residential communities will flank Good Street and be centred on new neighbourhood open spaces.

KEY ACTIONS



Land uses

- Mixed-use core between Granville Station and Parramatta Road
- Non-residential uses fronting Parramatta Road and transitioning to residential towards the north of the Precinct
- Mixed uses along the southern end of Church Street with employment uses fronting Church Street consistent with the City of Parramatta's Auto Alley Planning Framework
- Employment uses and residential uses fronting Holroyd Sportsground, west of Woodville Road
- Industrial uses within the 'Mort Street Y-Link' lands, being the land bound by three rail lines and the Clyde employment lands



Transport and movement

- Capitalise on reliable and frequent servicing of Granville Railway Station and Granville Bus Interchange and the future suburban or rapid transit along Parramatta Road
- Recognise that Parramatta Road, Woodville Road, Bold Street and James Ruse Drive will continue to perform as key movement corridors
- Formalise Church Street as a Vibrant Street
- Formalise Cowper Street (part) as a Place for People



Place-making

- A new urban plaza adjacent to railway station for the community to meet and interact that can be used in a variety of ways and could host small markets, community-based events or provide a passive recreation space
- Centre retail and mixed-use activity such as supermarkets, indoor recreation and child care will be centred around Good Street, Cowper Street, and Rowell Street
- Create new connections to facilitate access to and around the town centre, existing community facilities and public transport
- Recognise Granville as one of Sydney's oldest suburbs by preserving and incorporating heritage elements in the built form and streetscape
- Recognise the historical identity of 'Parramatta Junction' and acknowledge/reinforce that it is a junction, both of rail lines and of suburbs/centres, being the southern extent of Parramatta, western extent of Granville, northern/eastern extent of Holroyd/Merrylands



Open space, linkages and connections

- Deliver a new 3,000m² public park on Albert Street/Prince Street
- Improve FS Garside Park
- Enhance north-south connections to increase accessibility of employment, recreation and cultural opportunities in the Parramatta CBD
- Increase permeability through new laneways and through site links
- Plan for a new pedestrian connection over Granville Railway Station to enhance links to the existing town centre and community facilities south of the rail line
- Provide new cycle links along Good Street, Victoria Street, Gray Street, Cowper Street and Alfred Street, among other locations

Auburn Precinct

Councils

Cumberland

Population

2,200 new people by 2050

Homes

1,000 new homes by 2050

Jobs

12,800 new jobs by 2050

Significant places

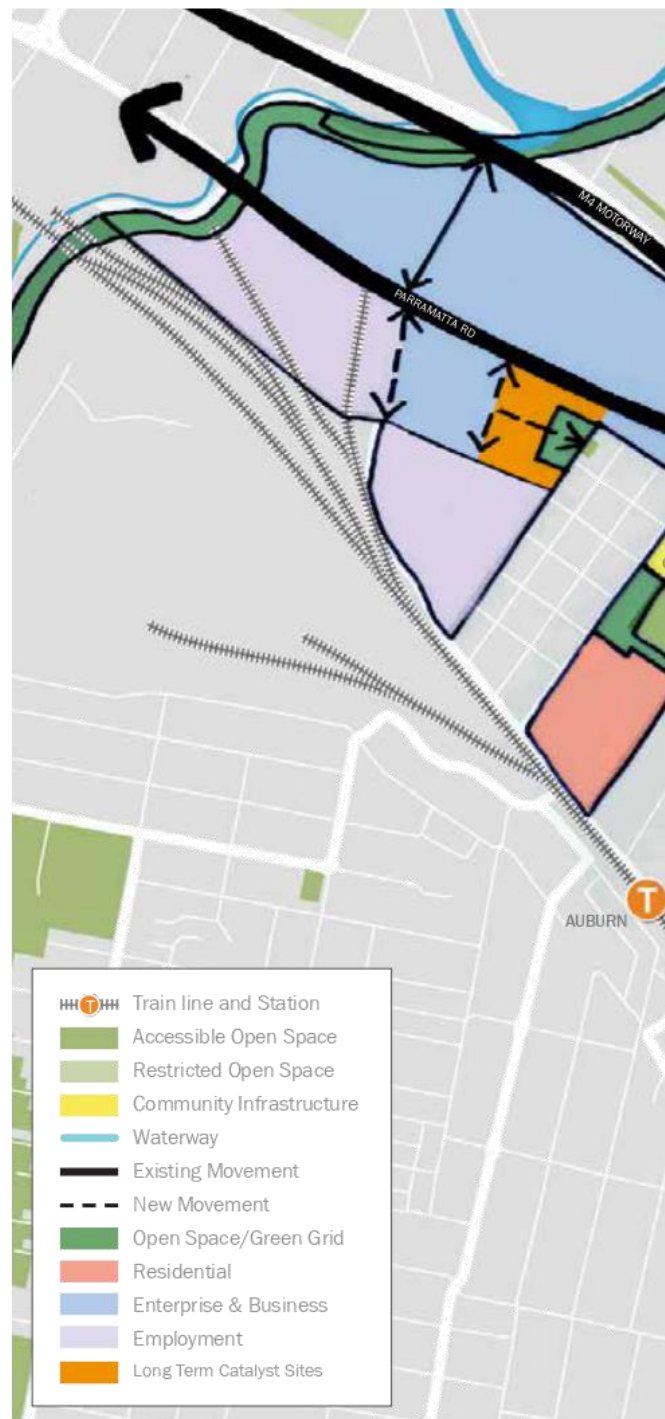
- North Auburn Public School
- Auburn Girls High School
- Auburn Park

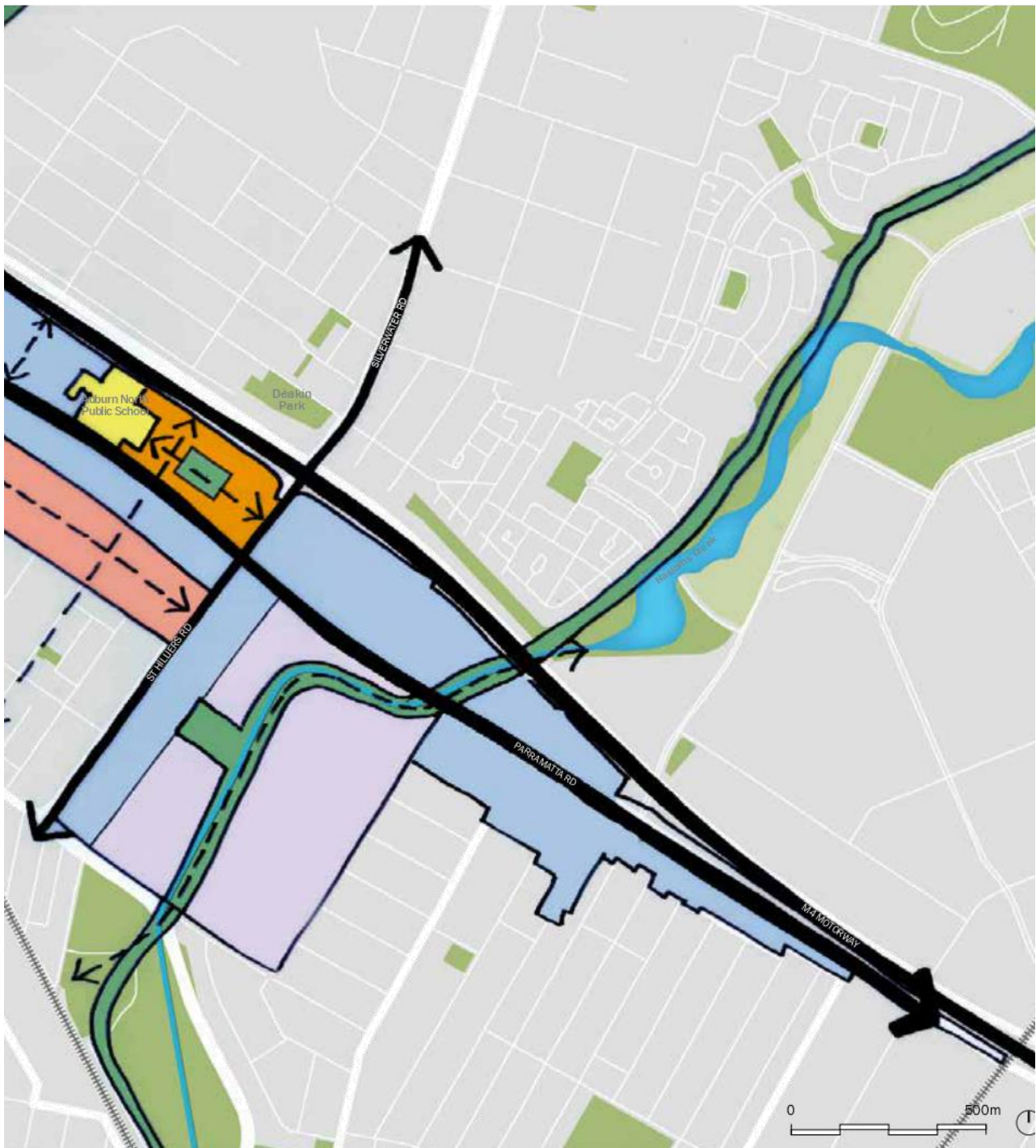
Urban renewal opportunities

- Land fronting Parramatta Road, Adderley Street, St Hilliers Road, Rawson Road, Highgate Street and Hampstead Road
- North Auburn residential area between Braemar Avenue, Karrabah Road, Rawson Street, and St Hilliers Road

Challenges

- Fragmented ownership and small lots
- Overcoming physical barriers and busy roads, such as Parramatta Road, St Hilliers Road and the M4 Motorway
- Interface issues between areas undergoing renewal and long term employment lands
- Presence of key infrastructure such as a intermodal terminal
- Perception of safety outside of daylight hours when business activity is reduced.





Auburn Precinct



Auburn is the major employment area along the western part of Parramatta Road. It will continue to serve this function into the future for both enterprise activities and light industrial uses, by evolving into a strengthened employment corridor with a unified and welcoming streetscape.

The development pattern in the Auburn Precinct has been influenced by historical land use patterns and access to transport, with smaller scale residential development within the walking catchment of Auburn Station, and business and employment uses directly fronting Parramatta Road and the M4. This pattern will be reinforced with the revitalisation of Parramatta Road.

Land immediately fronting Parramatta Road will continue to serve an employment purpose. As development proceeds, new setbacks and landscaping opportunities that contribute to an overall greening of the Corridor will be encouraged.

A new creative Precinct will be located at the junction of Parramatta Road, St Hilliers Road and the M4. This Precinct can serve as a marker for Auburn along the motorway. Residential infill development will be located between Parramatta Road and Auburn Station around Auburn Park.

In addition to Auburn Park, the Precinct benefits from access to Haslams Creek and Duck River, which can, over time, be reinforced as green links connecting to Parramatta River.

KEY ACTIONS



Land uses

- Increase Auburn's role for regional employment and large format retail by retaining and growing jobs that respond to the changing needs of Sydney's economy
- Facilitate more efficient and diverse employment uses, including emerging sectors and new innovative industries
- Encourage higher density residential uses within reasonable walking catchments of public transport
- New social infrastructure



Transport and movement

- Capitalise on the good access to the heavy rail and future potential suburban or rapid transit buses
- Recognise that Parramatta Road, St Hillier's Road and Silverwater Road will continue to have a movement function



Place-making

- Capitalise on the existing large lot sizes which can support redevelopment opportunities
- Create a unified and inviting streetscape building on existing improvements and with new developments
- Create a series of local activity nodes to support employees
- New and expanded open space and public domain
- Heritage retention and conservation
- Improved building design quality



Open space, linkages and connections

- Leverage new development to provide new open space and high quality and active public domains
- Reinforce Northumberland Road and Macquarie Road as key pedestrian streets linking Auburn Town Centre to North Auburn Public School
- Preserve a green buffer along parts of Duck River and Haslam's Creek
- Pursue new through-site links where possible to improve pedestrian and cycling permeability

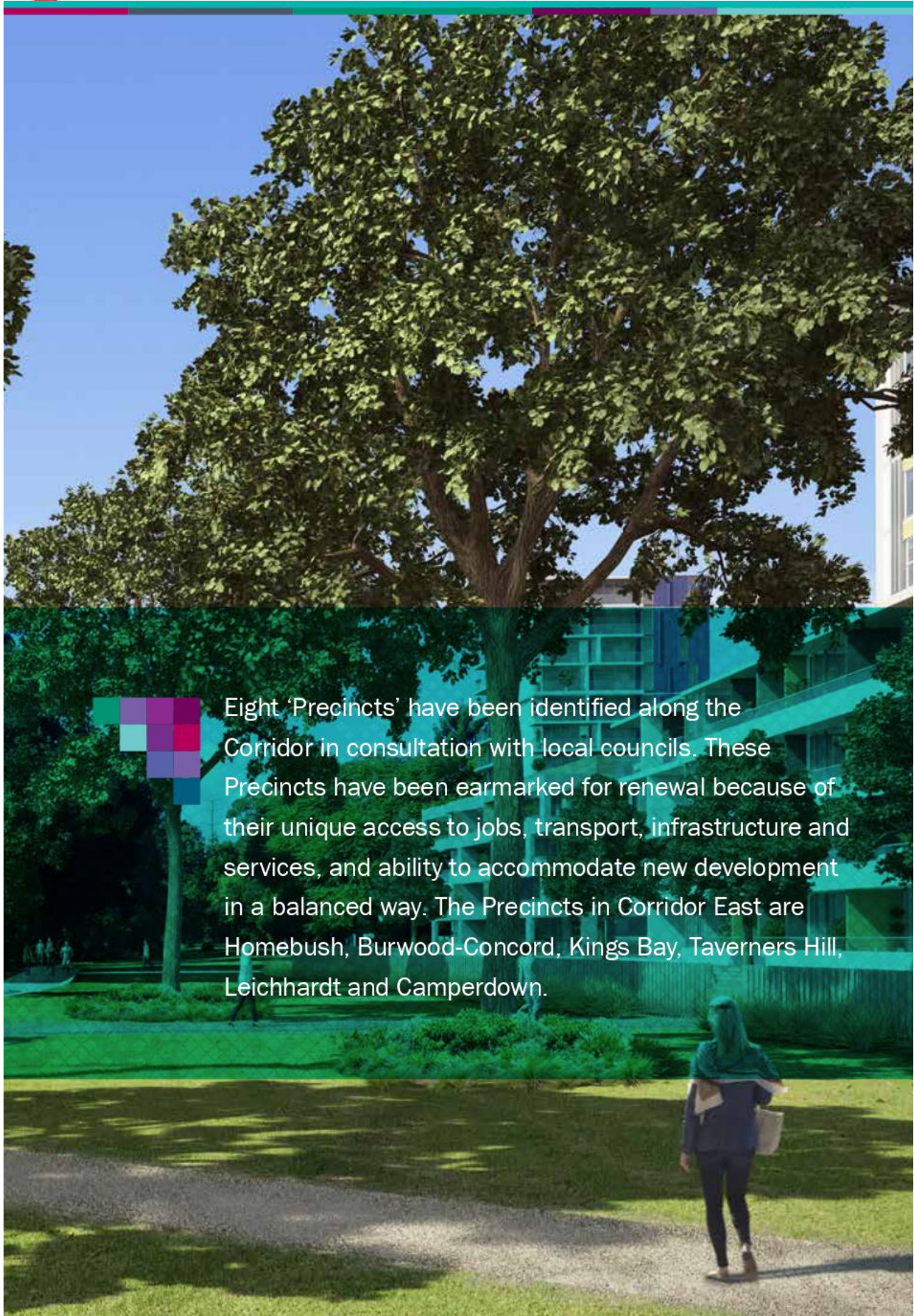


6

Corridor East Precincts and Frame Areas

This section covers the following subjects:

- Homebush Precinct
- Burwood–Concord Precinct
- Kings Bay Precinct
- Taverners Hill Precinct
- Leichhardt Precinct
- Camperdown Precinct



Homebush Precinct

Councils

Strathfield, City of Canada Bay

Population

19,500 new people by 2050

Homes

9,500 new homes by 2050

Jobs

12,900 new jobs by 2050

Significant places

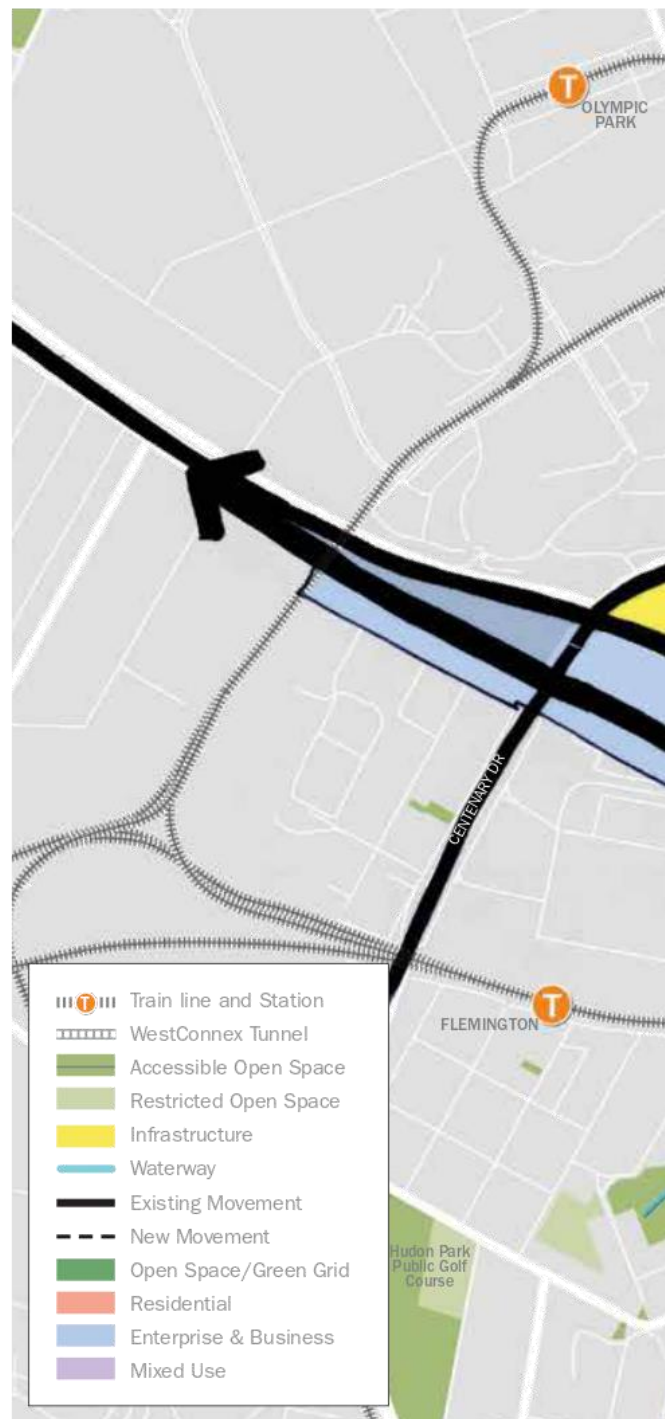
- Bakehouse Quarter
- DFO Outlet
- Sydney Markets
- Strathfield Triangle Heritage Conservation Area
- Powells Creek Reserve
- Mason Park, Bressington Park and Bicentennial Park

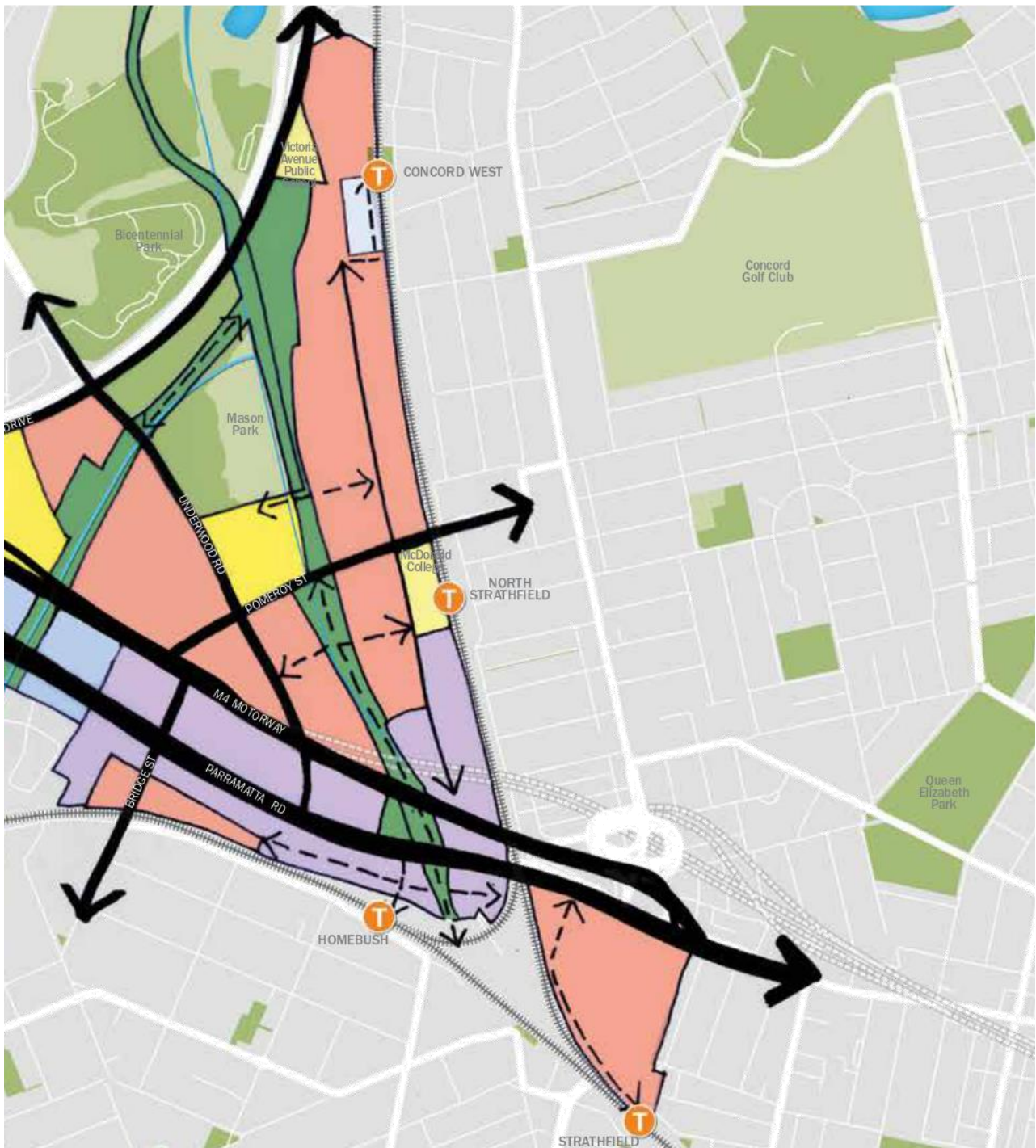
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Land north of the M4 Motorway around Underwood Road, Wentworth Road and Homebush Bay Drive

Challenges

- High levels of on-street car parking
- Pedestrian access across Parramatta Road from Powells Creek Reserve to Homebush Station
- Movement and circulation around the WestConnex portal
- Delivery of new open space under the M4 Motorway
- Long term demand for new school infrastructure
- Transitioning built form around sensitive locations and low-density areas
- Flooding impacts in Concord





Homebush Precinct



Homebush Precinct is strategically located between Sydney's two main CBDs and near the junction of two major rail routes. This key location provides the opportunity to transform Homebush into a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

The activity hub of the Precinct will be located between Homebush Station, North Strathfield Station and Strathfield Station. This area will have a revitalised and active urban mixed-use character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the Bakehouse Quarter and the curved alignment of Parramatta Road. Taller residential buildings will mark the core of the Precinct near all three stations.

A dense network of streets will extend northward and westward from the activity hub through the Precinct to provide walkable medium-density residential neighbourhoods oriented to the open space network. The green corridor of Powell's Creek will reach from the heart of the Precinct to Sydney Olympic Park and Homebush Bay beyond.

KEY ACTIONS



Land uses

- Employment and mixed-use focus on both sides of Parramatta Road and through the Bakehouse Quarter
- Retention of the existing low-density character in North Strathfield and Concord West, east of George Street between Allen Street and Conway Avenue
- Medium and high-density residential development in select locations around key transport nodes
- Explore opportunities for new school infrastructure with co-located community facilities within the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections offered by the Parramatta Light Rail
- Capitalise on development potential around transport nodes, including Strathfield, Flemington, Homebush, North Strathfield, and Concord West stations
- Acknowledge Parramatta Road, Homebush Bay Drive and Leicester Street will continue to be key movement streets in the Precinct
- Formalise George Street as a Place for People
- Reduce car dependency by improving access to public and active transport infrastructure



Place-making

- Undertake public domain improvements to Station Street and Homebush Station as a key link to public transport
- Establish strong activity on Parramatta Road
- Break up large blocks with laneways and through-site links where possible
- Facilitate site amalgamation to provide opportunities for master-planned redevelopment which delivers good public open space outcomes and other benefits
- Explore adaptive re-use options for heritage items and the conservation area near the Homebush Station



Open space, linkages and connections

- Reinforce the Powells Creek corridor as a linear north-south greenway with active transport links to Mason Park Wetlands, Sydney Olympic Park and Bicentennial Park to the north
- Reinforce the Bridge Road cycle link as part of the Bay to Bay regional cycle network
- Enhance east-west connections, particularly across the Northern Rail Line, Powells Creek, the M4 Motorway, George Street and Pomeroy Street
- Create two new active transport linkages across Powells Creek at Hamilton Street and Lorraine Street
- Reinforce George Street, Lorraine Street, and Hamilton Street as key streets prioritised for pedestrians
- Leverage new development to provide new open space, high quality and active public domains and new through-site links

Burwood-Concord Precinct

Councils

City of Canada Bay, Burwood

Population

11,400 new people for 2050

Homes

5,500 new homes for 2050

Jobs

3,800 new jobs for 2050

Significant places

- Burwood Town Centre
- Burwood Park
- Concord Oval, Cintra Park and St Luke's Park
- Goddard Park
- Queen Elizabeth Park
- Concord Community Centre
- MLC School
- Concord High School
- Concord Public School
- Low-scale, high-character residential streets north of Burton Street

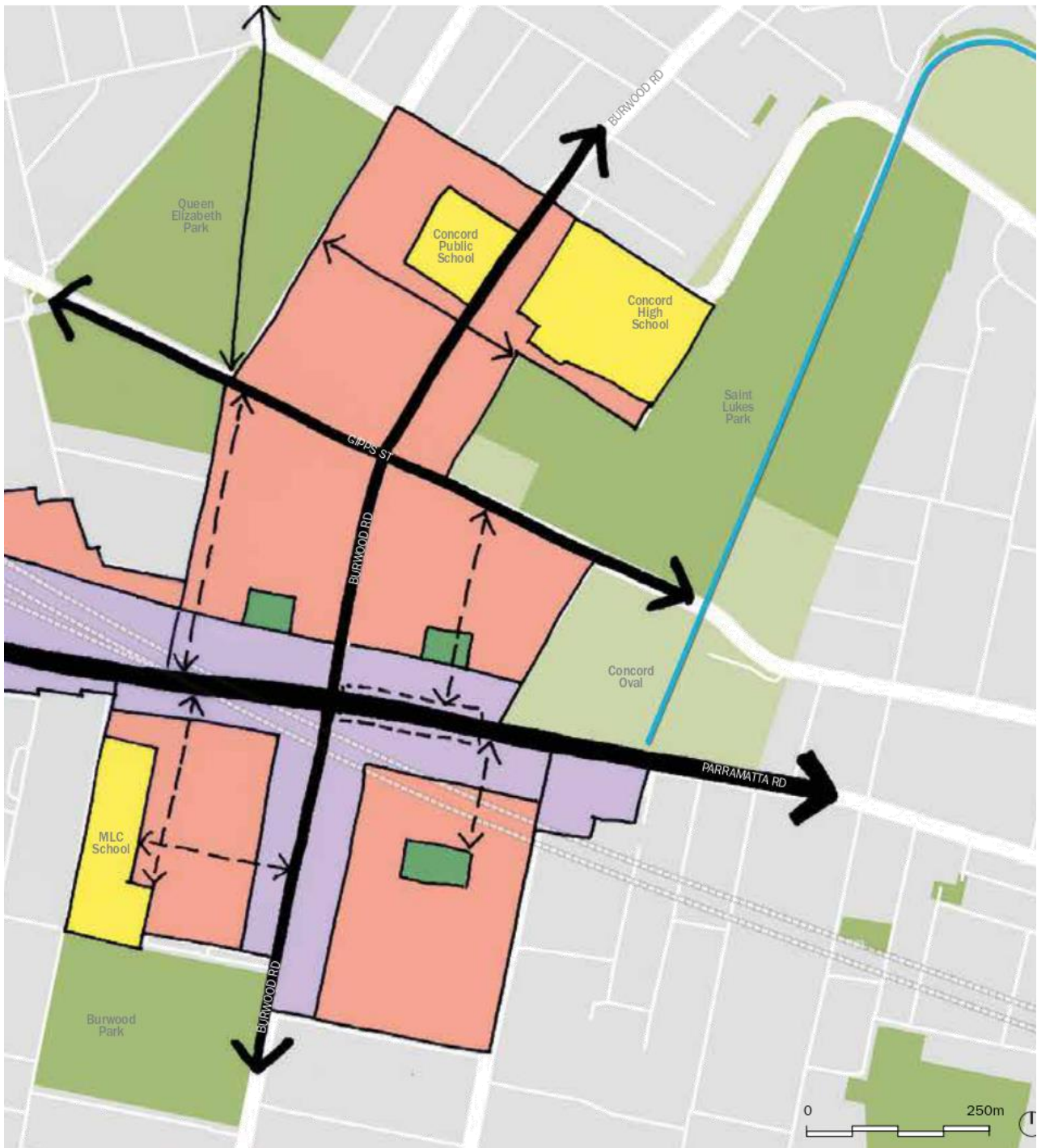
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Land south of Parramatta Road

Challenges

- Fragmented land ownership and small lots
- Managing planning in areas which include transitions from larger-scale development to low-scale and heritage-listed buildings
- The function of Burwood Road when rapid transit is delivered
- Burwood Road will become the main spine road linking renewal areas with the amenity and services offered in the Burwood Town Centre.





Burwood-Concord Precinct



The Burwood-Concord Precinct will develop to reinforce its role as the major centre for the Corridor, allowing for a greater diversity of housing while maintaining the quality of buildings in the area.

The Precinct will also connect to existing open space areas, such as Burwood Park to the south, and Queen Elizabeth Park and St Luke's Park to the north. The northern parks are part of the open-space network that leads to the Harbour.

Extending north from Burwood Station, the renewed streetscape will likely continue to Parramatta Road and form part of the regeneration of the Parramatta Road area.

Streets within the Precinct will include tall and medium-density residential buildings, and mixed-use buildings. Residential development will occur in adjacent streets. This development will be designed to sensitively respond to the character of heritage structures, open space, educational facilities and existing residential neighbourhoods.

Built form will generally taper down towards the north, transitioning to the adjoining lower-scale residential areas. The area north of Parramatta Road will be characterised by lower-scale development that will provide additional definition to street edges and open space areas.

The Precinct's new open spaces and road connections will provide a denser network of walkable paths and reinforce links to surrounding open space areas. New streets are planned north of Parramatta Road, while new open space is included in the area south of Parramatta Road. These changes will increase connectivity and encourage pedestrian traffic.

KEY ACTIONS



Land uses

- Facilitate the mixed use of land on both sides of Parramatta Road and Burwood Road (south), to complement the existing active and vibrant Burwood town centre
- Reinforce non-residential use of ground and first-floor developments along Burwood Road
- Encourage appropriately scaled residential development across the remainder of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to two major transport modes (heavy rail and rapid transit along Parramatta Road)
- Recognise Parramatta Road
- Formalise Burwood Road as a Place for People



Place-making

- Create a gateway to Burwood town centre at the junction of Parramatta Road and Burwood Road
- Appropriately respond to the existing urban grid with a network of roads, streets and laneways, in keeping with the existing urban character
- Facilitate the amalgamation of certain sites to create opportunities for redevelopment into additional open space or public domain areas
- Reduce residential car parking rates to decrease car dependency and increase use of public transport
- Transition heights in appropriate locations



Open space, linkages and connections

- Recognise and celebrate the northern part of Burwood-Concord as one of Sydney's original garden suburbs
- Develop strong active transport connections to existing open space in and around the Precinct, including along Britannia Avenue, Broughton Street, Queens Road, Luke Avenue, Arthursleigh Street and Shaftesbury Road
- Recognise the need for new development which includes high quality open space and well-connected public areas

Kings Bay Precinct

Councils

City of Canada Bay, Burwood, Inner West

Population

5,200 new people for 2050

Homes

2,500 new homes for 2050

Jobs

2,900 new jobs for 2050

Significant places

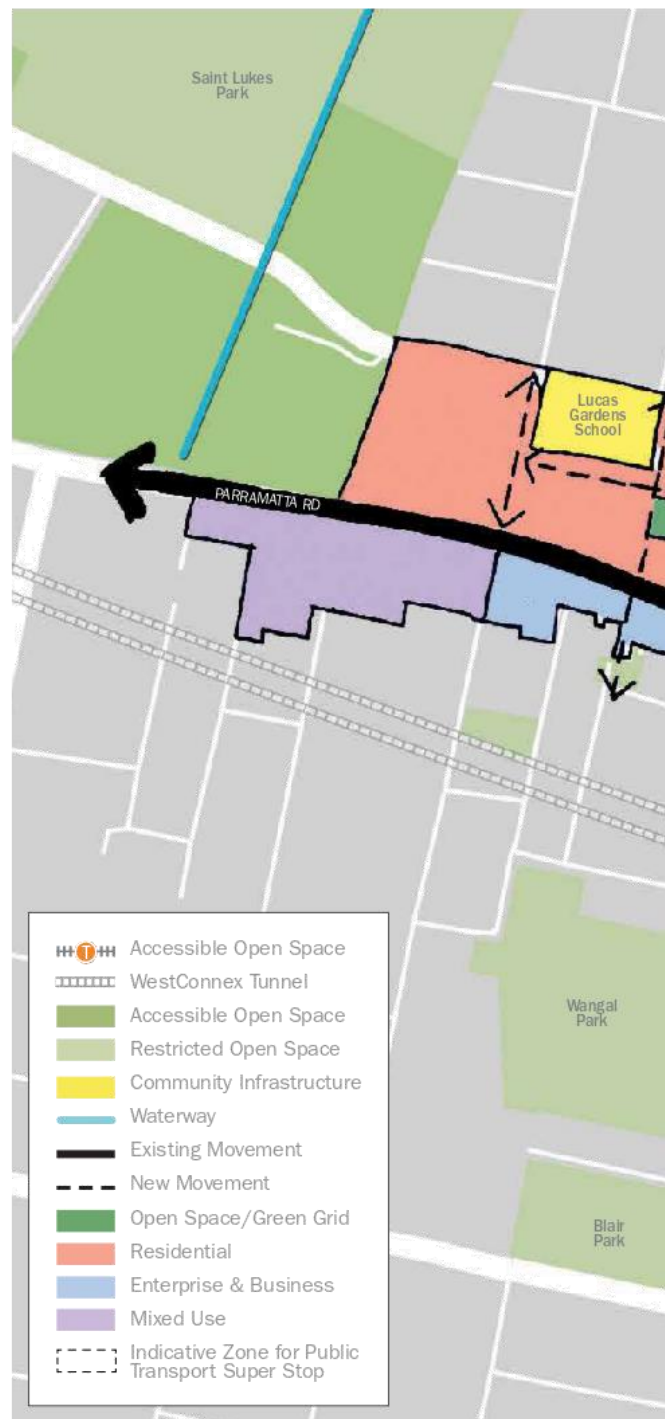
- Concord Oval, Cintra Park and St Luke's Park
- Barnwell Park
- Wangal Park
- Blair Park
- Centenary Park
- Five Dock Leisure Centre
- Rosebank College
- Lucas Gardens School
- Low-scale, high-character residential streets south of Parramatta Road at the edges of the Precinct

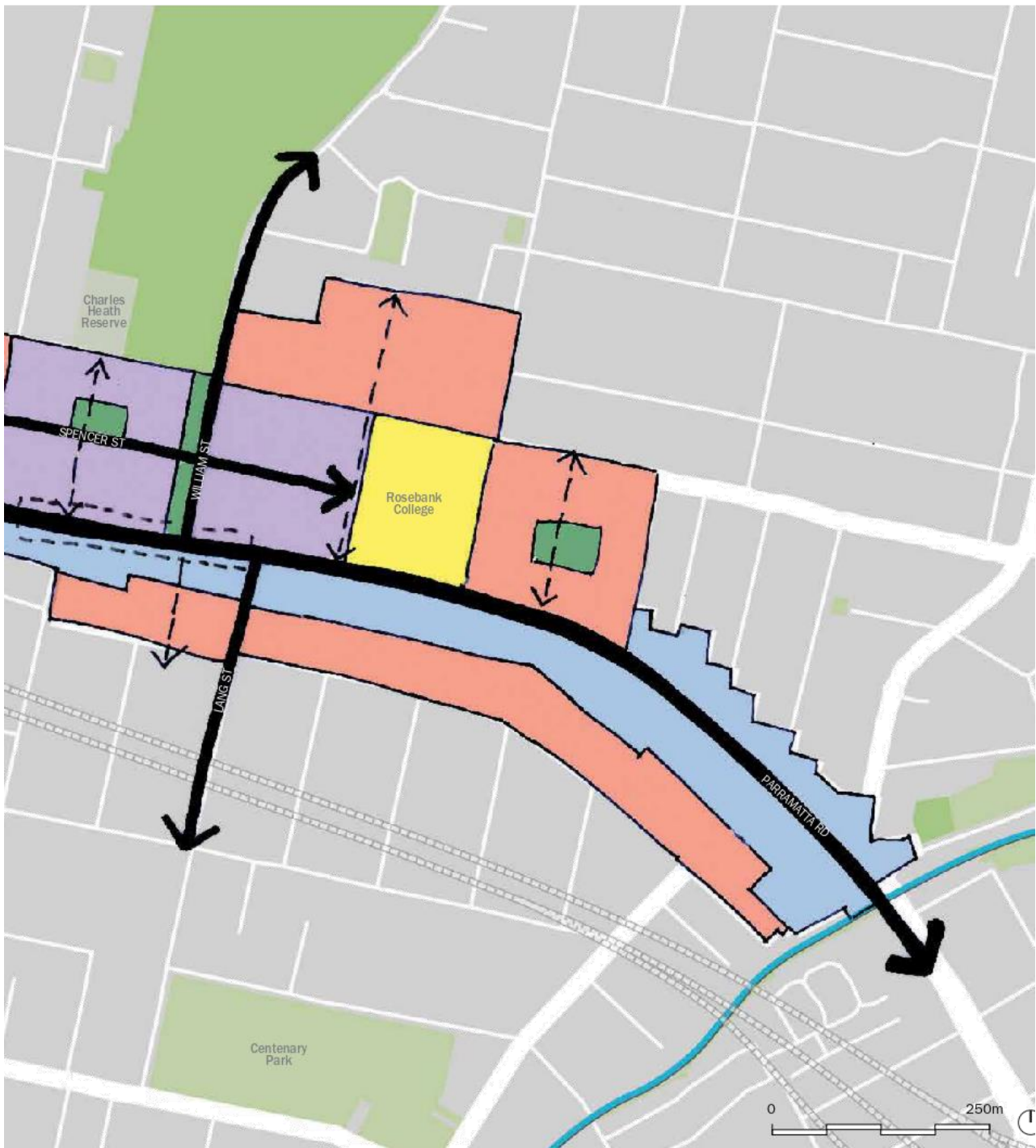
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Spencer Street
- William Street
- Regatta Avenue
- Kings Road

Challenges

- William Street is currently a very narrow street
- Fostering urban support services, such as mechanics, upholsterers and other local activities
- Transitioning development height and density south of Parramatta Road towards low density and heritage areas





Kings Bay Precinct



Kings Bay is envisaged as a new residential urban village with a Parramatta Road address. It will have a dense network of streets and an identity built on its proximity to Sydney Harbour.

Spencer Street will form the basis of a new and compact local centre – an east-west axis for local shops and services, and a new address for medium and high-density residential development. Taller residential buildings will mark the centre of the Precinct at the corner of Parramatta Road, William Street and Spencer Street. The scale of development will gradually decrease towards adjacent residential areas and Rosebank College.

A new green corridor will be created along William Street to reinforce connectivity to Barnwell Park Golf Course and the foreshore, while providing a green marker along Parramatta Road at the centre of the Precinct. Other new features include a series of active transport connections across blocks, and the extension of Spencer Street to the east and west.

KEY ACTIONS



Land Uses

- Facilitate the mixed uses of land on both sides of Parramatta Road between Regatta Road and Scott Street
- Develop a new local village around Spencer Street
- Encourage medium and high-density residential development north of Parramatta Road, with limited, appropriately scaled residential development south of Parramatta Road



Transport and movement

- Capitalise on reliable, frequent rapid transit to service the new population
- Reinforce active transport links to Croydon Station
- Benefit from the potential decrease in traffic volumes on Queens Road as a result of WestConnex
- Recognise Parramatta Road will continue to have a movement function
- Formalise Spencer Street as a Place for People
- Formalise Parramatta Road west of Walker Street and east of Short Street as a Vibrant Street
- Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions



Place-making

- Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections
- Establish a new, high-amenity neighbourhood hub, focussed around Spencer Street, with low traffic
- Retain and build on existing lifestyle/recreation businesses in and around the Precinct
- Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment



Open space, linkages and connections

- Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore
- Create mid-block, through-site links and prioritised pedestrian connections
- Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barnwell Park Golf Course and Walker Street
- Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east

Taverners Hill Precinct

Councils

Inner West

Population

3,300 new people for 2050

Homes

1,300 new homes for 2050

Jobs

4,100 new jobs for 2050

Significant places

- Low-scale, high-character residential streets north of Beeson Street, along Upward Streets and south of Cook Street
- Kegworth Public School
- Hawthorn Canal
- GreenWay
- Lambert Park

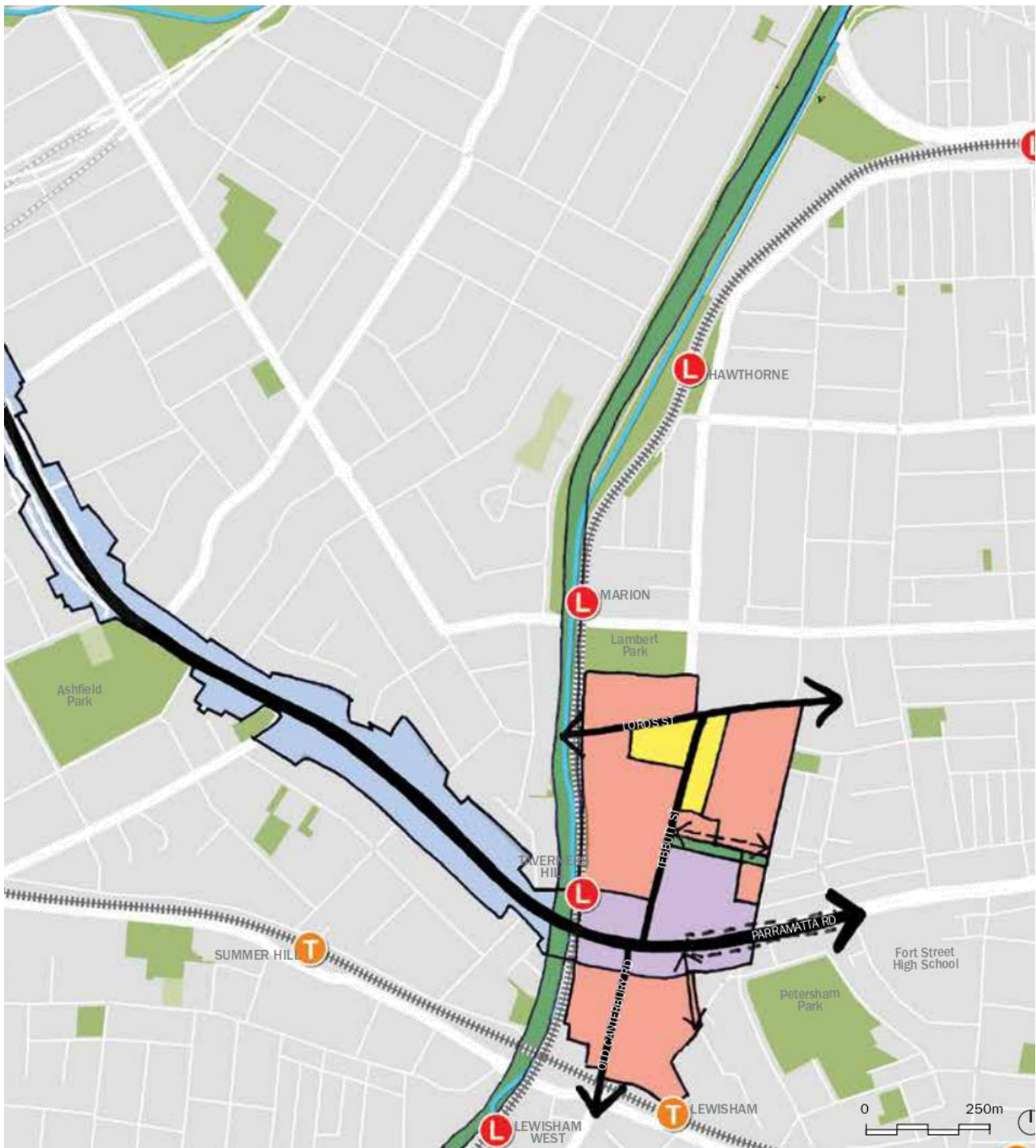
Urban renewal opportunities

- Land immediately fronting Parramatta Road
- Tebbutt Street to Hathern Street
- Lords Road

Challenges

- Fragmented land ownership and small lots
- Overcoming physical barriers such as Parramatta Road, the M4 Motorway and the Western Rail Line





Taverners Hill Precinct



Taverners Hill is a mixed-use area with varied buildings and differences in streetscape character. Old Canterbury Road and Tebbutt Street form a north-south axis linking Market Place at Marion Street with Lewisham Station at Thomas Street. The Precinct is also served by light rail with two stations along its western edge.

The area's existing character will be bolstered by the creation of an urban village with:

- strong transport links via the adjoining GreenWay and Hawthorne Canal
- a revitalised neighbourhood centre
- enhanced accessibility to nearby public transport modes and high amenity neighbourhood parks, squares, and leafy streets just off Parramatta Road.

Tebbutt Street will be reinforced as the Precinct's main street. Residential development will take place around this area, providing defined streets and open spaces. Taller buildings will be developed along Parramatta Road and close to the light rail stops. All building developments will need to take into

account existing heritage elements. Retail activities will be centred in Tebbutt Street, while various business enterprises will line Parramatta Road.

New east-west connections will provide better walkability and connectivity across the Precinct from adjacent areas to public transport nodes. Improvements to the pedestrian environment at Hathern and Brown Streets, where traffic crosses Parramatta Road, will be central to improving liveability in the Precinct. Opportunities to create additional local open spaces will also be explored.

KEY ACTIONS



Land uses

- Maintain an employment focus on both sides of Parramatta Road, Tebbutt Street, Upward Street and George Street
- Retain the existing low-density character across the remainder of the Precinct
- Encourage appropriately scaled residential development in select locations to attract and retain people in the core of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Capitalise on the good access to three major transport modes: light rail, heavy rail and frequent buses along Parramatta Road
- Formalise Parramatta Road east of Hawthorne Canal as a vibrant Street



Place-making

- Establish a new high-amenity neighbourhood hub along Tebbutt Street/Upward Street that benefits from the Kolotex/Labelcraft site redevelopment
- Create an activity node around the Taverners Hill Light Rail stop
- Create a new link between Upward Street and George Street



Open space, linkages and connections

- Leverage new development to provide new open space and high-quality and active public domains
- Complete missing links along the GreenWay, including under Parramatta Road and Longport Street
- Capitalise on the proximity to light rail by providing increased connectivity for pedestrians and cyclists where possible
- Extend Nestor Lane east to the edge of the Precinct
- Create a new east-west cycle link along the extended Nestor Lane
- Connect Upward Street, George Street and Flood Street as a new pedestrian and cycle link
- Prioritise Tebbutt Street and Flood Street as key pedestrian routes

Leichhardt Precinct

Councils

Inner West

Population

2,100 new people for 2050

Homes

1,100 new homes for 2050

Jobs

3,250 new jobs for 2050

Significant places

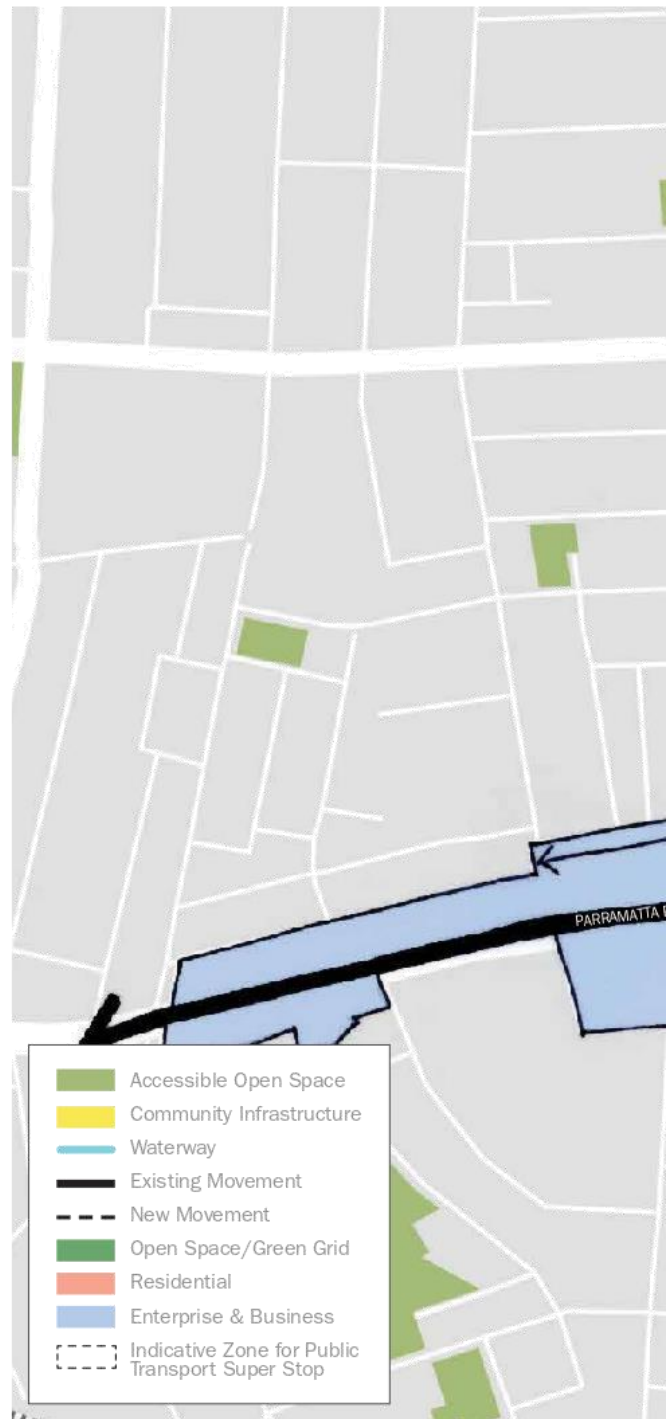
- Norton Street
- Annandale Heritage Conservation Area
- Leichhardt Public School
- The Forum

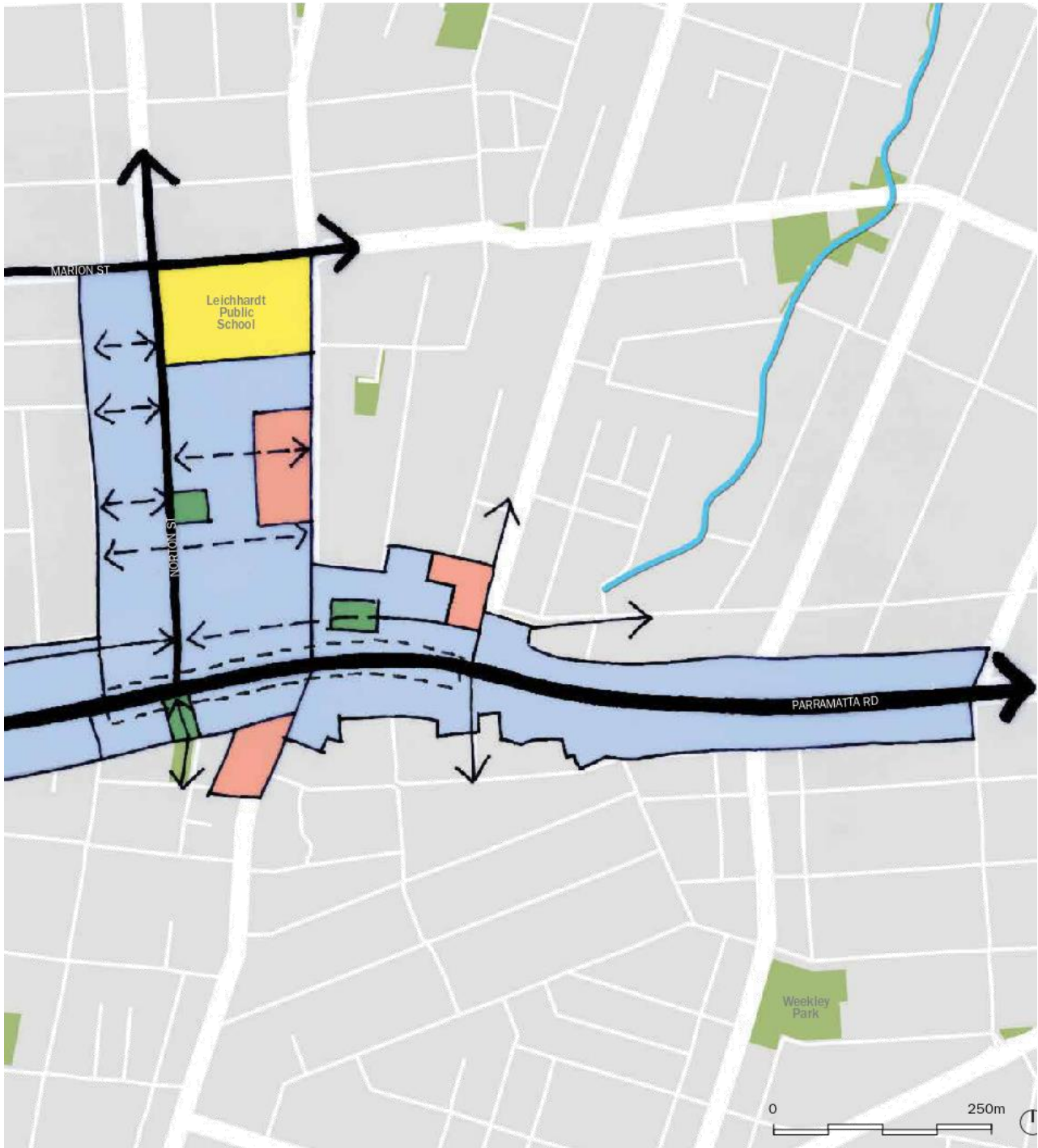
Urban renewal opportunities

- Redevelop the car park site and buildings east of Norton Street
- Select infill properties on the western side of Norton Street, which also offer the opportunity to unblock east-west connections and connect Albion Street to Jarret Street via the Forum

Challenges

- Reversing economic decline along Norton Street, particularly the retail vacancies
- Establishing new connections to improve access between the long and deep street blocks, large-format retail and heritage sites
- Improving pedestrian amenity of Parramatta Road
- Exposure to aircraft noise and height restrictions due to aircraft may pose constraints on development
- Small residential lots and fragmented ownership
- Providing additional open space areas and community facilities





Leichhardt Precinct



The Leichhardt Precinct is located on one of the highest points of the Corridor. For a long time, Leichhardt, and especially Norton Street, served as a cosmopolitan hub with a strong dining focus, especially in Italian cuisine. In recent times, the Precinct has lost some of its vibrancy.

The area benefits from a strong grid street structure, which has good amenity in areas further away from Parramatta Road. The relatively intact heritage appearance within the Annandale Heritage Conservation Area is particularly notable.

There are opportunities to reinvigorate Leichhardt and activate Norton Street and Parramatta Road by promoting new businesses and introducing wider residential use of certain areas. Leichhardt is becoming an attractive area for young professionals and young families given its proximity to amenities and the Sydney CBD.

New economic strategies will be developed and implemented to attract new small businesses that can benefit from Leichhardt's role as a local centre, while reinforcing and respecting the existing character

of the Precinct. Residential densification will be encouraged in areas that are appropriate and less sensitive in order to bring additional residents into the Precinct.

The Parramatta Road streetscape will be improved through tree planting, pavement treatments and incorporation of public art into the design of roadway furnishings. Other small-scale improvements will also provide a better pedestrian environment for the community. Opportunities for creating through block links, allowing finer grained pedestrian circulation, will also be explored.

KEY ACTIONS



Land uses

- Create a truly mixed-use Precinct focused around Norton Street
- Encourage appropriately scaled residential development to attract and retain people in the core of the Precinct



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Formalise Parramatta Road as a Vibrant Street, and Norton Street as a Place for People



Place-making

- Capitalise on new transport connections to rebrand and create a new Norton Street identity
- Provide a 'Gateway' to Norton Street at Parramatta Road that is mirrored at Marion Street
- Identify short to medium-term opportunities for new public domain and spaces
- Enhance side streets, including Thomley Street, Hay Street, Charles Street and Railway Street, as public spaces
- Improve pedestrian conditions along Parramatta Road through traffic light phasing, reduced speed limits, increased crossing points, enhanced footpath design, and tree planting in side streets as well as along Parramatta Road



Open space, linkages and connections

- Leverage new development to provide new open space and high quality and active public domains
- Improve north-south movements, especially along Norton Street/Crystal Street, including a major crossing of Parramatta Road
- Provide new links and a network of pedestrian and cycling connections to increase circulation and permeability in the Precinct
- Create the Dot Lane cycle link and a new cycle link from Tebbutt Street to the GreenWay along Kegworth Street

Camperdown Precinct

Councils

Inner West, City of Sydney

Population

1,400 new people for 2050

Homes

700 new homes for 2050

Jobs

2,300 new jobs for 2050

Significant places

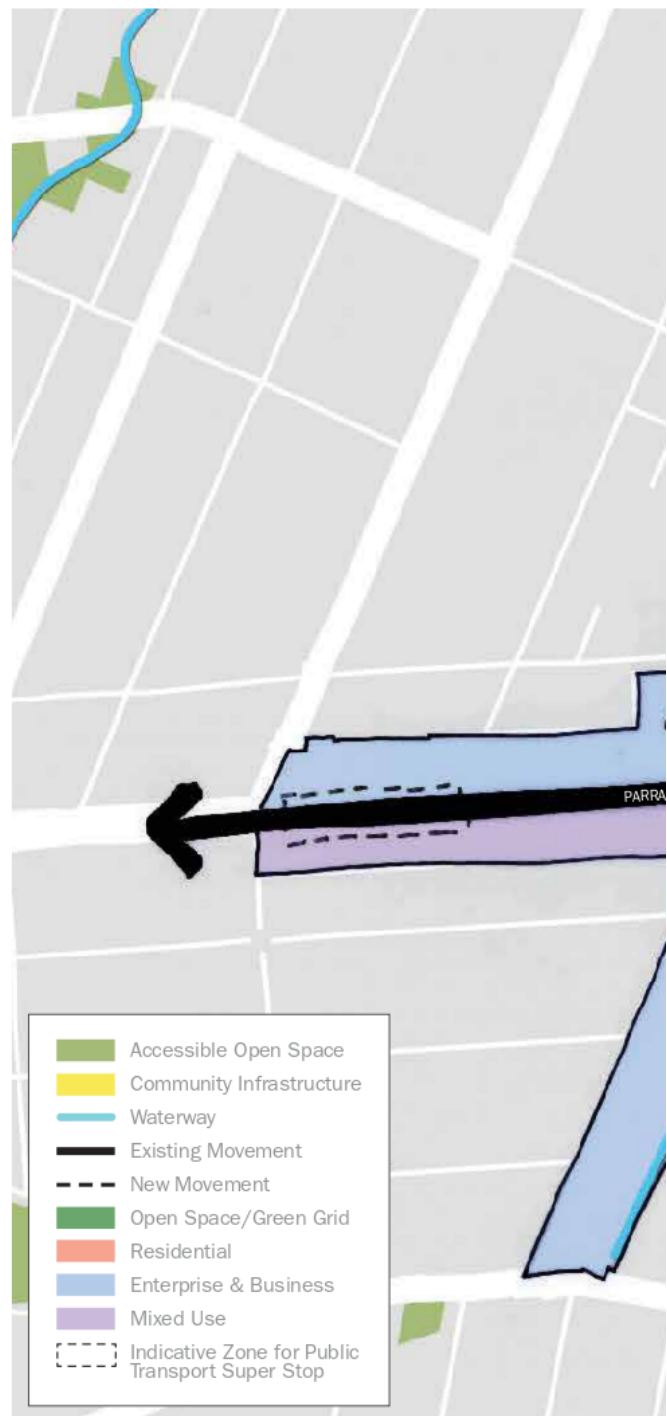
- Gantry redevelopment
- Franks Building
- University of Sydney
- Royal Prince Alfred Hospital
- O'Dea Reserve
- Camperdown Park
- Johnstons Creek corridor

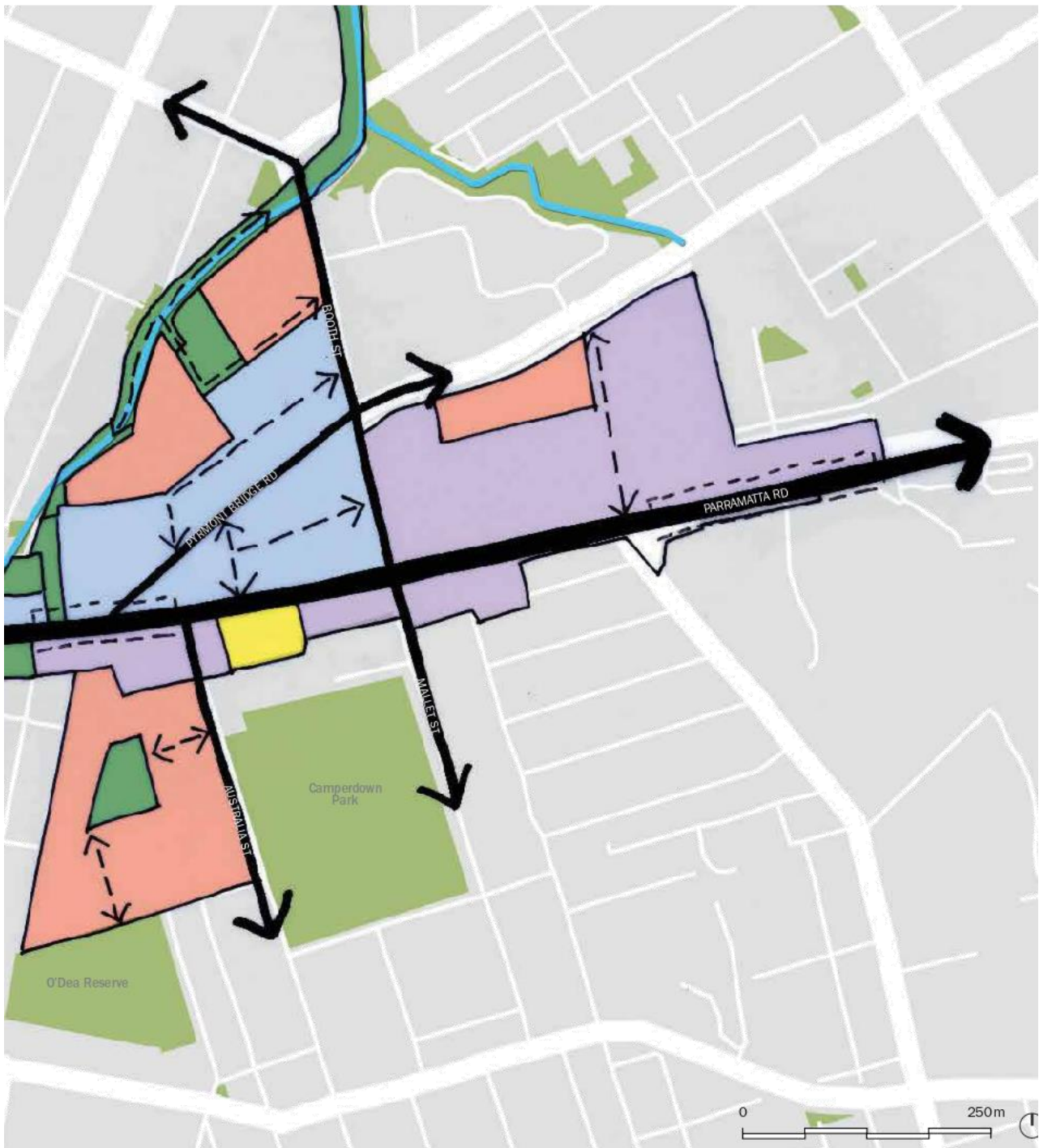
Urban renewal opportunities

- The 'Camperdown Triangle' – land bound by Parramatta Road, Mallet Street and Pyrmont Bridge Road as a biomedical hub
- Hordern Place Industrial Area – land bound by Australia Street, Cardigan Lane, Gantry Lane and O'Dea Reserve

Challenges

- Noise and air quality conditions on Parramatta Road and to a lesser extent on Pyrmont Bridge Road
- Fragmented land ownership, small lots, and industrial strata land holdings that may be a short term barrier to development and new connections but should not be a long term obstacle
- Flooding potential associated with Johnstons Creek





Camperdown Precinct



Camperdown will leverage its proximity to University of Sydney and Royal Prince Alfred Hospital to generate jobs in specialised education and medical industries. Student and affordable housing will be provided through innovative models.

The Camperdown Precinct is a relatively flat area, except where it slopes down towards Johnstons Creek. The area is characterised by narrow, disconnected streets. It has been shaped by the subdivision of historical landholdings and disrupted by creek lines. Some blocks have poor east-west connections, pushing pedestrian and cyclists to Parramatta Road and Pyrmont Bridge Road. A new park is proposed to be constructed by the City of Sydney Council at Lyons Road.

Camperdown is strategically located on the doorstep of Royal Prince Alfred Hospital and the University of Sydney. These major educational and health institutions are recognised across Australia and internationally.

The style of buildings in Camperdown is strongly influenced by the institutional presence and by industrial history, with rows of Victorian and Federation houses interspersed with larger-scale buildings of both institutional and industrial origin. The main institutions of the University of Sydney and the Royal Prince Alfred Hospital are increasingly dominant in determining the land uses, functions, and demographics of the area.

The Precinct is already transitioning to a vibrant high-density locality with diverse uses and buildings of different scales. It will continue to evolve into an attractive, highly urbanised neighbourhood with high-quality amenities.

The Precinct will take on a support role to the adjacent specialised activity institutions and their associated research centres by providing employment and ancillary floor space.

The Precinct will be focussed around the triangular shaped wedge formed by the intersection of Pyrmont Bridge Road, Mallett Street and Parramatta Road, and will form the western entry to the city. It will be marked by taller buildings catering to both residential and business markets, offering a potential home to any number of innovative and incubator businesses and research activities. The Precinct could develop a moniker, such as the 'Camperdown Triangle', to represent its synergy of health, education, technology and reinvention, attracting new business to this crossroad.

New residential development will primarily be located south of Parramatta Road, with potential for some development north of the central triangle. The development will be designed to sensitively respond to both the industrial character of heritage structures and the low-scale residential buildings in the adjacent heritage conservation area.

KEY ACTIONS



Land uses

- Prioritise Camperdown Precinct for biotechnology and employment uses that support the growth of the nearby institutions
- Reinforce the Layton Street cluster of shops and services as a local centre expanding westwards to Bignell Lane
- Focus residential development on students, key workers, and affordable housing



Transport and movement

- Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
- Formalise Parramatta Road as a Vibrant Street and Pyrmont Bridge Road as a Place for People
- Reinforce active transport, with low-priority given to additional private vehicle movements



Place-making

- Adapt, retain and celebrate the existing industrial heritage
- Develop Bignell Lane as a lively, mixed-use area with entertainment and other day/night social uses
- Reinforce and provide new opportunities for a network of streets and buildings of an appropriate scale through the Hordern Place Industrial Area
- Create a greener, friendlier and safer Cardigan Lane as an enhanced north-south walking and cycling route.
- Create streets that connect residents and workers to small, diverse, local and regional open spaces



Open space, linkages and connections

- Provide new open spaces in the Hordern Place Industrial Area, and in the north of the Precinct adjacent to Johnstons Creek
- Prioritise works to complete the Johnstons Creek green corridor, connecting the Precinct to the Bicentennial Parklands and the harbour foreshore walks
- Provide new cycle routes along Johnston's Creek, Mathieson Street, Chester Street and Guihen Street to improve connections with other cycleways

7

Developing the Strategy

This section covers the following subjects:

- How this Strategy was developed
- Drafting and community engagement
- Incorporating public feedback into the Strategy: our process
- Continuing engagement and opportunities to participate

This Strategy will help the Parramatta Road Corridor play its role in making Sydney an internationally competitive city, offering world-class urban areas and amenity. Via this Strategy, all agencies and stakeholders have engaged with the latest thinking informing urban transformation in today's world – for tomorrow.

How this Strategy was developed

The Strategy has been developed over a period of more than three years. It is the culmination of an extensive process of technical studies and investigations, urban design and planning, and stakeholder consultation.

The views and responses of organisations and community members were received through a variety of channels at critical stages in the development of the Strategy. Consultation with the community

began in late 2013 through a series of planning sessions attended by community representatives and other stakeholders. In late 2014, the preliminary *Parramatta Road Urban Transformation Strategy* was displayed for comment. The community feedback received during that process was used to update the draft *Parramatta Road Urban Transformation Strategy* (draft Strategy), which the community had input into again in 2015.

Drafting and community engagement

The draft Strategy was displayed for public consultation by the Minister for Planning. An intense program of consultation and engagement occurred within government, and with stakeholders and the wider community between 17 September 2015 and 18 December 2015. Activities included focus groups, community information sessions, Mayoral and MP forums, online and paper surveys, random phone surveys, advertising, and meetings with major landowners and developers to ensure a wide range of community views were obtained. The project website and social media were important communication tools.

By the close of the consultation period, more than 3,700 responses had been received on the draft Strategy, including 900 formal submissions. The feedback indicated that 97 per cent of all respondents considered the Corridor to be in need of revitalisation. Less traffic, better public transport, more appealing streets and public spaces, and a

better environment for business were identified as necessary improvements in the Corridor. The following key themes emerged from surveys and written submissions received on the draft Strategy:

- development (land use, heights and density)
- character and amenity
- public transport
- social infrastructure
- traffic
- open space
- walking and cycling
- parking
- other comments and suggestions
- impacts to properties
- the consultation process.

The outcome of the 2015 consultation process, and how that has informed this Strategy, is documented in separate reports.

Incorporating public feedback into the Strategy: our process

All feedback received has been used to inform the final Strategy, and to formalise the vision, principles and strategic actions for the Corridor. Throughout early 2016, the Strategy, Implementation Tool Kit and resource documents have been revised and refined. *Informing the Parramatta Road Corridor Urban Transformation Strategy* has also been prepared and is a linking document between the *Consultation Outcomes Report*, May 2016 and the final version of the Strategy, showing how the feedback on the draft Strategy has informed the final Strategy.

The final suite of documents is the result of the work of many people and organisations. It reflects the passion the Corridor's residents, workers, visitors and other stakeholders have for Parramatta Road and its surrounds. The concepts and objectives included in the Strategy and Implementation Tool Kit have been drawn from stakeholders and the community, and have been tested through a rigorous process of discussion and feedback.

Continuing engagement and opportunities to participate

The engagement process has been, and will continue to be, a core part of the Strategy's implementation. All stakeholders, including local communities and businesses will be kept informed of the progress of the Strategy and there will be opportunities to participate in future stages of planning and to comment on aspects of implementation.



Parramatta Road Corridor Glossary

Active Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has an 'Active Frontage' if premises on the ground floor of the building facing the street are used for the purposes of retail premises. Residential lobbies are not considered an Active Frontage.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as an Active Frontage.

Active transport

Walking and cycling modes of transport.

Amenity

The quality of a public or private place to live, work or visit for both individuals and the community, and which makes it pleasant and agreeable to be. Amenity is important in the public, communal and private domains and includes the enjoyment of sunlight, views, privacy and quiet. It also includes protection from pollution and odours.

Articulation

Articulation refers to the detailed horizontal and vertical design and building elements used to add visual interest and define the scale of buildings and public domain.

Commercial Frontage

Suitable locations across the Corridor where activation and surveillance at the street level should be provided. A building has a 'Commercial Frontage' if premises on the ground floor of the building facing the street are used for the purposes of business premises.

A minimum of 75% of the nominated street frontage shown on the Activity Zone Plan shall be provided as Commercial Frontage. Residential lobbies/concierges in serviced apartment buildings are not considered a Commercial Frontage.

Cycle Link (Proposed)

Land identified for cycle links on the Precinct Plans. Cycle links include:

- regional bicycle corridors that connect to major destinations
- local bicycle network connections that connect to priority corridors and neighbourhood destinations within catchments
- along quiet local streets to connect residential destinations and local services

Decoupled parking

Parking that is spatially separated from the building which the parking services. It is also generally unbundled from the sale or rental of a dwelling or building.

Density

Density measures the intensity of people or built area, giving an indication of how intensely developed an area is. It is generally described as the number of people (workers and/or residents) or floor space over a given area. Net density compares the number of people or floor space over an individual lot or number of lots excluding public roads and open space. Gross density is used to measure the number of people or floor space over a larger area and includes all land within the area measured.

Design excellence

Design excellence fosters design outcomes that go beyond statutory requirements to achieve innovative liveability, sustainability, aesthetic and functionality outcomes in buildings and the public domain.

Desired Through Site Link

Land identified on the Precinct Plans. A Desired Through Site Link is to be provided in the indicative location as a publicly accessible link to improve pedestrian and/or cycling connectivity and access to public transport and/or open space/community facilities. A Desired Through Site Link should be a minimum 7m in width.

Parramatta Road Corridor Glossary

Enterprise and Business

Land comprising employment uses such as business or commercial premises, innovation and technological uses, light industries, warehouse and distribution centres. Enterprise and Business areas are where people should be able to have their cars repaired, buy goods such as white goods from large retailers, or where small manufacturing can occur.

Heavy industrial uses and residential development are not encouraged in Enterprise and Business areas.

Employment (Other)

Heavy industrial and manufacturing uses that are envisaged to be located within the Corridor over the longer term.

Fine grain

A term used to describe the predominant small lot subdivision associated with the historic pattern of built form which exists along stretches of the Parramatta Road Corridor and within the identified Precincts and Frame Areas. New areas where an intimate pedestrian scale is desired may benefit from a fine grain subdivision.

Frame Area

The stretches of land that front Parramatta Road between each Precinct, and typically include the lots facing Parramatta Road to the first street running parallel to Parramatta Road.

Governance

The process for making and implementing decisions.

Green Setback

Land identified on the Precinct Plans and measured from the property boundary to the building line to ensure development creates a positive streetscape, establishes streets with a high quality pedestrian environment, achieves high quality architectural design that promotes commercial, retail and business activity, and accommodates planting of mature street trees.

A Green Setback is 6m wide on Parramatta Road and 3m wide on all other nominated streets.

Heritage Conservation Area

An area of land of heritage significance identified within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value, and including any heritage items situated on or within that area.

Heritage Item

A building, work, place, relic, tree, object or archaeological site that is listed within a Local Environmental Plan, State Environmental Planning Policy or under the *Heritage Act, 1977* as having heritage value.

High Activity Pedestrian Zone

Areas of high pedestrian activity that will incorporate traffic calming features such as marked pedestrian crossings, lower speed limits, and wider footpaths.

Different road environments are used to help alert drivers to the lower speed environment and make them aware of the presence of pedestrians moving about or near the road. This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.

Parramatta Road Corridor Glossary

Housing diversity

An array of housing typologies, formats, sizes and ownership/tenure structures that aim to improve the affordability and choice of services and support diverse lifestyles.

Indicative Zone for Rapid Transit

The land bound by a grey dotted line on the Precinct Plans for the Corridor between the Burwood-Concord Precinct and the eastern end of the Parramatta Road Corridor. Proposals for rezoning or development within an adjacent Indicative Zone for Rapid Transit should be discussed with Transport for NSW to facilitate integration of well designed public transport infrastructure and associated facilities into the streetscape.

Integrated Land Use and Transport Plan

A plan which illustrates the ultimate vision for the Corridor, including land use and development intensity, public and active transport initiatives, green space and links, key infrastructure, new centres and growth areas.

Infrastructure Site

(As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines).

Land that is currently zoned or used for one of the following purposes:

- education facility
- health facility
- substation
- road (as zoned in a local environmental plan only)
- drainage corridor (as zoned in a local environmental plan only)
- WestConnex Motorway construction site

Intermediate trips

Trips that are between five and 10 kilometres.

Intersection Investigation/Upgrade (Proposed)

Locations that will require further investigation or upgrade as part of any future planning proposal.

Light Rail

A system of rail based public transport with the ability to share streets with other road users, or operate within exclusive rights of way such as a segregated corridor, tunnel or elevated structure.

Local Centre

Locations that are existing centres in or adjacent to the Corridor that are not identified as a Strategic Centre in *A Plan for Growing Sydney*. Local centres are smaller than Strategic Centres and range from centres with a small number of shops to centres with large amounts of retail and employment. Local Centres have been identified on the Precinct Plans to provide context.

Local Environmental Plan (LEP)

The principal planning instrument for controlling development at the council level.

Local Street

Streets that facilitate local access to communities.

Local trips

Trips that are less than five kilometres.

Linear Open Spaces

Linear Open Spaces provide long active links that are suitable for walking and cycling. They make use of infrastructure corridors and connect urban centres to large open spaces and other regional active transport corridors.

Liveability

The way a place supports the quality of life and wellbeing of its residents.

Mixed Use Development

Areas containing (or zoned for) two or more land uses of any type.

Parramatta Road Corridor Glossary

Motorways

Motorways are strategically significant roads that move people and goods rapidly over long distances.

Movement Corridor

Movement corridors are main roads that provide safe, reliable and efficient movement between regions and strategic centres.

Parramatta Road Corridor

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. It is the land adjoining and at least one block back from Parramatta Road, as well as Precincts that have been identified as a focus for future growth based on their different functions and character.

Places for People

Places for People are streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value.

Planning Proposal

(As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines).

Land that is the subject of an undetermined Planning Proposal that has been issued a Gateway Determination by the Department of Planning and Environment.

Plaza

Small urban open spaces which serve dense urban environments and provide moments of open space where people live and work. These spaces are located within urban centres and have building frontages activating their edges. They are designed as high use open spaces that also allow for high levels of pedestrian traffic.

Precinct

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

Precinct Plan

A set of plans prepared for each Precinct that provide more detailed principles and targets for growth and development for each of the eight Precincts. Each Precinct Plan is described in terms of its location and context, existing character and identity, opportunities and constraints and future character. Future land uses, heights, densities, open space and active transport, street function and built form controls are identified.

Prioritised Walking Link

A strategically important walking link or connection that is designed as a primary route for walking. Attributes could include generous footpaths, shade and weather protection, seating, landscaping and priority over other transport modes at intersections.

Priority Precinct

Areas selected through the Priority Precincts program as suitable for urban renewal including increased housing.

Proposed Open Space

Land in public ownership that provides recreation and amenity benefit. Proposed Open Space is to be delivered through the Infrastructure Schedule, the Urban Amenity Improvement Program or future development proposals. Private communal open space required to be delivered under SEPP 65 is not Proposed Open Space.

Public Open Space (Existing)

Open space areas that are set aside for recreational uses with unrestricted public access, such as parks, sporting fields, landscaped areas, or plazas. Existing Public Open Space across the Parramatta Road Corridor includes:

- regional open spaces – large areas, open spaces, parks or corridors that provide a range of recreational opportunities, facilities, landscapes, ecological habitats and cultural interest for visitors across whole cities or metropolitan subregions
- district open spaces - typically used by multiple neighbourhoods that may extend beyond the LGA where it is located, and usually provide a range of formal and informal recreational, sports and children's play facilities, and

Parramatta Road Corridor Glossary

- local open spaces serve single neighbourhoods, are typically small in size, and typically provide some recreational facilities such as games courts, children's play facilities and outdoor seating.

Recent development

Land that has been developed in the last five years, is currently under construction or benefits from a current (but yet to be commenced) development consent.

As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines.

Restricted Open Space

Existing Public Open Space which is primarily used for organised sport and recreation activities and is largely inaccessible to the community. Examples include FS Garfield Park, Concord Oval, Lambert Park and others.

Regional Trips

Trips that are longer than 10 kilometres.

Residential

Predominantly residential in character and includes a range of dwelling typologies and densities.

Setback

The space along the street frontage between the property boundary and the building. Refer to building line or setback as defined in the *Standard Instrument - Principal Local Environmental Plan*.

A building setback may be satisfied by a Green Edge.

Street Wall/Street Wall Height

A street wall is the front façade of a building that is built on or close to the boundary. The street wall height is the vertical distance of the front façade from ground level (existing) to the highest point of the building.

Social infrastructure (or community infrastructure)

The facilities and services that are used for the physical, social, cultural or intellectual development or welfare of the community, including physical infrastructure such as libraries, community centres and cultural facilities that facilitate the delivery of social services and activities, as well as open spaces, parks, recreation areas and sport fields that support sport, recreational and leisure uses.

Importantly, social infrastructure also incorporates the services, activities and programs that operate within these facilities.

Statutory Planning

Urban planning in accordance with the adopted legislation such as the NSW Environmental Planning and Assessment Act, 1979.

Strata

Land currently accommodating strata titled residential development.

As shown on the Opportunity and Constraints Plan in the Land Use and Planning Design Guidelines.

Strategic Centre

Locations identified within *A Plan for Growing Sydney* that currently or are planned to have least 10,000 jobs. These are priority locations for employment, retail, housing, services and mixed-uses.

Transition zone

A transition zone provides an appropriate built form scale transition between proposed higher density development and existing low density residential edges, open space, schools and to heritage/conservation areas; special uses (education/community uses). A transition zone provides both an adequate scale and amenity transition to these areas.

Unbundled Parking

Unbundled parking is parking that is separated from the cost or rent of a dwelling or building. This is not only more equitable, but can also reduce the total amount of parking required for the building.

Parramatta Road Corridor Glossary

Urban Amenity Improvement Plan

A program of urban amenity improvements attached to \$198 million worth of government funding to deliver tangible public domain improvements to the Corridor aligned with its staged redevelopment.

Urban Investigation Areas

Large areas of land to be examined for suitability for urban development.

Urban transformation

The process undertaken to build on the strengths of a place by transforming under-utilised or dilapidated areas, and balancing density, good design, a mix of land uses, location, housing choice and access to public transport to create a successful urban environment.

Urban village

An identifiable residential community within a suburb centred on an activity node. Distinct from a town centre, an urban village provides the conveniences necessary for a localised community including lifestyle amenities such as cafes, restaurants and bars, fresh food markets and local services such as hairdressers, transport connections and open spaces.

Vehicle connection (proposed)

Locations where a new local road is required.

Vibrant Street

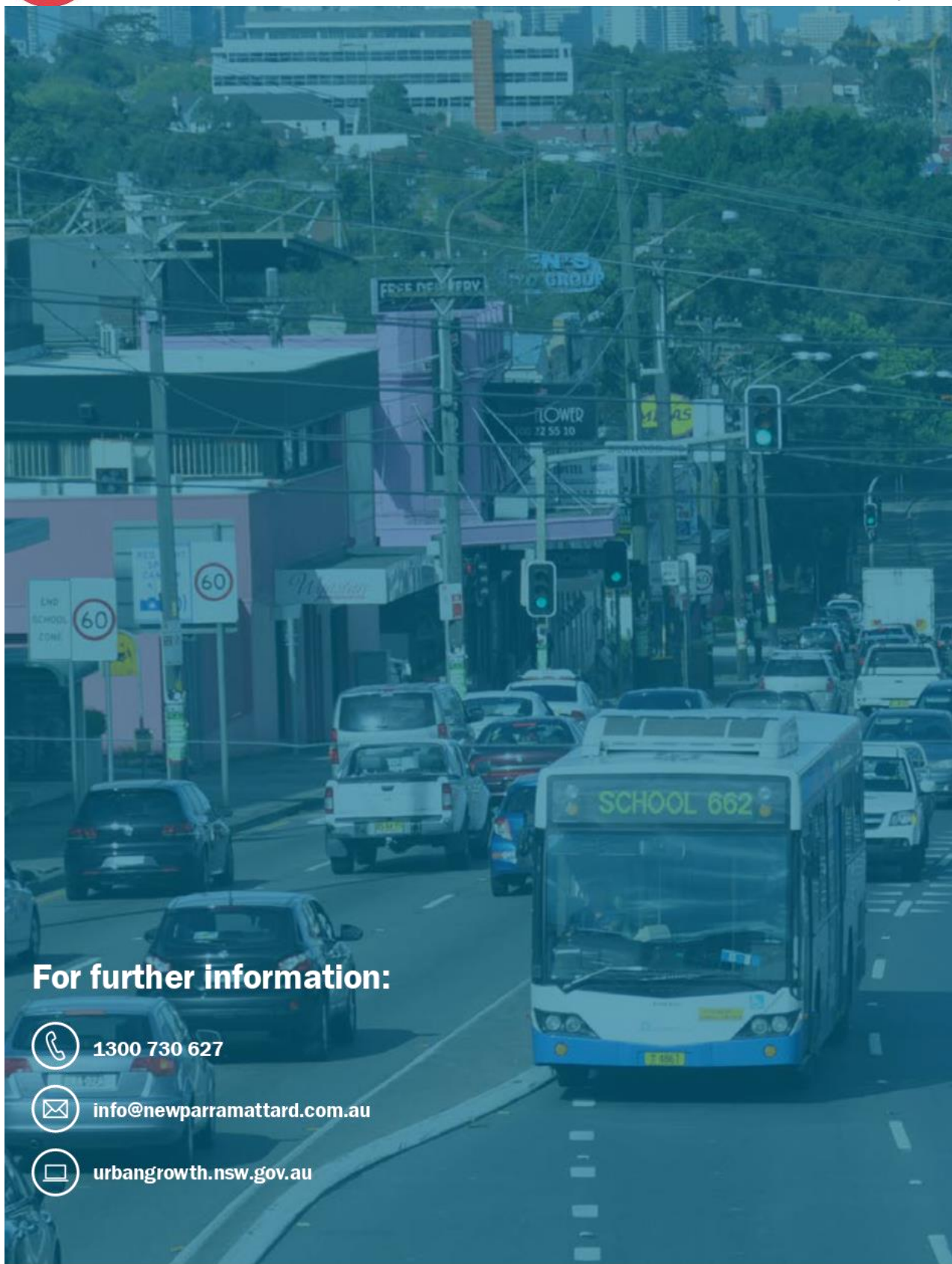
Vibrant Streets have a high demand for movement as well as destinations and activity centres within the same road space.

Village centre

The activity strip or central point of an urban village such as an urban square or main street.

WestConnex

The 33-kilometre project that brings together a number of important road investments to link Sydney's Orbital Network, including the widening of the M4 east of Parramatta, duplicating the M5 East and building new sections of motorway to provide a connection between the two key corridors.



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